2013-19 • 19th Avenue and E Union Street & E Pike Street Stairs

19th Avenue between E Union Street and Madison Street

Applicant Problem

My neighbors and I are lucky to live within walking distance to grocery stores, parks, churches, schools, coffee shops, and many more amenities. It's one of the main reasons we live where we do. But, it is often challenging to walk to and from these destinations, due in part to a lack of safe pedestrian facilities along logical walking routes.

19th Avenue (between Union and Galer Streets) is designated as a collector arterial with a 30 MPH speed limit. It is, however, primarily residential in nature from Union to Pine. The stretch between Pine and Madison is home to a number of community fixtures and organizations, including the Hearing Speech and Deafness Center (which includes a preschool), the Urban League, People of Color Against AIDS Network, Mt. Zion Baptist Church, and a soon-to-be public park. These organizations draw many people of all ages and abilities and would benefit from roadway modifications and pedestrian safety improvements. This segment of 19th (between Union and Madison) is currently often used as a cut-through to avoid congestion. The roadway design of 14 foot travel lanes appears to encourage speeding.

In the vicinity of 19th and Union, we're experiencing the following problems:

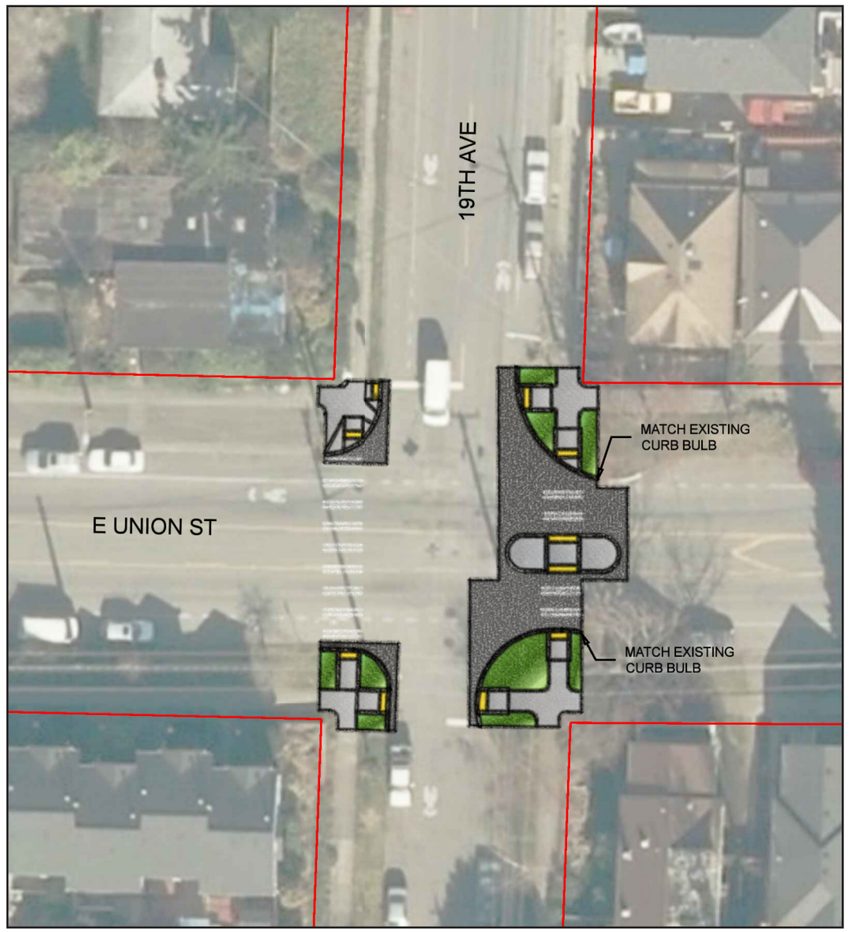
- Speeding vehicles along Union Street and 19th Avenue
- Drivers rarely stop for pedestrians attempting to cross 19th Avenue at Pine, Pike, and Union Streets – there are no marked crosswalks at these intersections. Despite an existing overhead flashing light and pedestrian crossing signs at Union and 19th, it is very hard to cross Union.
- A public stairway on the west side of 19th at Pike has pedestrian crossing signs, but drivers rarely heed them. It is a very informal crossing that also lacks curb ramps.

