

PROJECT TYPE Traffic Calming and Sidewalk Repair
APPROXIMATE LENGTH 2200 lf
COST ESTIMATE Option 1 - \$495,000 Option 2 - \$107,000 Option 3 – \$50,000

2007-496 Delmar Drive East

between E Lynn St and E Boyer St

APPLICANT PROBLEM

Dangerous driving and pedestrian practices and conditions (#435). Last summer a couple of Delmar residents set up a "lemonade stand" on Delmar Drive and interviewed 35 individuals who stopped in a two-hour period to talk with us. They were pedestrians, joggers, bicyclists, dog-walkers and stroller pushers - the folks who use this street regularly or just for recreation on weekends. Without exception, all requested better sidewalks, most wanted cut back vegetation, and many requested more speed control of automobiles. As a result of this push for a more user-friendly Delmar Drive more signage was put up, and a cross-walk installed for Seattle Prep students using this street to reach the Montlake Playfield where they practice athletic skills (#496).

APPLICANT SOLUTION

Study and implement immediate short-term/low cost methods to quickly make a safety impact, such as an all way stop at E Lynn/Delmar and 14 Ave E and electronic signs that inform drivers of their current speed. Study and implement long term recommendations such as resurfacing with modern materials, narrowing the street, improving the safety barrier to bicyclists and pedestrians, and partnering with pedestrian safety agencies to create a comprehensive plan (#435).

Delmar Drive winds down the north end of Capitol Hill, starting at the foot of 11th Ave. E. and carrying large numbers of automobiles, bicycle riders, joggers, dog-walkers and stroller-pushers down to the foot of the hill. Several blocks after 14th Ave E. become Lynn Street, down to Boyer Ave E. The great need here is to repair the present sidewalk. Parts of the route include broken, uneven paving, narrow portions where two people cannot walk abreast; even when two individuals meet going in opposite directions, one of them must go into the street in order to pass. There are places so overgrown that noxious vines and blackberry thorns threaten all who pass. A smoother, wider sidewalk with margins free of vegetation would be an enormous improvement (#496).



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SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT) REVIEW

Option 1 - Repave the intersection of Delmar and Lynn (14th Ave E) as requested by the project applicant.

Option 2 - The intersection of 14th Avenue would be revised by adding a curb bulb on the west side of the intersection and realigning the connection so that 14th intersects Delmar at a right angle, thus narrowing the wide crossing and providing traffic calming.

Option 3 – Sidewalk repair on existing segments of sidewalk along the corridor. Sidewalk repair would occur on roughly 20% of the sidewalk area. Pruning existing vegetation is needed in some sections.

SDOT considered installing a pedestrian refuge island at the the bottom of the hill at the intersection of Delmar and Boyer Ave. The existing painted island would be replaced with a raised concrete island or would be eliminated by installing a curb bulb at that corner. However, this was not proposed by the community so it has not been included as part of the recommendation.

Constructability

- Reconstruction of the existing roadway will likely impact existing utilities.
- There is an existing drainage system in place, so work at 14th Avenue would not likely require additional storm drainage infrastructure.

Community Issues

- If Option 1 is funded community outreach will be required to address construction impacts.
- Existing parking within the right-of-way that conflicts with pedestrian routes should be addressed.

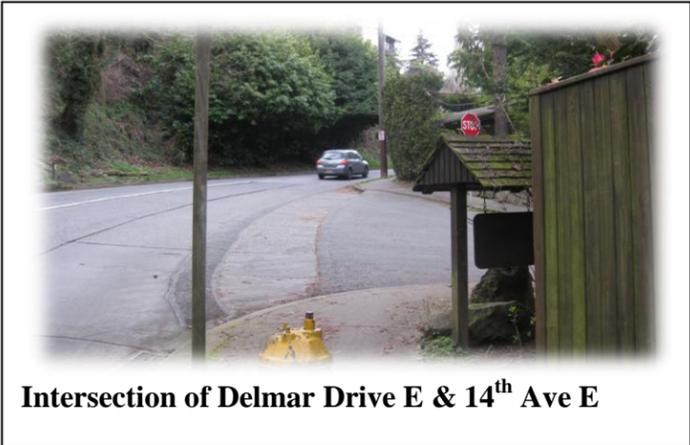
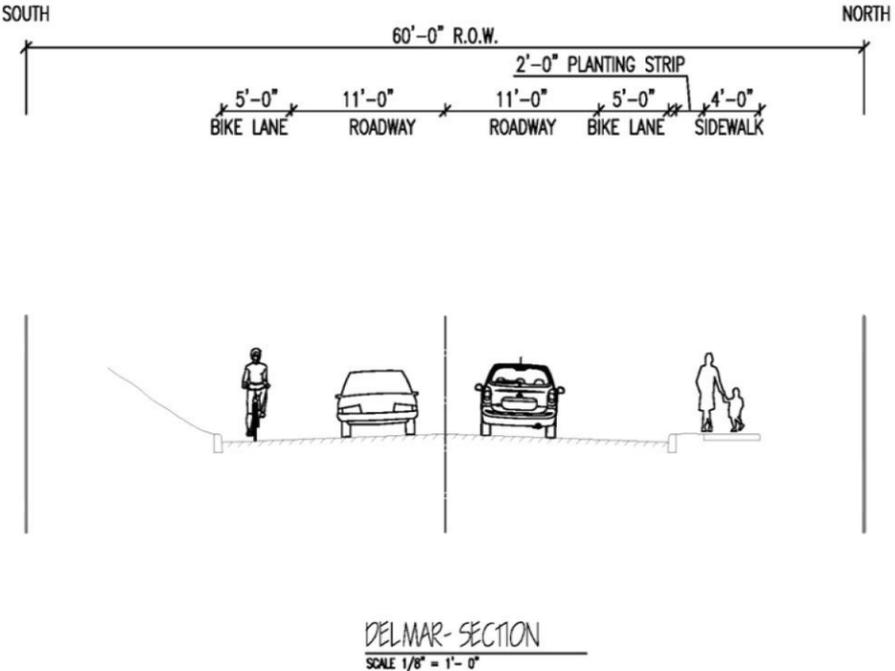
Benefits

Option 2

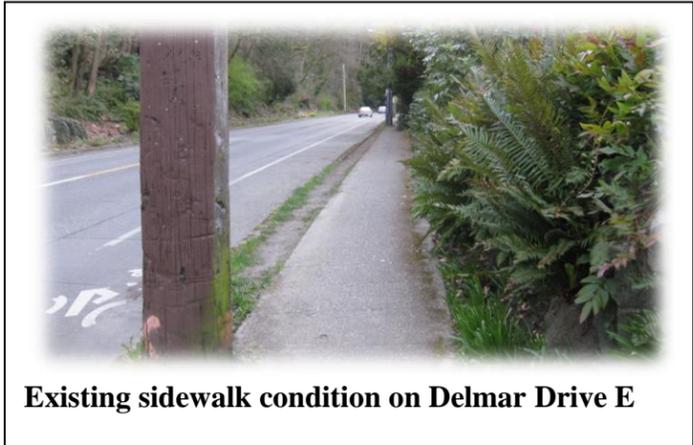
- Improves pedestrian safety by reducing crossing distance at 14th Ave E and will slow down traffic making the turn.

Option 3

- Improves pedestrian safety by reducing tripping hazards.



Intersection of Delmar Drive E & 14th Ave E



Existing sidewalk condition on Delmar Drive E