

WELCOME!

Thank you for coming to tonight's Beacon Hill Neighborhood Greenway Open House.



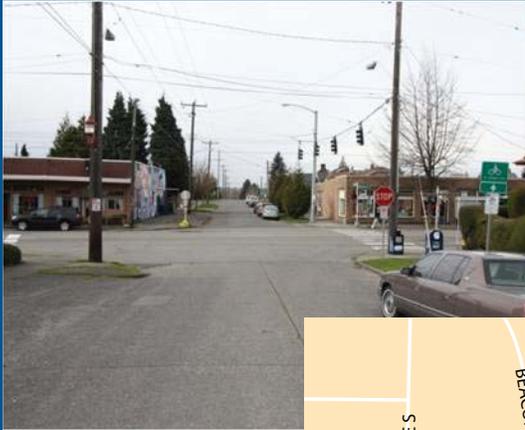
Staff from the Seattle Department of Transportation (SDOT) will introduce a transportation improvement project to the community and provide an opportunity for public comment

Please sign in and browse the information at the stations located throughout the room.

At 6:45, SDOT staff will begin a presentation to describe the project background and the specific proposals associated with the Beacon Hill Neighborhood Greenway. At the end of the presentation, SDOT staff will be available at each of the stations to answer any specific questions you have about the proposal.

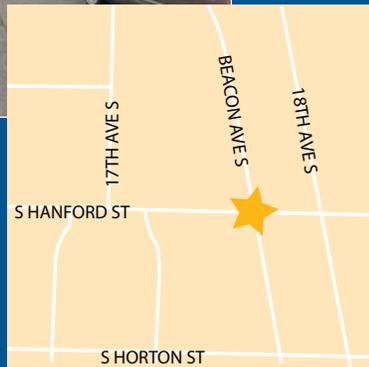
This project is locally funded by Bridging the Gap, a transportation levy approved by Seattle voters.

Beacon Avenue S and S Hanford Street



Beacon Avenue S Existing Conditions

Volume: 11,299 (2011)
Speed: 36.6 Southbound; 39.6 Northbound (2006)
Street Width: 52 feet from curb to curb
Bus Service: Route 36



Recommended Improvements

Median Island

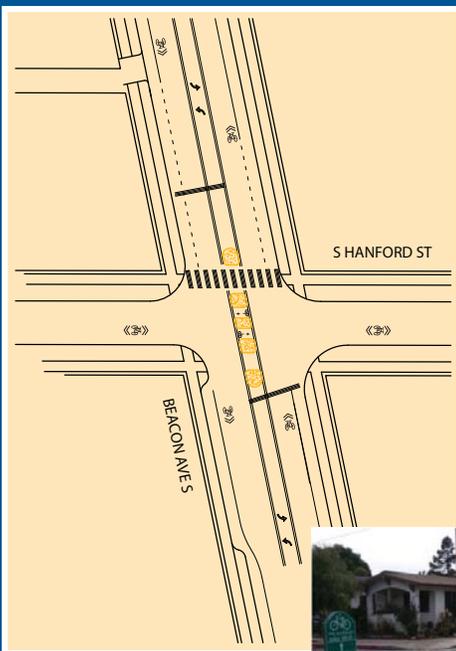
Install island to reduce through traffic and provide a safer place for people walking and biking to cross the street. Motor vehicles will be allowed to turn right-in and right-out.

Bicycle Crossing

Gaps in the island will allow bicycles to cross one lane of traffic at a time. This two-step crossing will be safer and more comfortable, reducing conflicts with turning traffic and providing a refuge between travel lanes. Alternately, bicycles can also use the sidewalk and the pedestrian push button.

Pedestrian Crossing

Conflicts between pedestrians and turning vehicles will be reduced. Crosswalk will be remarked. Signs will be upgraded to current standards to improve visibility.



S Spokane Street and LaFayette Avenue S



S Spokane Street Existing Conditions

Volume: 12,147 per weekday
Speed: 31 mph
Crossing: 40 feet from curb to curb



Recommended Improvements

Marked Crosswalks

With a rechannelization from four to three lanes, two new marked crosswalks can be provided to make pedestrian crossings safer (see Beacon & Spokane board for related traffic signal improvements at Beacon Ave S)

Curb Ramps

To improve accessibility for people in wheelchairs or with strollers, new curb ramps will be provided on all four corners

Jefferson Park Connection

The walkway in Jefferson Park will be extended down to meet the new crosswalks.