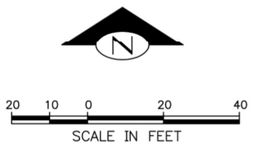
Applicant Solution

We would like to work with SDOT to improve pedestrian safety and potentially reduce vehicle speeds by:

- Installing a pedestrian refuge island on Union Street at 19th Avenue – this would also provide an opportunity to clarify the existing overhead flashing light and pedestrian crossing signage.
- Installing two curb extensions at 19th and Pike which would visually narrow the roadway, potentially calm traffic, and shorten the crossing distance for pedestrians wishing to access the public stairway.

As a side note, we understand that the city's current Bicycle Master Plan update process proposes bike lanes on this stretch of 19th Avenue. We are open to creative design of a curb extension that would accommodate this potential facility in the future.

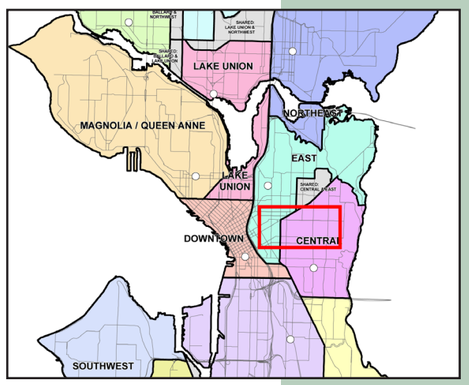


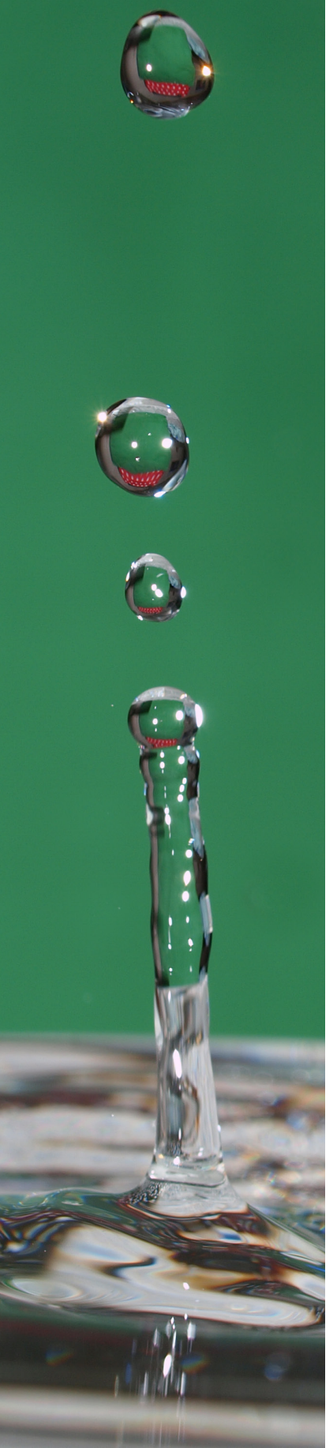


PROJECT TYPE:
Pedestrian Improvements

APPROXIMATE LENGTH:
350 lf

COST ESTIMATE:
$235,000





2013-19 • 19th Avenue and E Union Street & E Pike Street Stairs

19th Avenue between E Union Street and Madison Street

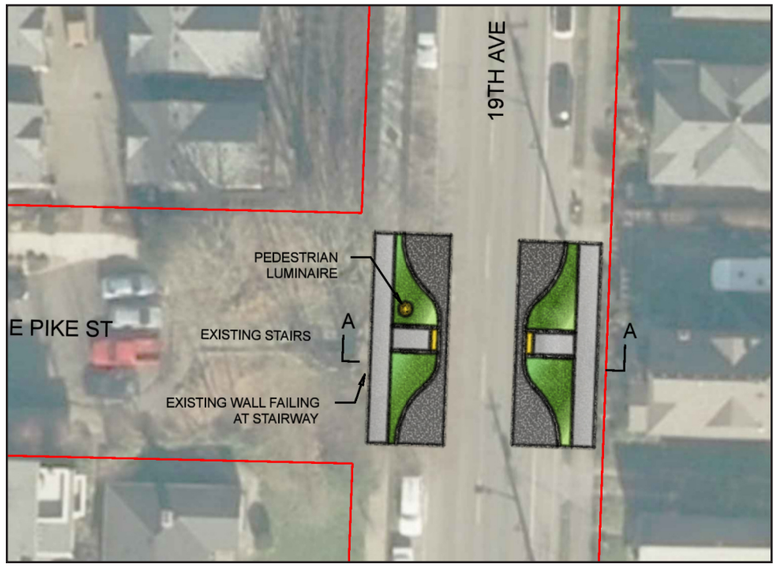
Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

The intersection of 19th Avenue and E Union Street is a four-way intersection that operates as a two-way stop with stop controls on 19th Avenue E. E Union Street is minor arterial roadway configured with a three lane section with parking provided on both sides of the street. 19th Avenue E is a local street configured as a two-lane section with parking provided on both sides of the street. Concrete sidewalks are currently installed at all four corners of the intersection; however, the existing curb ramps do not meet current ADA-guidelines. Curb bulbs are currently installed at the northeast and northwest corners of the intersection. No crosswalks are currently installed at the intersection. Metro route 2 travels along E Union Street at this intersection. The pavement condition along E Union Street is very poor.

