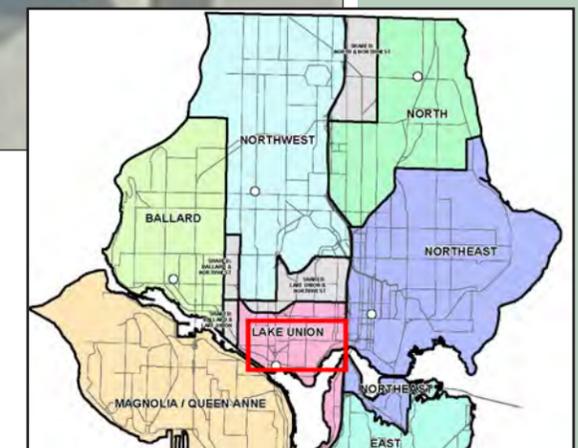
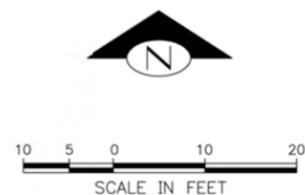
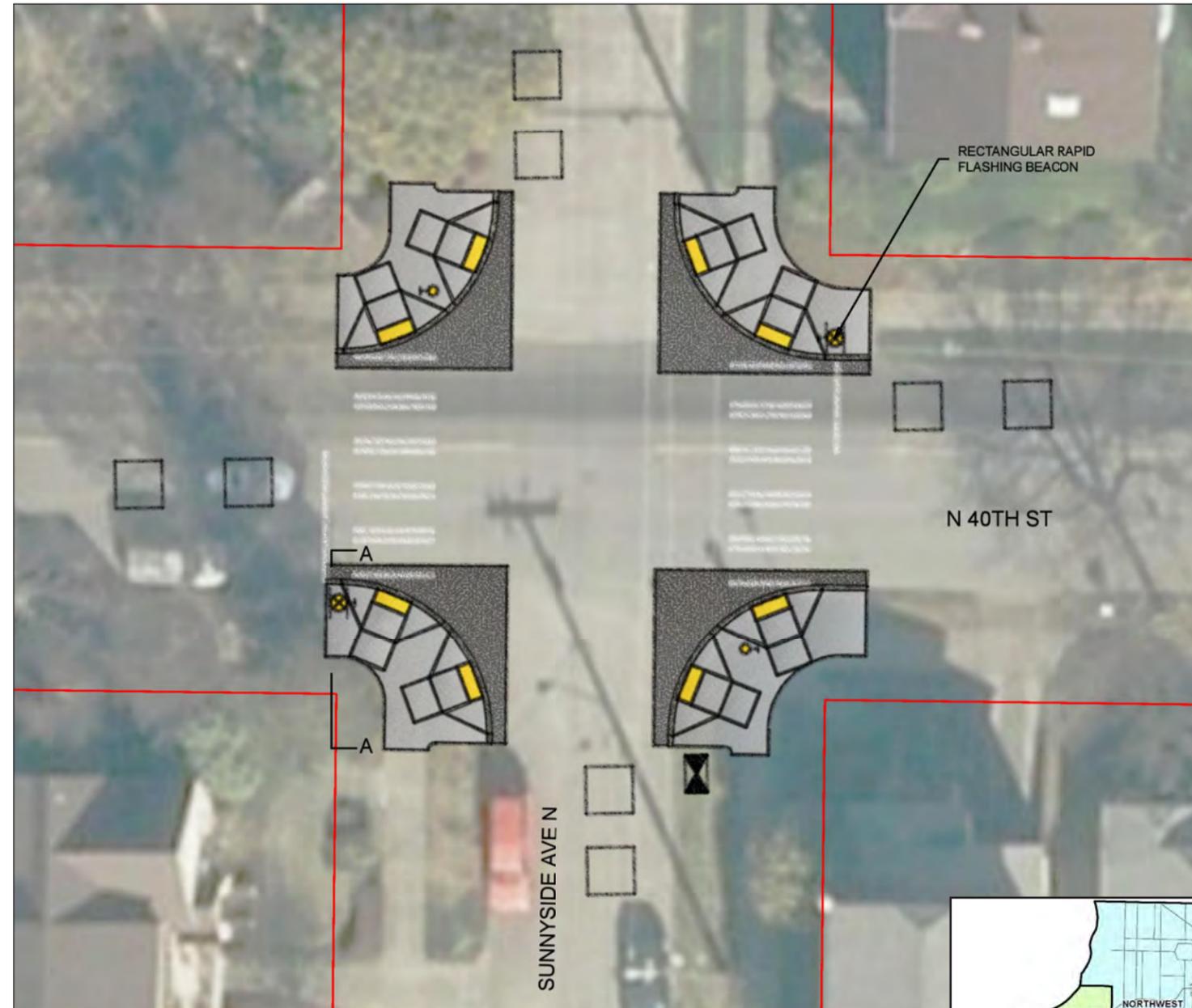


