

Madison Park Neighborhood Greenways

McGilvra

Email Announcement

March 7, 2014

Subject: McGilvra Neighborhood Greenway Project Update

Greetings!

Many of you have been involved helping to design a neighborhood greenway from E Madison Street to McGilvra Elementary School, along 37th Avenue E and E Garfield Street. If you are not familiar with neighborhood greenways, they are safer and calmer residential streets for you, your family and neighbors. More information on them can be found on SDOT's [web site](#). This email shares final design details and a construction schedule for the McGilvra Neighborhood Greenway.

Background

SDOT collected traffic collision, speed and volume data for the corridor; made several site visits; met with the McGilvra Elementary Principal; worked with Seattle Neighborhood Greenways Community Coalition; and participated in a November 2013 neighborhood gathering and January Madison Park Community Council meeting while developing the project. These efforts built off of a neighborhood brainstorming session that occurred in July 2012.

What we heard

Below is a short summary of the comments collected. Most focused on making sure residents, McGilvra students and soccer tournament attendees could walk and bike safely and that motorists obey the rules of the road and parking restrictions.

- Maintain rustic feel of 37th Avenue E
- Minimize the number of signs and pavement markings installed
- Don't remove trees or bumps caused by their roots on E Garfield Street between 38th Avenue E and E Madison Street
- Maintain two way traffic and on-street parking on 37th Avenue E
- Add speed humps to reduce speeding
- Desire for safety treatments at the blind corner at 37th Avenue E and E Madison Street
- Consider engineering opportunities to keep people from parking on the sidewalk or within 30 feet of an intersection

Other issues discussed, but not within the scope of the greenway project were drainage concerns and the possible addition of a sidewalk along the west side of 37th Avenue E.

Final design

The following design has been approved by the City's Traffic Engineer for installation. After the schedule you'll find Frequently Asked Questions explaining why or why not certain design elements were included.

- Install three speed humps on 37th Avenue E, pending engineering judgment, the central one will be at the fire hydrant to prevent end-runs. The two others will be placed where it makes the most sense based on the situation. The northern-most speed hump on 37th Avenue E will likely be placed approximately 50' south of E Garfield Street to help slow traffic moving around the corner.
- Install one speed hump on E Garfield Street between 37th Avenue E and 38th Avenue E approximately 50' east of 37th Avenue to help slow traffic moving around the corner.
- Install one speed hump on E Garfield Street between 39th Avenue E and E Madison Street.
- Install SPEED BUMPS AHEAD and Neighborhood Greenway advisory/identification signs at each end of the greenway (on one sign pole).
- Install 20 MPH speed limit signs at each end of the greenway.
- One bicycle pavement marking at each end of the greenway.
- No change to the intersection of 37th Avenue E where it turns onto E Garfield Street.
- Minor pavement and sidewalk repair.

Schedule

A flier notifying adjacent properties of the project and upcoming construction is being mailed this week (see attached). Construction is expected to happen this spring or summer and be in place by the time the new school year starts. Impacts will be minimal. However, speed hump construction requires temporary on-street parking restrictions.

Frequently Asked Questions

- Q. Can residents influence the location of speed humps and design of associated pavement markings?
- A. The location of speed humps is based on technical expertise. It includes meeting the desired objective of calming traffic and considers pavement condition, proximity to driveways and street lighting. Speed hump pavement marking design is guided by [federal guidelines](#) (section 3B.25). Three options are available. SDOT uses the least invasive design, which only stretches half way across the width of the speed hump.
- Q. Do speed humps work?
- A. Traffic calming evaluations indicate that speed humps are a successful tool for slowing vehicle speeds. The City of Portland has a nice [traffic calming evaluation web page](#) that shows the value of

adding speed humps. We've also found favorable results on past Safe Route to Schools projects in Seattle.

Q. Can a drain trough be installed next to the sidewalk along 37th Avenue E for improved drainage and to separate cars from the sidewalk?

A. This type of improvement is beyond the scope and budget of the neighborhood greenway project. However, SDOT has passed along drainage concerns to Seattle Public Utilities. They have committed to looking into the issue. If residents would like to contact them directly they may call their response center at 386-1800.

Q. Can you add a crosswalk or stop signs where 37th Avenue E meets E Garfield Street?

A. Crosswalks designate pedestrian crossing locations. Preferred crosswalk locations may be where lighting is good, motorist and pedestrian visibility is high, or where the potential for pedestrian-vehicle conflicts is the lowest. Crosswalks also help to raise driver awareness of locations where higher pedestrian activity may occur. However, it is important to note that a marked crosswalk will not necessarily improve visibility or reduce speeding, two of the most common reasons why marked crosswalks are requested. Therefore, crosswalks are not installed as a traffic calming device. The preferred pedestrian crossing of E Garfield Street is 38th Avenue E, where an all-way stop increases visibility, predictability and safety. This location is currently marked with a crosswalk and has ADA-accessible curb ramps.

Multi-way stop control (stop signs) can be a useful safety measure when certain traffic conditions exist, including vehicle volumes of 200 to 300 an hour, eight hours a day, entering an intersection and when the 85th percentile approach speed exceeds 40 MPH. This location does not currently meet the conditions that would warrant installing stop signs.

Q. Can physical barriers such as curb bulbs be added to keep motorists from parking within 20 to 30 feet of intersections, or can curbs be painted red?

A. SDOT does not paint curbs, because paint, in and of itself, is not enforceable and the cost of painting curbs in terms of up-front cost, periodic maintenance and the need to grind off existing paint if the parking restriction ever changes, is prohibitive, particularly with our limited resources.

Curb extensions can be used to reduce the pedestrian crossing distance or tighten the corner turning radius where crossing distances and curb radii are large. Some of the attractive aspects of the McGilvra Neighborhood Greenway are its narrow, residential streets and tight turning radii that already force motorists to drive slowly around the corner.

It has been a pleasure working with your neighborhood. Let me know if you have any questions. Dawn