19th Avenue at the stairway connection to E Pike Street is a two-lane roadway with parking provided on both sides of the street. Several mature trees are located at the connection with the stairs, which have damaged an adjacent retaining wall. Existing utility poles with luminaires that provide illumination at both intersections are located on both sides of E Union Street and on the east side of 19th Avenue. Existing drainage infrastructure was observed in the field at both locations.

The proposed project will construct a pedestrian refuge island in the two-way left turn lane for the east crossing of E Union Street at 19th Avenue and provide striped crosswalk markings across E Union Street. Existing curb ramps will be upgraded at all four corners of this intersection.



At the crossing location at 19th Avenue and the E Pike Street stairs curb bulbs will be constructed on both sides of 19th Avenue. At this time there are not sufficient existing pedestrian crossing volumes at this location to install crosswalk pavement markings at the crossing. To increase pedestrian visibility with the dense tree cover at the E Pike Street stairs, one pedestrian scale luminaire will be installed on the west curb bulb. This project will be required to implement Green Stormwater Infrastructure (GSI) to the maximum extent feasible. GSI features will likely consist of tree retention and potentially a raingarden at the new curb bulbs adjacent to the E Pike Street Stairs.

CONSTRUCTABILITY:

- Some minor re-grading may be necessary to ensure the new curb ramps are ADA-compliant.
- Recommend repaving at the intersection of 19th Avenue and E Union due to the poor pavement condition at the crosswalk locations.
- An existing retaining wall has been damaged by an adjacent tree. Repairs would require removal of the tree.

COMMUNITY ISSUES:

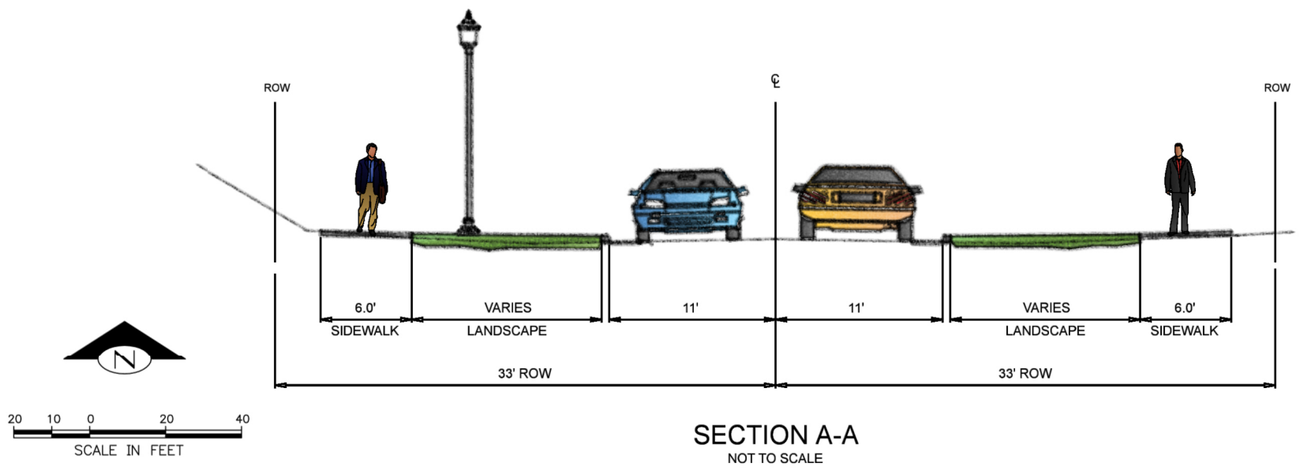
- Approximately six parking spaces will be removed to install the curb bulbs at the E Pike stairway location.