Applicant Problem

It is long past time to unite the north and south residential halves of Wallingford, an area with nearly 20,000 people. Because drivers are distracted and frequently don't stop at pedestrian zebra crossings on fast-moving arterials -- even when children or elders are crossing, a signal at N 40th Street and Sunnyside Avenue North in Wallingford is recommended. I don't walk across 40th often, but when I do to visit friends, go to Gasworks Park, or catch a bus, I'm appalled at the difficulty crossing this street. Between the U-District to Wallingford Avenue North, there is simply not a safe way a child, an elderly person, someone pushing a stroller, someone walking a dog can halt traffic and get across the street. It wasn't until my son was 12 or so that I let him walk unaccompanied to visit friends south of 40th. And then I made him call when he got across the street. Simply accepting N 40th Street as an arterial that has out of control fast-moving and unstoppable traffic is wrong. Sunnyside (or a nearby residential street) needs a signal. It will do so much to re-unite the two sides of Wallingford -- South Wallingford and Central Wallingford. Both of the times this project was submitted to SDOT for NPF consideration, in 2011 and 2012, the City analysis was: "we won't put a crosswalk or a signal here because we haven't counted enough people using this crossing." My bicycle and pedestrian transportation planning friends in Portland say, when an engineer says that to reply, "so I guess you won't put a bridge over that body of water until enough cars have fallen into it to justify the bridge." Please Unite Wallingford.

Applicant Solution

Traffic signal at this location will ensure traffic will slow and stop for pedestrians and cyclists as well as vehicles entering the roadway. Speed humps may also be needed to discourage cut-through traffic.



PROJECT TYPE:
Pedestrian Signal

APPROXIMATE LENGTH:
70 lf

COST ESTIMATE:
\$220,000

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

The intersection of N 40th Street and Sunnyside Avenue N is a four-leg intersection controlled as a two-way stop. N 40th Street is a minor arterial roadway with on-street parking provided on the south side of the road. Sunnyside Avenue N is a local roadway with on-street parking located on both sides of the street. Existing pedestrian facilities consist of concrete sidewalk with landscaping on all legs of the intersection. Utility poles with luminaires are located on the north side of N 40th Street and on the east side of Sunnyside Avenue N. Several Metro routes serve N 40th Street and both the John Stanford International School and Hamilton Middle School are located near this project site.

The proposed improvements would rebuild the curb returns and provide new ADA compliant curb ramps for all four corners of the intersection. A rectangular rapid flashing beacon (RRFB) system will be installed with marked crosswalks across N 40th Street to increase the visibility for pedestrians crossing N 40th Street. Additionally loops will be installed at the intersection to collect traffic data for the intersection. Drainage modifications are not anticipated as part of this project and due to the size of this project, it is anticipated that this project would be exempt from any stormwater flow control or water quality requirements.

CONSTRUCTABILITY:

