

Crosswalk at 39th Ave SW and SW Oregon St

Intersection of 39th Ave SW and SW Oregon St

Applicant Problem

It is difficult for pedestrians to cross SW Oregon from 39th Ave SW safely. The issue comes from cars having to drive uphill on Oregon and not seeing pedestrians trying to cross the street. There is a grocery store and a bowling alley on the other side of the street that brings an increased amount of foot-traffic.

Applicant Solution

A marked crosswalk at the intersection of 39th Ave SW and SW Oregon, with flashing lights that are activated by a pedestrian. There is a similar crossing at SW Genesee and California Ave SW.

PROJECT TYPE

Pedestrian Improvements

APPROXIMATE LENGTH

75 lf

COST ESTIMATE

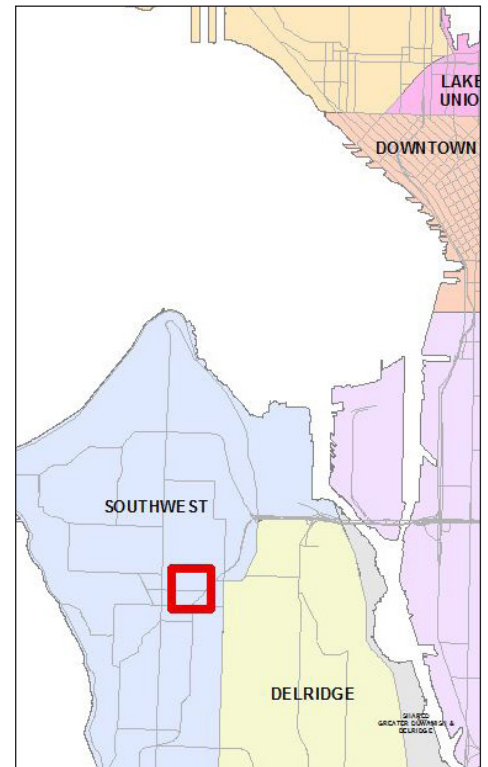
\$702,070



Looking south from the NE corner of SW Oregon St and 39th Ave SW



Looking east from the southeast corner of SW Oregon St and 39th Ave SW



Seattle Department of Transportation (SDOT) Review

Project Description

The intersection of 39th Ave SW and SW Oregon St has stop sign control for traffic on 39th Ave SW with no control for traffic along SW Oregon St. SW Oregon St is a minor arterial street with 2 thru lanes and on-street parking on both sides of the street. 39th Ave SW has 2 thru lanes with on-street parking separated by a median. There are no marked crosswalks at this intersection. There is a grocery store, church, and bowling alley on the south side of the intersection and a residential area to the north which brings an increased amount of foot traffic.

This conceptual design proposes curb bulbs on all corners to increase pedestrian visibility and ensure that people driving aren't parking too close to the intersection. One marked crosswalk can be added on the east leg of the intersection. This crosswalk will include a set of pedestrian-activated Rectangular Rapid Flash Beacons (RRFBs). Construction of curb bulbs will require relocating several drainage inlets and a bike corral on the southeast corner of the intersection. The cost estimate includes street repair after the new drainage is installed.

Constructability

- Re-grading may be necessary to ensure new curb ramps are ADA compliant on the east side of the intersection

Impacts

- There will be a perceived loss of parking with the installation of curb bulbs, however these parking spots were in fact too close to the intersection to be legal
- Drainage will need to be reconfigured on the north side of the intersection
- The existing bike corral on the southeast corner of the intersection will need to be relocated further south with the construction of the curb bulb at this corner

Benefits

- Increased safety for pedestrians crossing SW Oregon St with shorter crossing distances and the addition of RRFBs

