



Beacon Hill Neighborhood Greenway

July 19, 2012

What is a neighborhood greenway?

Neighborhood Greenways are routes on non-arterial streets that are optimized for safe bicycle and pedestrian travel for all ages and abilities. They are usually designed for reduced vehicle speeds and volumes. The greenway provides access to schools, trails, parks, transit, and neighborhood businesses.

Your neighbors requested that the neighborhood greenway meet the following goals:

- **Reduce vehicle cut-through traffic** – Median islands prevent drivers from trying to avoid main streets by cutting through on neighborhood streets.
- **Provide safer bicycling and pedestrian connections** - Pavement markings alert people driving to expect people bicycling; improved crossings and curb ramps make pedestrian mobility easier and safer.
- **Priority for non-motorized travel** – Stop signs for traffic crossing the greenway at most non-arterial intersections.
- **Help people across our busier streets** - Improved crossings at main streets help people walking and bicycling cross more easily.
- **Guide people on the route and help get them where they are going** - Markings on the pavement and signage let you know where the greenway goes and what's nearby, like parks and business districts.
- **Provide more "eyes on the street"** - More people out on the street bicycling and walking leads to safer streets!

Why is the city proposing a neighborhood greenway in Beacon Hill?

Beacon Hill is one of five neighborhoods in Seattle where greenways will be installed this year. A long time in the works, this greenway is one of several that were proposed in the Beacon B.I.K.E.S. Circulation Plan, which was initiated by neighborhood volunteers. Beacon B.I.K.E.S. is a community-based group that believes "that pedestrians and cyclists encounter similar obstacles in getting around our neighborhood and that facilities that address both modes make the most sense." The Beacon B.I.K.E.S. plan was funded by a "Small and Simple" grant from the Department of Neighborhoods. It was presented to the community at a public meeting in November, 2010.

What makes a good greenway?

The most important component of a "good" greenway is how comfortable, safe and accessible the street is for people who walk or bike along the greenway. Greenways should be designed for all ages and abilities, so those from eight to eighty will be comfortable.

Neighborhood greenway streets should have relatively low traffic speeds and volumes. Typically neighborhood greenways have fewer than 1,000 cars per day and speed limits of 25 miles per hour. They should be relatively flat and comfortable to walk or ride a bike on (no small feat in a city like Seattle). Greenways should provide attractive connections between neighborhoods and to destinations such as schools, parks, transit, business districts and multiuse trails.

Why was this route chosen?

The route was selected by the community during a neighborhood planning process in 2010. The route made the best proposed neighborhood greenway of the possible routes since it provided good connections to destinations within the neighborhood, the grades on this route were not as steep as other potential routes. Click [here](#) to see traffic data associated with the greenway route.

How will neighborhood greenways change the streets?

The changes made to transform residential streets into neighborhood greenways vary from one greenway to another. There are common elements along the greenway including wayfinding and neighborhood greenway signs and pavement markings to alert drivers. There may be traffic calming elements such as traffic circles and speed humps. At busy intersecting streets, there may be improved crossings with crosswalks and curb ramps. Additionally, stop signs controlling the residential (non-arterial) streets crossing the greenway provide priority for the users of the greenway. When the route crosses a busy (arterial) street, a median may be installed with gaps to allow people who walk or ride bikes to continue through on the greenway, while restricting some turning movements further traffic calming the greenway. Additionally, traffic signals may be upgraded and landscape improved by adding street trees or cleaning up traffic circles.

BEACON HILL NEIGHBORHOOD GREENWAY TOOLBOX

Below are the tools that SDOT is proposing to use along the Beacon Hill Greenway in order to provide a quieter, slower paced place where people who walk and ride bikes and neighborhood safety are given priority along with frequently asked questions about the tools:

Signs:

Wayfinding Signs

These are signs that let people know where and how far the neighborhood connections are located such as the library, light rail station, schools and parks.