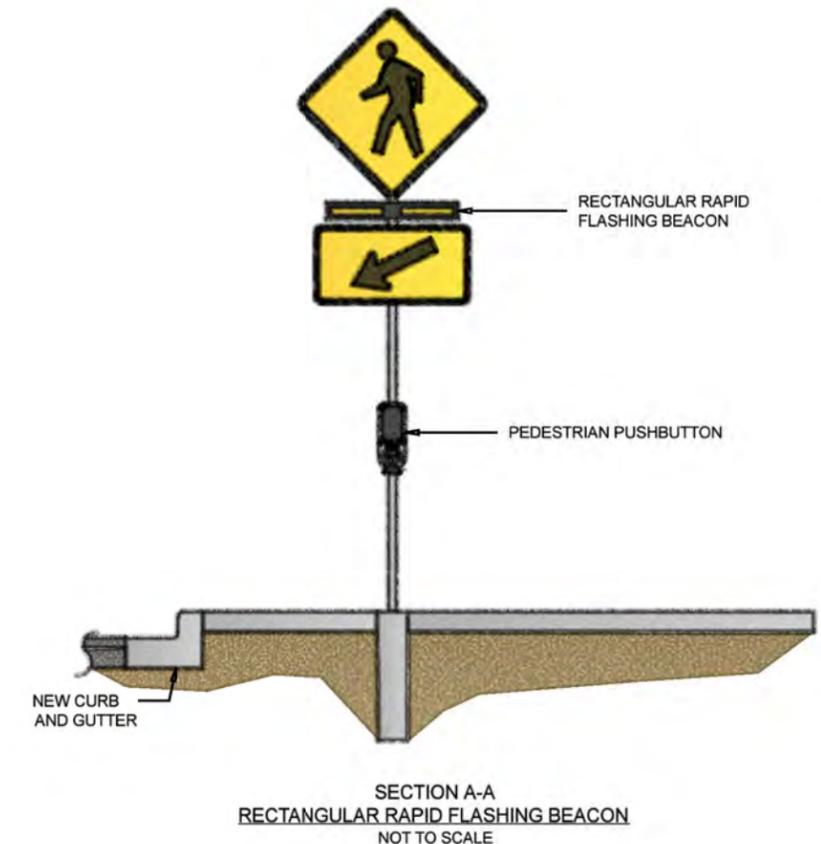
- A power source will be needed to construct the RRFB system. A solar powered system may be an option.
- Directional boring for new conduit installation may be warranted to prevent concrete panel replacements.
- Existing utility castings in the roadway will need to be avoided with the new curb installation.

COMMUNITY ISSUES:

- Metro routes may be temporarily impacted as part of curb and sidewalk reconstruction.

BENEFITS

- Increased pedestrian safety and visibility with the flashing beacon system and marked crosswalk.
- Improved access with new ADA compliant ramps.



Looking north at the intersection of Sunnyside Avenue N and N 40th Street.



Looking east at the intersection of Sunnyside Avenue N and N 40th Street.

2013-12 • Stone Way N and N Northlake Way Pedestrian Walkway

West side of Stone Way N, south of N 34th Street, and the south side of N Northlake Way

Applicant Problem

The area south of the intersection at Stone Way and N Northlake Way is unsafe for pedestrian use. A gravel trail on the south side of N Northlake Way just south of the Stone and N 34th intersection is heavily used by pedestrians. This un-improved trail becomes washed out in the rainy weather or overpopulated on sunny days and pedestrians are forced to walk into the lane of on-coming traffic, where there is no shoulder on the road. Additionally, there is no protection from cars as pedestrians go from this trail back to the intersection at N 34th Street and Stone and the Burke Gilman trail.