Crossbikes

These 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.

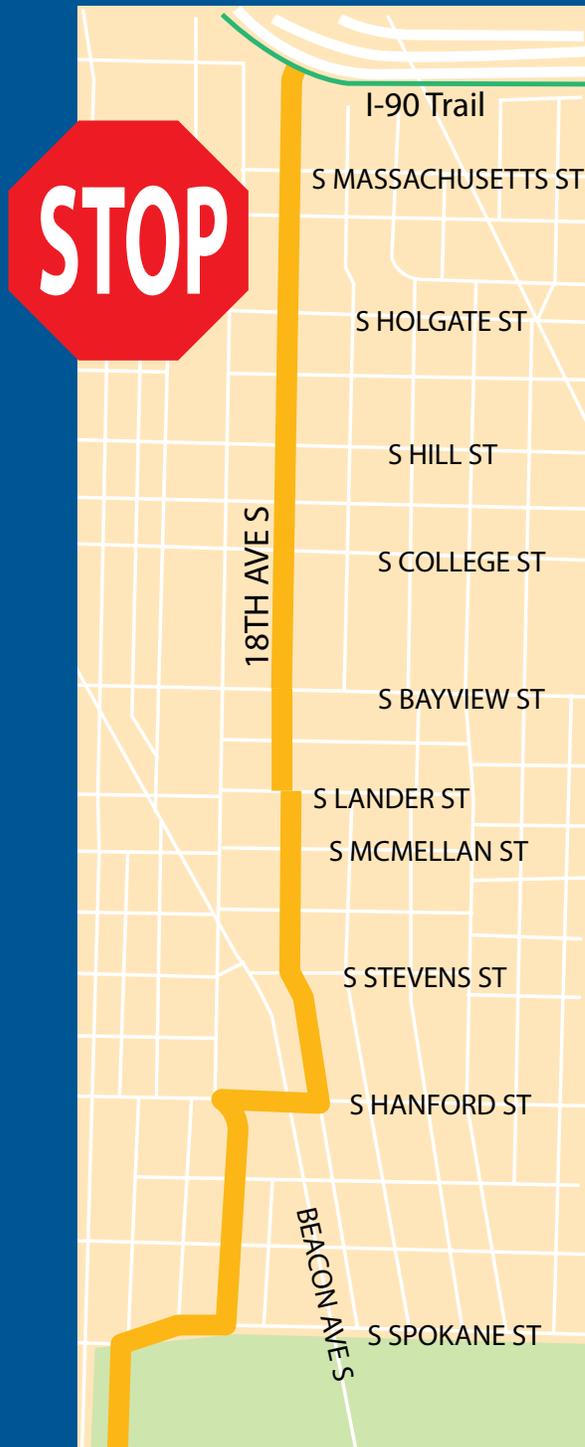
Median Island

To improve safety for people walking or on bicycle, a median island will provide a safe waiting area so people can cross one lane of traffic at a time.



Traffic Control Along the Greenway – North of Jefferson Park

Stop signs will be added on the residential (non-arterial) streets crossing the Greenway. Stop signs will not be added where the Greenway turns.



- 18th Avenue S & S State Street – stop signs for the east and west approaches
- 18th Avenue S & S Holgate Street – stop signs for the east and west approaches
- 18th Avenue S & S Plum Street – stop signs for the east and west approaches
- 18th Avenue S & S Hill Street – stop signs for the east and west approaches
- 18th Avenue S & S Walker Street – stop signs for the east and west approaches
- 18th Avenue S & S Bayview Street – no new traffic control (greenway turns)
- 18th Avenue S & S Lander Street – no new traffic control (greenway turns)
- 18th Avenue S & S Forest Street – stop signs for the east and west approaches
- 18th Avenue S & S Stevens Street – stop signs for the east and west approaches
- 18th Avenue S & S Hanford Street – no new traffic control (greenway turns)
- LaFayette Avenue S & S Hanford Street – no new traffic control (greenway turns)
- LaFayette Avenue S & S Horton Street – stop signs for the east and west approaches
- LaFayette Avenue S & S Hinds Street – stop signs for the east and west approaches