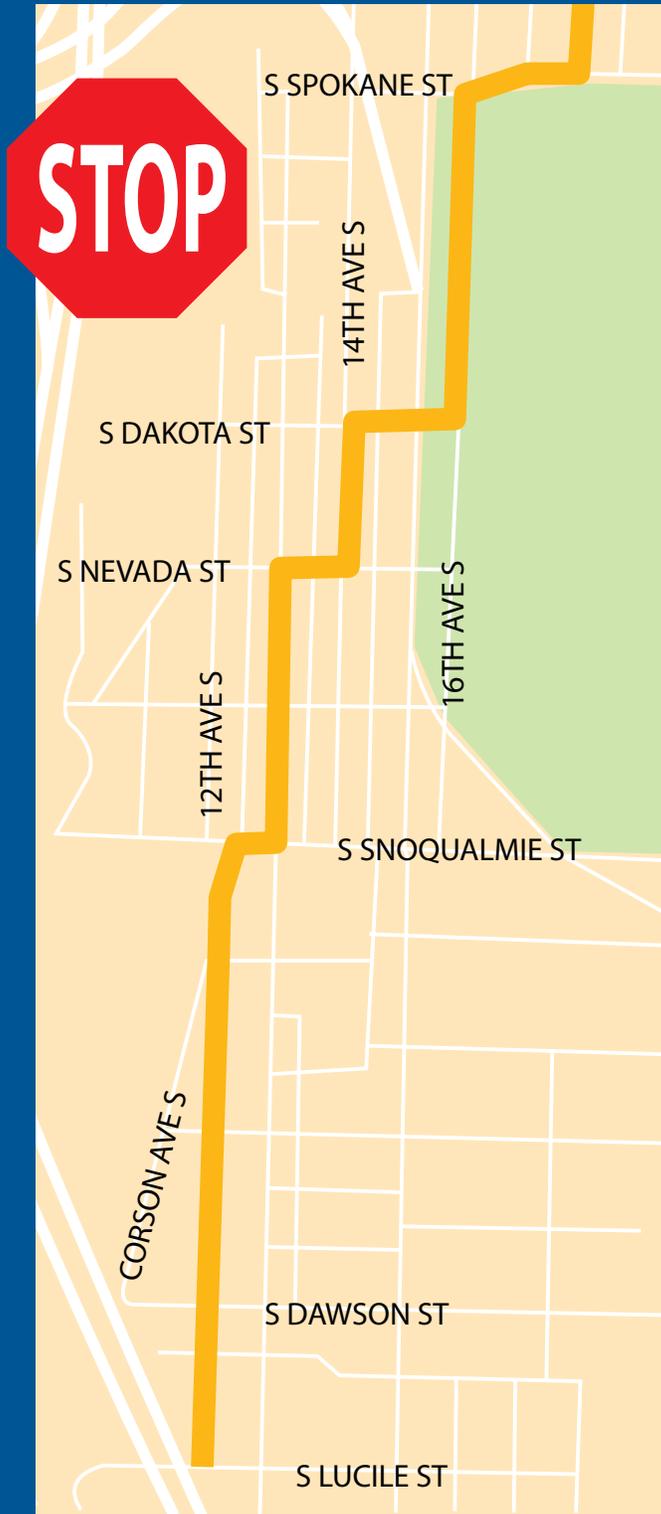


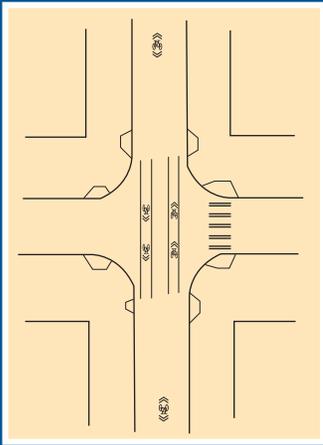
# Traffic Control Along the Greenway – South of Jefferson Park



Stop signs will be added at non-arterial intersections where traffic is crossing the Greenway. This includes the two intersections where there is an existing traffic circle. Stop signs will not be added where the Greenway turns. At intersections where there are already yield signs, SDOT will conduct traffic studies to determine whether any changes are warranted for the right-of-way assignment.