Applicant Solution

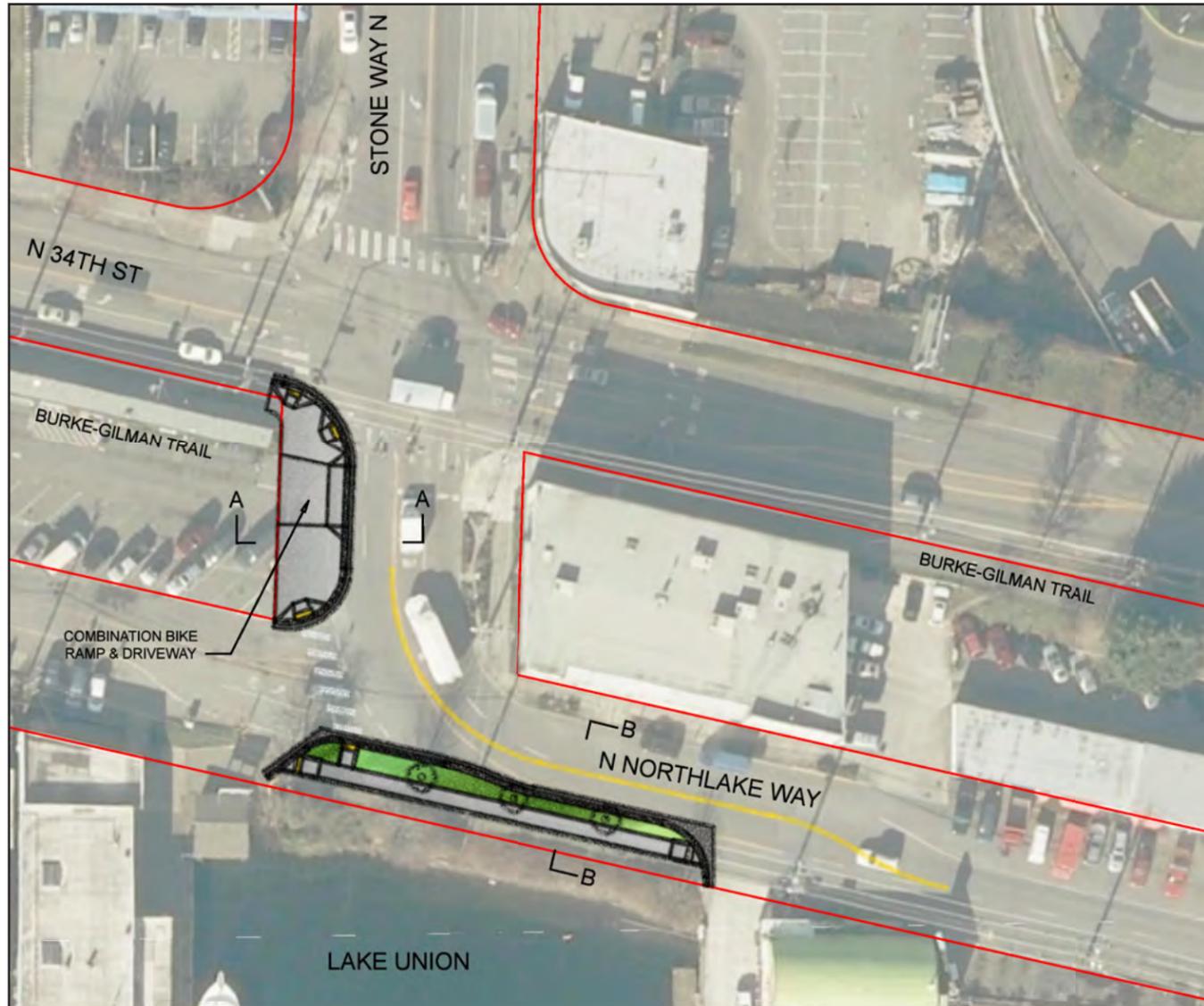
We propose constructing a pedestrian sidewalk on the south side of N Northlake Way surrounding Waterway 22. We also propose the construction of a crosswalk and more well defined sidewalk along the west side of Stone Way south just south of N 34th Street to protect pedestrians using the Burke Gilman trail, seeking access to the Waterway. We also propose further enhancements to Waterway 22 including the construction of a viewing platform and public space.



A group of pedestrians cross at N Northlake Way at the proposed crosswalk west of Stone Way N.



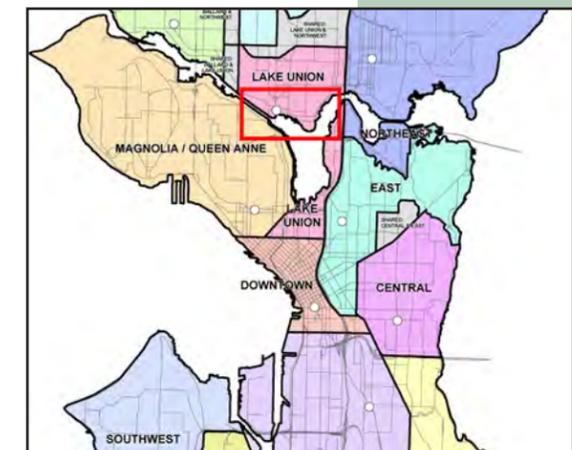
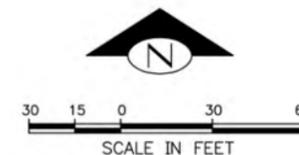
A pedestrian walks along N Northlake Way adjacent to Lake Union.