BENEFITS

- Increased pedestrian safety at two existing crossing locations.
- Improved access with the installation of new ADA-compliant curb ramps.

Existing configuration of 19th Avenue and E Union Strret. Looking west.

19th Avenue at E Pike Street stairs. Looking west.



2013-20 • Rainier Avenue S Sidewalk Improvements

Intersection of S Dearborn Street and Rainier Avenue S

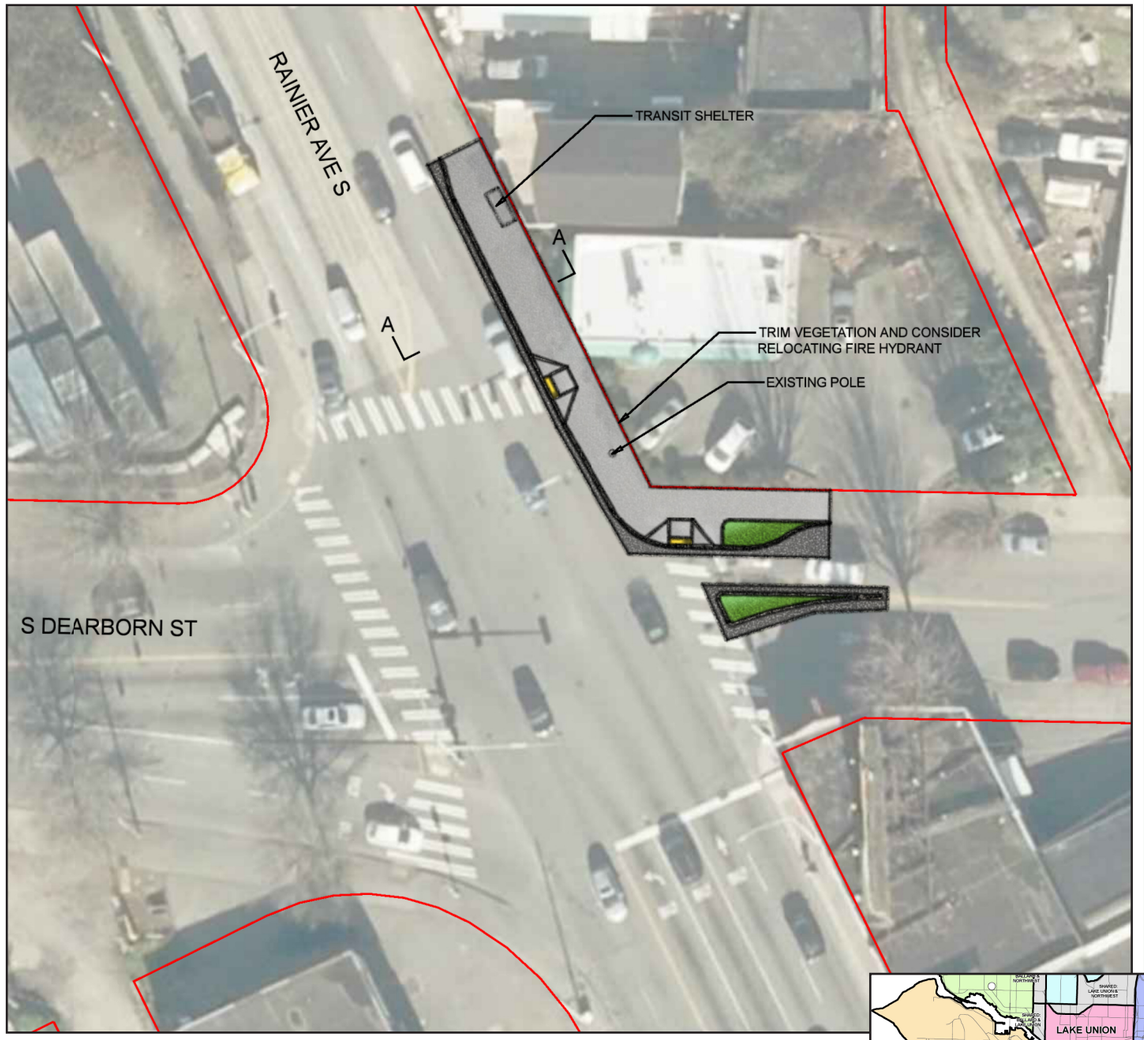
Applicant Problem

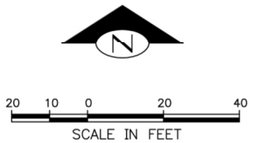
I am proposing a Neighborhood Street Fund project for an improved side walk and pedestrian crossing of Rainier Ave S at Dearborn. The problem is that the infrastructure at this busy and important intersection is insufficient for the large and vulnerable pedestrian population, many of whom are accessing the #7 bus stop and many of whom are passing by it. The current configuration produces conflicts between those on foot, those on bicycles, those waiting for buses, vehicles trying to turn right from Dearborn to Rainier – at particularly bad moments there are simultaneous conflicts between all of these groups. A relatively small capital investment could resolve the intertwined issues and produce a great safety improvement. While a vital route for many (children, freight, the elderly, long distance vehicles, bicyclists heading to work, bus riders, small businesses, Goodwill students, employees & customers), this intersection is an orphan, being at the far edge of several neighborhoods (Central, South East, International District, Downtown) and therefore central to no organized community. I worry that the problems at this location will slip between the cracks.