Neighborhood Greenway Signs

These are signs that are placed along the greenway that let people know they are on the greenway. These signs are also used on streets with bicycle facilities to let them know they are about to cross a greenway

Stop Signs

The city is installing new stop signs to control the intersecting streets along the greenway. These signs on the side (non-arterial) streets provide people who walk and bike along the greenway priority to travel unimpeded. This prioritization of non-motorized travel along the greenway makes the route more attractive for people walking and biking.

SDOT is aware that speeds may increase given the traffic control on the side streets and will do a follow up study one year after implementation to confirm if the greenway has experienced an increase in speeds. At such time, if the data reveals that corrective actions are necessary, SDOT will consider installing speed humps.

Speed humps are installed as a traffic calming measure to reduce vehicle speeds. The proposed greenway route currently does not have a speeding problem. The 85th percentile along this route averages less than 27 mph.

Pavement Markings:

Sharrows

Sharrows, or shared lane markings, are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to see and share the lane with bicycles.

What a motorist should know:

- Expect to see and share the roadway with bicyclists.
- Follow the rules of the road.

What a bicyclist should know:

- Use the sharrow to find your way along the greenway.

Sharrows will be used along greenway at the following locations:

1. Entering the greenway: When entering a greenway from an arterial street you will see a modified sharrow marking with chevrons offset indicating both directions of travel.
2. Along the greenway: As you are traveling along the greenway, sharrows will be placed at non-arterial intersections to let motorists know that they should expect to see bicyclists traveling along this route and to help guide bicyclists along the route.
3. When the greenway turns: Sharrows will be placed to guide you in the right direction, and there will be a confirming sharrow where to continue along the greenway. There will also be greenway signs directing you to turn.

Crossbikes:

Crossbikes are similar to crosswalks, except they designate where people who ride bikes will be crossing the street. They also serve to remind drivers to expect to see bicyclists and will be accompanied by signs at the crossing and in advance of the crossing.

At busy or arterial streets, the city proposes several locations where crossbikes will be installed.

Curb ramps and marked crosswalks:

The American's with Disability Act (ADA) requires that any new pedestrian crossing improvement, such as a marked crosswalk, include curb ramps. Unfortunately, adding new curb ramps at every intersection is cost prohibitive and beyond the scope of the budget for this project. However at specific arterial crossings, SDOT is making these improvements. New marked crosswalks will be added at 18th Ave S & S McClellan St and S Spokane St & LaFayette Ave S. In addition, SDOT inventoried the curb ramp needs along the corridor and as funding permits these may be prioritized and implemented over time.

SDOT primarily prioritizes new curb ramps at locations that are requested by individuals with disabilities. Individuals with disabilities can request curb ramps by using the online form at the following website: http://www.seattle.gov/transportation/ada_request.htm

Arterial (or busy street) Crossing Treatments:

Making it easier to cross busy streets along the greenway:

At the arterial crossings of S Massachusetts, S College, and S McClellan Streets, improvements will be made to reinforce to motorists that they will see people who walk or ride bikes along this route. These improvements include signs identifying the street as a neighborhood greenway, advance warning signs that pedestrians and bicyclists will be crossing ahead and bicycle legends on the pavement (or crossbikes).

Median Islands: Two locations along the greenway have proposed median islands – Beacon Ave S and S Hanford St and S Spokane St and LaFayette Ave S

Beacon Avenue S and S Hanford St

There is an existing pedestrian “half” signal at this intersection. SDOT will improve the crossing for people walking and biking by:

- Installing a median crossing island in the center-two-way-left-turn lane, including cut-through access for pedestrians and bicyclists
- Reducing vehicle volume by limiting access to right-in and right-out only. This will also reduce non-local traffic along S Hanford St.

The median island will restrict left turns and through movements at the intersection. Motorists will be able to make a right turn in and right turn out at the intersection. This will reduce the amount of cut through traffic on the residential street. Motorists will use alternate routes such as S Spokane Street or S Horton Street. SDOT recognizes that there will be a slight increase in expected traffic on adjacent streets due to this change and has conducted baseline studies on these streets.