PROJECT TYPE:
Sidewalk

APPROXIMATE LENGTH:
280 lf

COST ESTIMATE:
\$290,000



2013-12 • Stone Way N and N Northlake Way Pedestrian Walkway

West side of Stone Way N, south of N 34th Street, and the south side of N Northlake Way

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

Stone Way N, N 34th Street, and N Northlake Way are arterial roadways with missing pedestrian facilities along the west side of Stone Way and along the south side of N Northlake Way. Both Stone Way N and N Northlake Way are two-way, four-lane roadways. On street parking is located on the north side of N Northlake Way east of Stone Way and there is a single loading parking space on the south side N Northlake Way. The Burke-Gilman Trail runs parallel to N 34th Street across Stone Way N through the project site. Utility poles with overhead power are located along the south side of N Northlake Way. Existing drainage infrastructure was also observed at the project location.

The proposed project would install new sidewalk along the west side of Stone Way N and along the south side of N Northlake Way between two existing driveways. Stone Way N south of the intersection with N 34th Street would be narrowed to three lanes and N Northlake Way would be narrowed to two lanes adjacent to the proposed sidewalk to provide additional room for sidewalk and landscaping. This project will be required to utilize Green Stormwater Infrastructure (GSI) to the maximum amount feasible. Generally this could consist of new tree plantings and some small raingardens. Due to the proximity to Lake Union, water quality features may want to be installed to treat stormwater runoff before discharge to the lake.

CONSTRUCTABILITY:

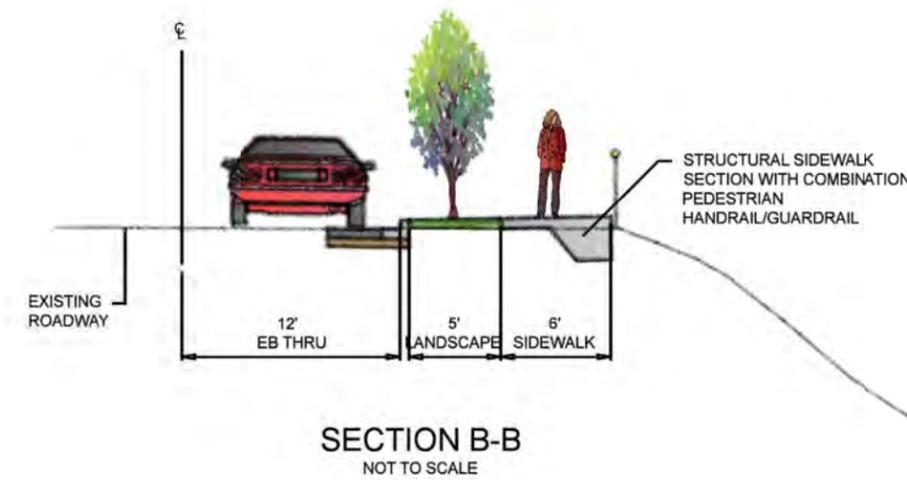
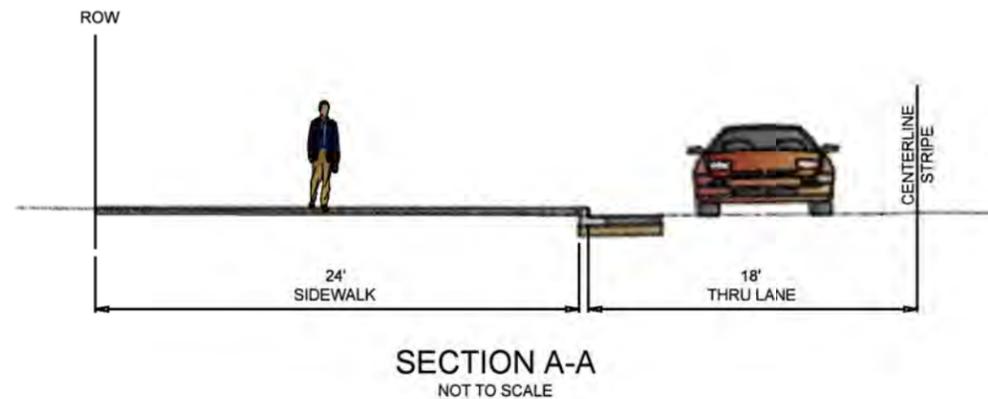
- Traffic control may be a challenge in this location with the proposed narrowing of Stone Way N and N Northlake Way and the signalized intersection of Stone Way N and N 34th Street.
- The utility poles located along the south side of N Northlake Way may need to be relocated to provide a clear sidewalk.
- Construction of the proposed sidewalk on N Northlake Way may be a challenge given the proximity of Lake Union.