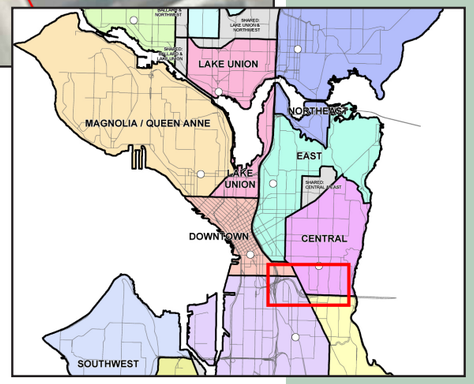
Applicant Solution

The pedestrian crossing of Rainier Ave S at Dearborn is an important crossing for both the neighborhood (which is rapidly increasing in population as a number of large new developments are going in) and for the large numbers of people of widely varying ages and mobility who use the #7 bus to access Goodwill. This is a project that improves the safety of all modes of travel in Seattle for minimal cost and is right in line with the City of Seattle's stated goals to "encourage walking, bicycling, and transit use"!

There are three aspects to my proposal:
1. Re-align the cross walk, curb cut, and push button closer to the corner. Heavy traffic on Rainier means the current position of the northbound bus stop causes busses to block the intersection, endangering all. The walk light is short and many of the people who use it are elderly, travelling with small children, and / or carrying awkward items from Goodwill. We need every second of the cycle to make it across Rainier, and discovering that the light has changed only after a bus pulls away provokes many a mad, risky dash across the street. In addition, currently the crosswalk leads to a location far enough around the corner that traffic waiting on the east side of Dearborn cannot see people waiting to cross Rainier, leading to daily conflict as vehicles turning right accelerate into the crossing walkers. Aligning the cross walk to the corner would improve visibility and reduce conflict with busses.