S Spokane St and LaFayette Ave S

With the recent redevelopment of Jefferson Park, SDOT has been working with the Parks Department to improve non-motorized access from the neighborhood to the park trail system. SDOT will improve the crossings for pedestrians and bicyclists by:

- Installing a median crossing island in the center-two-way-left-turn lane, including cut-through access for pedestrians and bicyclists
- Reducing vehicle volume by limiting access to right-in and right-out only.
- Installing two marked crossings and signage to alert motorists of the pedestrian and bicycle crossing

The median island will restrict left turns at the intersection. Motorists will be able to make a right turn in and right turn out at the intersection. Motorists will use alternate routes such as 17th Avenue S or S Alamo Place. SDOT recognizes that there will be a slight increase in expected traffic on adjacent streets due to this change, but the resulting increase is well below the expected volumes on non-arterial streets.

Widened Multi-use Sidewalk:

At the very busy intersection of 15th Ave S and S Dakota St there is an existing pedestrian “half” signal. Because of the traffic volume and speed on 15th Ave S, SDOT proposes both pedestrians and bicyclists to use the sidewalk on the south side of S Dakota St to access the traffic signal. Between 16th Ave S and 14th Ave S there will be a consistent 10’ sidewalk that will provide access to the traffic signal. A new curb and gutter will be provided on the one block between 16th Ave S and 15th Ave S.

Landscaping:

Beacon B.I.K.E.S. worked with SDOT’s Urban Forestry group in 2011 and had over 300 trees installed along the greenway and surrounding neighborhood!

GENERAL

Sidewalk and Pavement condition

SDOT has evaluated the sidewalk and pavement conditions and identified locations where spot improvements are needed. These repairs will be completed as part of the project.

Truck traffic and deliveries

Yes. Deliveries and truck traffic will still be able to access the area as usual with the exception of Beacon Avenue S & S Hanford Street and S Spokane Street & LaFayette Avenue S where median islands will be constructed. If a motorist wanted to make a left turn at either of those two locations, an alternate route will need to be used.

Emergency vehicles

The proposed changes will not negatively impact emergency vehicles. The Seattle Fire Department is reviewing the operational changes and SDOT is designing the medians so that fire trucks can go over them if necessary during an emergency response.

Connections with the rest of the bicycle route system

This neighborhood greenway provides an alternative route for bicyclists who may not want to ride on Beacon Avenue S or 15th Avenue S. This route connects to the I-90 Trail, and existing bicycle facilities on Beacon Avenue S, 15th Avenue S, and S Lucile Street. This is the first phase of this neighborhood greenway project that was scoped on the Beacon Hill Family Bicycle and Pedestrian Circulation Plan; we will be working on further expansion to connect east-west throughout Beacon Hill.

Complete Streets

The City of Seattle adopted a Complete Streets Policy by resolution in 2007. The guiding principle of Complete Streets policy “is to design, operate and maintain Seattle’s streets to promote safe and convenient access and travel for all users --- pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers”. In addition the policy states that the “ Seattle Department of Transportation (SDOT) will implement Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community”.

Parallel on-street bicycle facilities

SDOT encourages all bicyclists to exercise their own judgment regarding which roadways they feel most comfortable riding a bicycle. To accommodate bicyclists of varying comfort levels the Seattle Bicycle Master Plan recommends on- and off-arterial routes.

PROJECT FUNDING

The planned budget for these greenway improvements is \$420,000. This does not include the cost of the trail improvements along 16th Ave S. This project is locally funded by the Bridging the Gap, a local transportation levy passed by Seattle voters in 2006.