COMMUNITY ISSUES:

- One load/unload parking space will be eliminated with the installation of the sidewalk along N Northlake Way.
- Access to businesses may be temporarily impacted during construction activities.

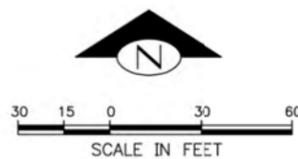
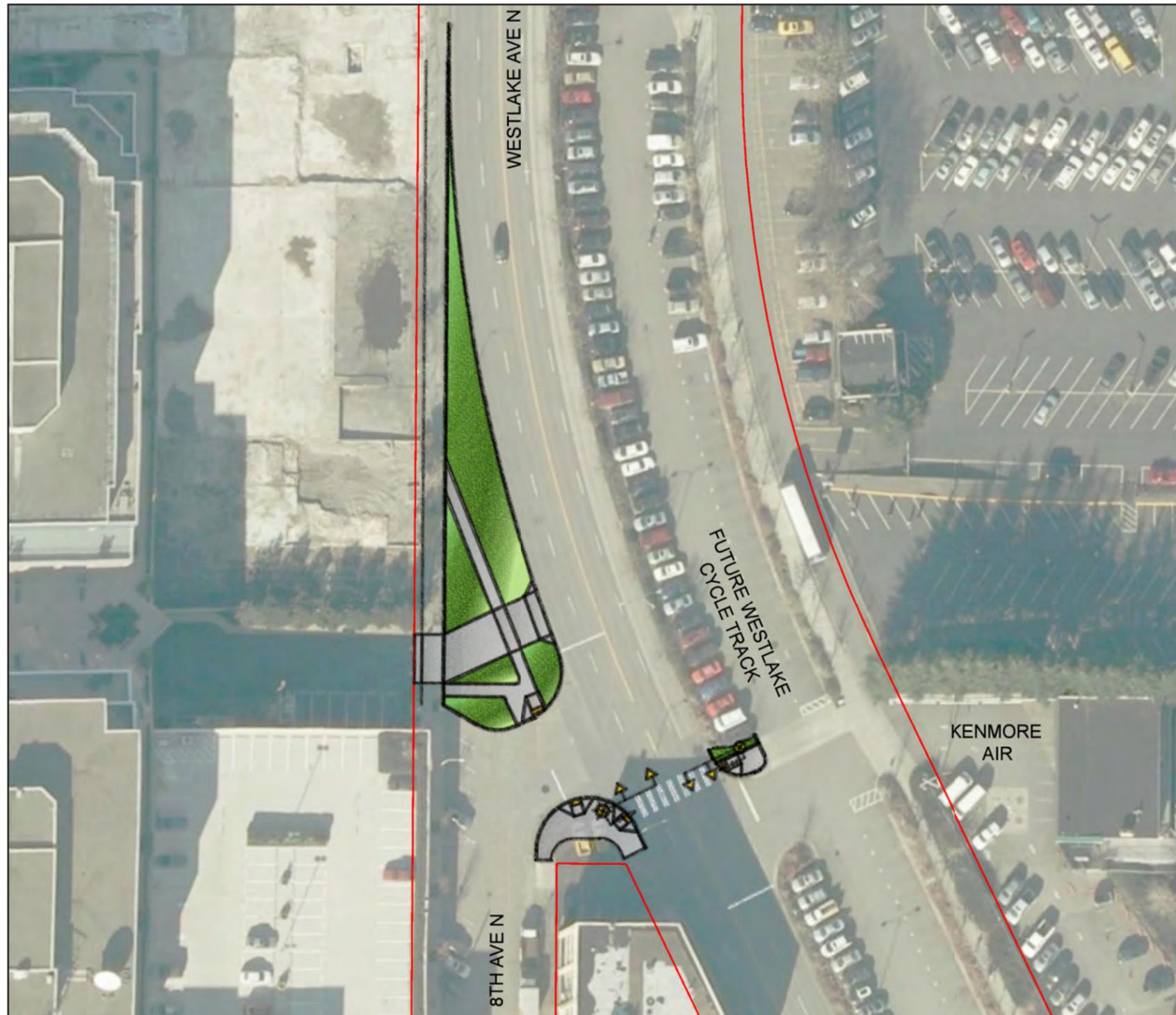
BENEFITS

- Improved pedestrian access to local businesses and the Burke-Gilman Trail.
- Traffic calming benefits will be the result of a narrowed Stone Way N and N Northlake Way.
- Environmental benefits of stormwater treatment prior to discharge to Lake Union.