PROJECT TYPE:
Pedestrian Improvements

APPROXIMATE LENGTH:
170 lf

COST ESTIMATE:
$115,000

2013-20 • Rainier Avenue S Sidewalk Improvements

Intersection of S Dearborn Street and Rainier Avenue S

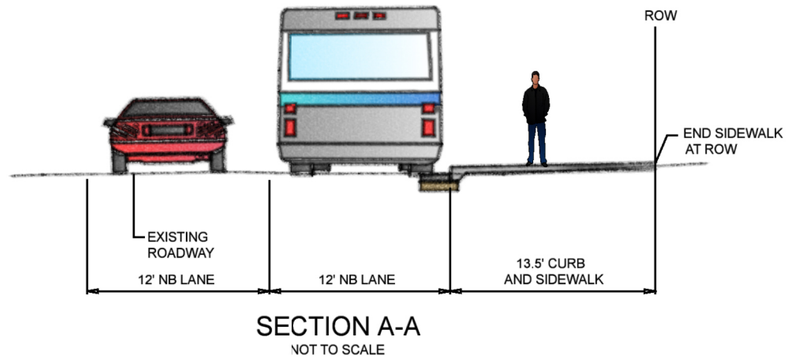
2. Widen the sidewalk on the east side of Rainier at the south end of the block between Dearborn and Lane to at least the standard width at the north end and move the light poles to gain maximum sidewalk access. I expect that whatever the basis was for the current configuration, engineering standards have evolved in the interim. Particularly in morning rush hour and afternoon shopping / less frequent bus periods, the sidewalk can be completely full of people waiting for the crossing light or the bus. A wider sidewalk would greatly facilitate the ability of people to pass by, particularly those heading up Rainier by wheelchair or bicycle, neither of which modes has a practical alternative in this location: this is the only route available. Moving the various light poles with sidewalk users in mind would also help greatly.

3. Add explanatory sign for bicycle trigger to the push button pole for crossing Dearborn. The intersection is a key bicycle route, with many riders every day. However, the westbound light only turns green when there is traffic waiting or the pedestrian button is pushed. In the course of developing this proposal, I learned that there is a bicycle trigger in the street to trigger the light going west bound. However, there is no sign explaining that it exists or how to use it. It is clear from talking with neighbors and co-workers who bicycle regularly, and from watching cyclists use the intersection, that there is no public awareness of this potentially excellent feature. Thus bicycles also end up on the narrow, crowded sidewalk to access the pedestrian push button. Adding a sign would begin the public awareness, reduce bicycle – pedestrian conflict at this intersection, and educate cyclists to look for the similar triggers in other locations, enhancing the City's return on the investment in the trigger infrastructure.

To summarize, widening the sidewalk on the east side of Rainier at the south end to at least the standard width at the north end, signage explaining how to trigger the westbound light as a bicyclist, and re-aligning the Rainier crossing would greatly facilitate the safety of bus riders, pedestrians, me bicycling my children to school, and patrons of the businesses along Rainier.

Existing narrow pedestrian path on the northwest corner of the intersection of Rainier Avenue S and S Dearborn Street.

Looking west at the intersection from the east leg of S Dearborn Street.



SECTION A-A
NOT TO SCALE

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

The northwest corner of S Dearborn Street and Rainier Avenue S is currently improved with concrete sidewalk and curb ramps. This location experiences high pedestrian and bicycle traffic with a Metro transit shelter and stop located just north of the intersection. These high pedestrian and bicycle volumes in conjunction with an existing signal pole, pedestrian pushbutton, curb ramp, and fire hydrant results in a sidewalk that is often blocked.

The proposed project would narrow the outside northbound thru lane on Rainier Avenue S to 12' to provide a wider sidewalk between the existing Metro transit shelter and the intersection. Additionally, a curb bulb and modified median island would be installed at the east leg of the intersection. Both curb ramps would be reconstructed at the northeast corner. It is recommended that landscaping work be coordinated with the adjacent property owner at this corner to remove or replace the shrubs that are encroaching on to right-of-way. Due to the scope of work for this project site, it is not anticipated that the City's stormwater requirements will be triggered. A new or relocated inlet will need to be installed to match the new curb alignment.