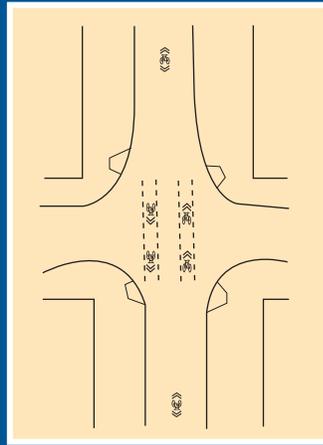
- 16th Avenue S & S Dakota Street – no new traffic control (greenway turns)
- 14th Avenue S & S Dakota Street – no new traffic control (greenway turns)
- 14th Avenue S & S Nevada Street – Existing yield signs for the north & south approaches
- 13th Avenue S & S Nevada Street – Traffic circle, add stop signs for the east & west approaches
- 13th Avenue S & S Oregon Street – Existing yield signs for the north & south approaches
- 13th Avenue S & S Snoqualmie Street – Existing yield signs for the east and west approaches
- Corson Avenue S & S Snoqualmie Street – no new traffic control (greenway turns)
- 12th Avenue S & S Angeline Street – stop signs for the east & west approaches
- 12th Avenue S & S Ferdinand Street – stop signs for the west approach
- 12th Avenue S & S Shelton Street – Traffic circle, stop signs for the east & west approaches
- 12th Avenue S & S Hudson Street – stop signs for the west approach
- 12th Avenue S & S Pearl Street – stop signs for the west approach
- 12th Avenue S & S Dawson Street – stop signs for the east & west approaches
- 12th Avenue S & S Bennett Street – stop signs for the east & west approaches

# Minor Arterial Crossing Improvements



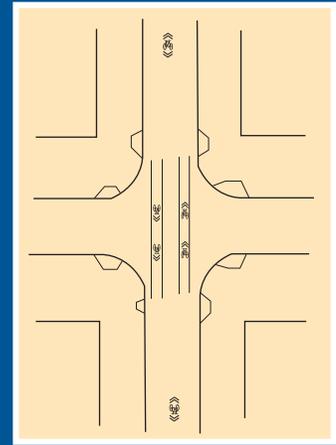
## S Massachusetts St Existing Conditions

Volume: 2,041 per day  
Speed: 31 mph  
Crossing: 22 feet curb to curb



## S College St Existing Conditions

Volume: 4,316 per day  
Speed: 34 mph  
Crossing: 25 feet (undefined edge)



## S McClellan St Existing Conditions

Volume: 3,803 per day  
Speed: 31 mph  
Crossing: 25 feet curb to curb



## Recommended Improvements

### Crossbike

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.

### Wayfinding Signs

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

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

A new marked crosswalk will be installed at 18th Ave S & S McClellan St where there are existing curb ramps and an overhead street light.

# 15th Avenue S and S Dakota Street



## 15th Avenue S Existing Conditions

Volume:	23,420 per day
Speed:	42 mph
Crossing:	48 feet curb to curb
Bus Service:	Routes 60 and 39



## Recommended Improvements

### Widened Sidewalk

The sidewalk on the south side of the street will be widened from current 6 feet to 10 feet wide, providing space for pedestrians and bicycles to approach the traffic signal to cross 15th Avenue S. New curb ramps will be constructed at the intersections of S Dakota & 14th Ave S and S Dakota & 16th Ave S to improve the accessibility of the sidewalk.

### Bike Dots

Bike dots will be painted on the sidewalk to show people on bicycle how to get onto the widened sidewalk and cross 15th Avenue S with the existing pedestrian signal.

# Beacon Avenue S and S Spokane Street Signal Improvements

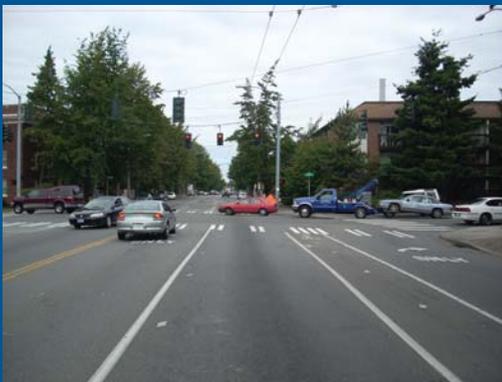


## Beacon Avenue S Existing Conditions

Volume:	11,299
Speed:	38 mph
Street Width:	52 feet from curb to curb
Bus Service:	Route 36

## S Spokane Street Existing Conditions

Volume:	12,147
Speed:	31 mph
Street Width:	40 feet from curb to curb
Bus Service:	None



## Recommended Improvements

### New Left Turn Lanes

New left turn lanes will be added to provide a safer place for vehicles to make a left turn from eastbound and westbound S Spokane Street onto Beacon Avenue S.

### Signal Timing Improvements

With the addition of the left turn lanes, the signal can be operated more efficiently, meaning less delay for everyone at the intersection. With the addition of protected / permissive left turn phases, we calculate roughly a 10% reduction in delay during the AM Peak and a 20% reduction in delay for the PM Peak.