2013-03 • Westlake Avenue N Signal

Crossing Westlake Avenue N, at the 8th Avenue N Intersection



Applicant Problem

There is a lot of foot traffic coming across Westlake to and from Kenmore Air terminal and Courtyard by Marriott. The nearest crosswalks are several hundred yards away and not convenient for people with luggage. Given the 35mph speed limit and speed of traffic, people who cross at this location put themselves and drivers at risk. A crosswalk here will also allow for better public access from the new housing construction on lower Queen Anne Hill to MOHAI and the public park at the N end of Lake Union.

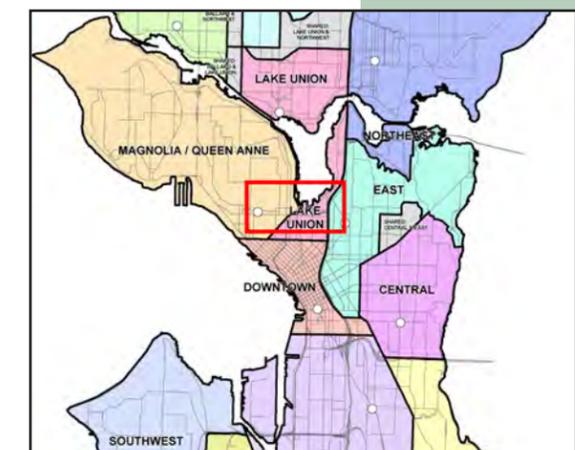
Applicant Solution

A pedestrian crosswalk with a flashing yellow "pedestrian walkway" light over Westlake at this location to warn traffic of possible pedestrians. Crosswalk flags would also be highly recommended.

PROJECT TYPE:
Intersection Improvements

APPROXIMATE LENGTH:
400 lf

COST ESTIMATE:
\$750,000



Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

The intersection of Westlake Avenue N and 8th Avenue N is a skewed tee intersection operating as single-direction stop controlled for the 8th Avenue N approach. Westlake Avenue N is a principal arterial roadway with four travel lanes. Parking is provided along the west side of Westlake Avenue N north of the intersection. 8th Avenue N is currently configured with two lanes and back-in angle parking along the west side of the street. Sidewalks are currently installed along both sides of Westlake Avenue N and 8th Avenue N; however, the geometry of the intersection does not provide a clear path for the crossing of 8th Avenue N. Existing luminaires are located on both sides of Westlake Avenue N and 8th Avenue N. Existing drainage infrastructure was observed at this location.

The proposed project would install a half-signal at this location and revise the intersection geometry to provide an intersection at or near 90°. The signal would operate to stop traffic along Westlake Avenue N when pedestrians or cyclists need to cross. This project would be coordinated with the future Westlake Cycle Track project, which will install a cycle track in the existing parking area located along the east side of Westlake Avenue N. This project would be required to implement Green Stormwater Infrastructure (GSI) to the maximum extent feasible. GSI features will likely consist of new tree installation and there may be some opportunities to install raingardens in the new planting strip locations.

CONSTRUCTABILITY:

- There are some locations of poor concrete pavement that may need to be replaced for new curb installation.
- Traffic control may present a challenge for work along Westlake Avenue N.

COMMUNITY ISSUES:

- Several on-street parking spaces currently located along the west side of Westlake Avenue N will be eliminated to the north of the intersection.
- The driveway access at the intersection will need to be revised and will be impacted during construction.

BENEFITS

- Increased safety for pedestrians with shorter crosswalks and a smaller intersection.
- This half-signal will provide a safe crossing location for cyclists using the future Westlake cycle track heading toward the downtown area.
- This project will provide a net reduction in pollution generating roadway, which will be a benefit to the environment.



A pedestrian crosses Westlake at 8th Avenue N. Looking west.



Existing intersection configuration. Looking north.