CONSTRUCTABILITY:

- Traffic control may present a challenge due to the high vehicle, pedestrian, and bicycle volumes at this intersection.

COMMUNITY ISSUES:

- Outreach will be necessary for the Metro routes impacted during construction.
- Recommend working with the adjacent business to coordinate landscaping improvements.

BENEFITS

- Improved pedestrian access with a wider sidewalk.
- Traffic calming will be provided with the curb bulb at the northwest corner to slow right turns.

2013-21 • 20th Avenue S Curb Bulbs

20th Avenue S between S Norman Street and S Charles Street

PROJECT TYPE:
Pedestrian Improvements

APPROXIMATE LENGTH:
700 lf

COST ESTIMATE:
$260,000

SW corner of S. Charles St. and 20th Ave looking North

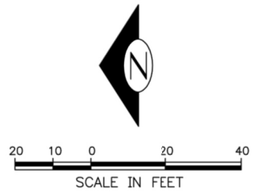
SW corner of S. Norman St. and 20th Ave looking North

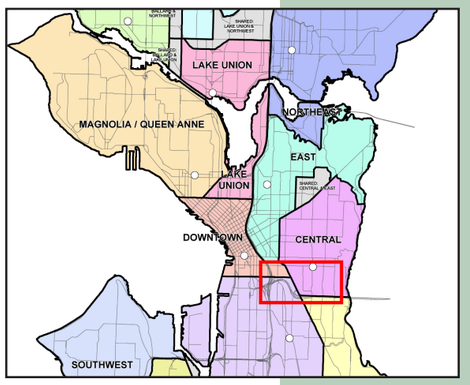
Applicant Problem

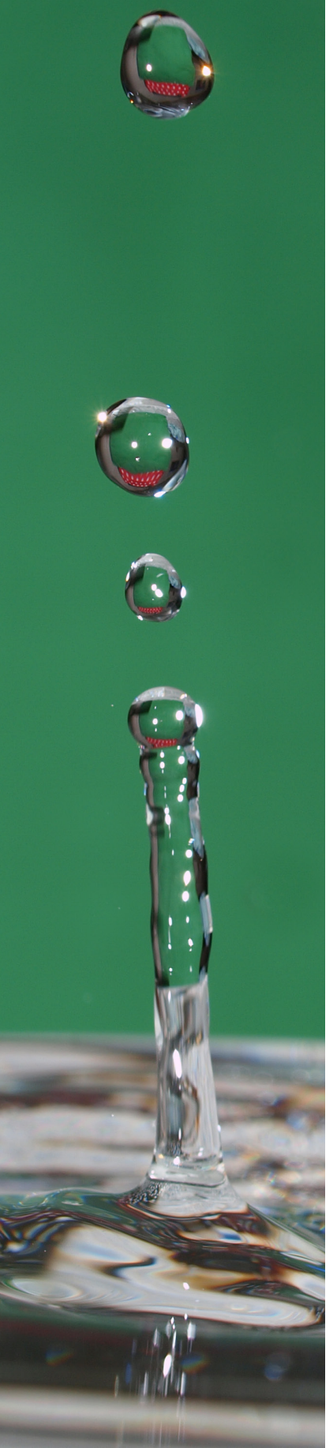
This section on 20th Ave. S. is defined as a Collector Arterial. It is recognized for decades as a high speed traffic safety impact to the two schools and day care adjacent to the street, the park users from the residential streets that are adjacent to 20th Ave. S. and the elderly residents in the surrounding neighborhood. Two traffic studies, the latest in 2007 by SVR, identified 20th Ave S. as a severe public safety impact.

Applicant Solution

A combination of traffic calming solutions to include speed bump mats (similar to the ones on the 31st Ave. S. arterial in the Leschi neighborhood), traffic signage (stop signs), enhanced landscaping and chicanes as an alternative to speed bump mats.