Implementation Timeline

August 2012: Project Update to Community

October-November 2012: Project construction

COMMUNITY OUTREACH

Below is the list of outreach tools we utilized to announce the open house and solicit feedback:

- Open House flyer for the over 7,000 properties and businesses throughout Beacon Hill.
- Fliers distributed to the Dept. of Neighborhood (DON) coordinators for distribution.
- E-mail notice sent to North Beacon Hill Neighborhood Council, Beacon BIKES
- Web site
- Community open house held on July 19, 2012
- Comments taken until August 3, 2012

Economic impacts

There are economic benefits to slowing speeds, calming traffic, and improving bicycle and pedestrian circulation in a business district. Pedestrians and bicyclists will be able to better access businesses by a neighborhood greenway route designated especially for them.

Project website:

<http://www.seattle.gov/transportation/beaconhillgreenway.htm>

Project contact:

walkandbike@seattle.gov

TRAFFIC DATA

Traffic Volume Along the Greenway

Street	Block	Class	Daily Traffic Volume
18 th Ave S	S Walker & S Hill St	Non-arterial	185
17 th Ave S	S Hanford & Winthrop St	Non-arterial	251
LaFayette Ave S	S Spokane & Hinds St	Non-arterial	182
14 th Ave S	S Dakota & Nevada St	Non-arterial	260
S Snoqualmie St	14 th & 13 th Ave S	Non-arterial	836
12 th Ave S	S Angeline & Ferdinand St	Non-arterial	473
13 th Ave S	S Angeline & Ferdinand St	Non-arterial	671
12 th Ave S	S Lucile & Bennett St	Non-arterial	737

Traffic Volume Crossing the Greenway

Street	Block	Class	Daily Traffic Volume
S Massachusetts St	18 th & 19 th Ave S	Arterial	2,041
S College St	18 th & 19 th Ave S	Arterial	4,316
S McClellan St	18 th & 19 th Ave S	Arterial	3,803
Beacon Ave S	S Spokane & S Hinds St	Arterial	11,299
S Spokane St	16 th & 17 th Ave S	Arterial	12,147
S Lucile St	12 th & 13 th Ave S	Arterial	6,487

Speed Along the Greenway

Street	Block	Class	85 th Speed	
18 th Ave S	S Walker & S Hill St	Non-arterial	26.5 (NB)	25.9 (SB)
17 th Ave S	S Hanford & Winthrop St	Non-arterial	25.4 (NB)	23.1 (SB)
LaFayette Ave S	S Spokane & Hinds St	Non-arterial	23.4 (NB)	24.4 (SB)
14 th Ave S	S Dakota & Nevada St	Non-arterial	26.2 (NB)	26.7 (SB)
S Snoqualmie St	14 th & 13 th Ave S	Non-arterial	25.4 (EB)	25.2 (WB)
12 th Ave S	S Angeline & Ferdinand St	Non-arterial	26.8 (NB)	27.1 (SB)
13 th Ave S	S Angeline & Ferdinand St	Non-arterial	25.8 (NB)	26.5 (SB)
12 th Ave S	S Lucile & Bennett St	Non-arterial	24.6 (NB)	25.2 (SB)
13 th Ave S	S Lucile & Bennett St	Non-arterial	25.6 (NB)	26.5 (SB)

Speed Crossing the Greenway

Street	Block	Class	85 th Speed	
S Massachusetts St	18 th & 19 th Ave S	Arterial	30.1 (EB)	31.5 (WB)
S College St	18 th & 19 th Ave S	Arterial	34.8 (EB)	34.0 (WB)
S McClellan St	18 th & 19 th Ave S	Arterial	30.8 (EB)	30.8 (WB)
Beacon Ave S	S Spokane & S Hinds St	Arterial	39.6 (NB)	36.6 (SB)
S Spokane St	16 th & 17 th Ave S	Arterial	31.8 (EB)	30.6 (WB)
S Lucile St	12 th & 13 th Ave S	Arterial	32.6 (EB)	32.1 (WB)

Collision History

Below is the 3 year collision history from 2009 – 2011. There have been zero pedestrian collisions and one bicycle collision along the corridor.

TOTAL	39
Right Angle	17
Parked Car	10
Rear End	2
Bicycle	1
Right Turn	1
Left Turn	1
Head On	1
Other	6