2013-21 • 20th Avenue S Curb Bulbs

20th Avenue S between S Norman Street and S Charles Street

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

20th Ave S. between S. Norman St and S. Charles St is a two way collector arterial roadway consisting of two lanes with on street parking along the west side and a dedicated bicycle lane along the east side. There are existing sidewalks and planting strips along both sides of 20th Ave S. as well as along the intersecting side streets. The dedicated bicycle lane turns into sharrows at the south side of the intersection with S. Charles St. North of this intersection, each side of the road accommodates on-street parking. There is an existing enclosed drainage system that runs along both sides of 20th Ave S. collecting stormwater via catch basins as it flows downhill towards the south. Utility poles with luminaires are located along the west side of the roadway that carry overhead power and communication lines.

20th Ave S. is fairly steep and has prompted citizen concerns about southbound vehicles speeding down the hill and through the eastbound curve where the road becomes S. Judkins St. A speed study for 20th Ave S. conducted north of the intersection with S. Norman St. was done between 5/29/2013 (12:00 PM) and 5/31/2013 (9:00 AM) to prepare an analysis of vehicular speeds. The 85th percentile speed (defined as the speed at which 85 percent of all motorists travel at or below) from the speed study yielded an average speed of 31.9 MPH over the three days studied. This speed is not significantly higher than the City's speed limit of 30 MPH for this roadway.

As a result of the speed study, traffic calming measures such as speed bumps and chicanes were determined inappropriate for this location. However, SDOT recommendation constructing curb bulbs at the intersections of 20th Ave S. and S. Norman St. and 20th Ave S and S. Charles St.. Curb bulbs will have the dual benefit of helping to reduce vehicular speeds as well as reduce pedestrian crossing distances at these intersections.

The proposed curb bulbs would be constructed along the west side of 20th Ave S. because the dedicated bicycle lane prohibits their construction along the east side of the roadway. A curb bulb at the northeast corner of S. Charles St. can be constructed because the dedicated bicycle lane has changed to sharrows and the on-street parking has begun.

CONSTRUCTABILITY:

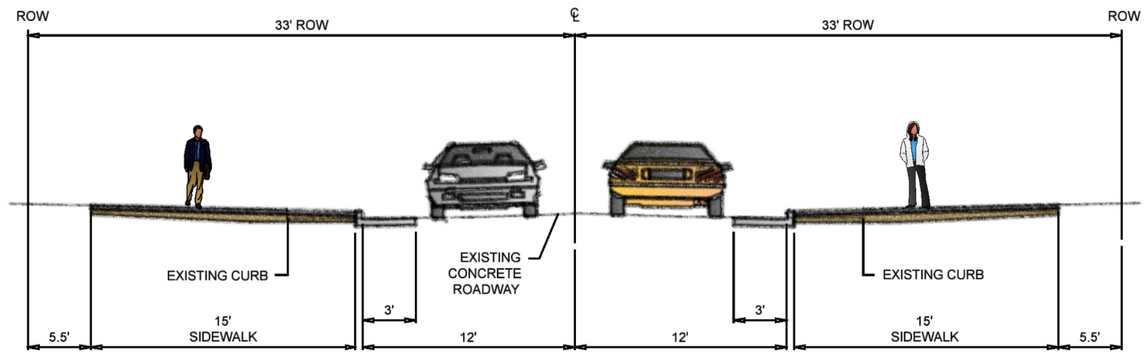
- The new curb bulbs would be constructed to meet ADA requirements. One ramp at each curb bulb will provide access both northbound/southbound and eastbound/westbound due to the steep grades at the intersections.
- Curb ramps will be located to avoid conflicts with existing utility poles along the west side of 20th Ave S.
- The proposed improvements will be compatible with the existing enclosed drainage system.

COMMUNITY ISSUES:

- On-street parking along 20th Ave. S. at the corners of each intersection will be restricted to the standard 30' from an intersection with the installation of the curb bulbs.

BENEFITS

- Reduced vehicular speeds with curb bulb extensions that provide to the motorist an appearance of a reduced roadway width.
- Improved pedestrian safety with reduced roadway crossing distances and visibility at curb bulbs.
- Improved pedestrian access with new ADA-compliant ramps.



SECTION A-A