

Pedestrian and vehicular safety improvements at the intersection of E Madison St and McGilvra Blvd

The entire intersection of E Madison St and McGilvra Blvd E

Applicant Problem

This grant responds to the promise Rebecca Deehr of the Mayor’s office and Mary Rutherford, Traffic Management Director, made to us during Madison Park’s pedestrian collision vigil for Dan Miller this past summer. The vigil reflected community concern about the near-fatal collision in a dangerous cross-walk sending resident Dan Miller in critical condition to Harborview and leaving another with multiple aggravating injuries. We were instructed to get professional opinions for a solution prior to bringing the grant to the City for approval. We have done everything the City asked of us and anticipate continued support addressing this urgent issue.

PROJECT TYPE

Pedestrian Improvement

COST ESTIMATE

\$480,000

SDOT SRTS: \$150,000

SDOT PMP: \$150,000

SDOT NPSF: \$180,000

SDOT NSF: \$0



Many long-standing factors (see attached analysis) make crossing E Madison St dangerous on foot in the marked crosswalk just east of Madison's intersection with McGilvra Blvd E. Within an eighteen month period, the bank manager whose office overlooks the intersection, witnessed seven rear-end collisions that all followed the same sequence of events. In addition, bank staff witnessed the afore-mentioned collision where a bicyclist travelling at a high rate of speed struck a pedestrian in the marked crosswalk, inflicting a traumatic brain injury. The community is certain that a future fatality is unavoidable at this location.

Applicant Solution

SDOT has nearly completed the redesign of this intersection with funds already awarded from a previous NPSF grant.

Seattle Department of Transportation (SDOT) Review

Project Description

This project has now been fully funded by other funding sources, including the SDOT Safe Routes to School Program, SDOT Pedestrian Master Plan Implementation, and two Neighborhood Park and Street Fund (NPSF) grants. No Neighborhood Street Fund money is needed in order to complete this improvement.

The intersection of E Madison St and McGilvra Blvd E is a T intersection with a stop sign for northbound McGilvra Blvd E traffic. E Madison St is a minor arterial with two through lanes, a center 2-way left turn lane, and on-street parking on both sides of the street. McGilvra Blvd E is a collector arterial with 1 through lane in each direction and on-street parking on both sides of the street. E Madison St has an existing marked crosswalk across the west leg of the intersection. Additionally, E Madison St has a posted 25 MPH speed limit instead of the default 30 MPH speed limit throughout the city. The planting strips on E Madison St have trees with substantial diameters and provide a large amount of tree cover over the existing roadway. This intersection is on the western edge of the Madison Valley commercial area and will likely have a notable amount of pedestrian traffic. There is an existing neighborhood greenway along E Garfield St which terminates on the west side of this intersection. It is anticipated that the greenway will extend across this intersection to continue along E Garfield St. There is a bus stop, including shelter, for the King County metro route 11 on the north side of the intersection.

The proposed improvements are currently being designed by SDOT. These improvements would construct a curb bulb on both the north and south side of E Madison Street and extend from roughly E Garfield Street on the west to the east leg of McGilvra Blvd E on the east. The improvements would also realign the west leg of E Garfield Street intersect E Madison Street at a right angle. ADA ramps will be added to all corners and bike ramps will be added along E Madison St and E Garfield Street to facilitate future use by the neighborhood greenway. The curb bulb extension will also extend to the existing marked crosswalk east of the intersection. The project will connect to existing drainage systems already in place.

Constructability

- Minor re-grading is expected to ensure the new curb ramps are ADA-compliant.

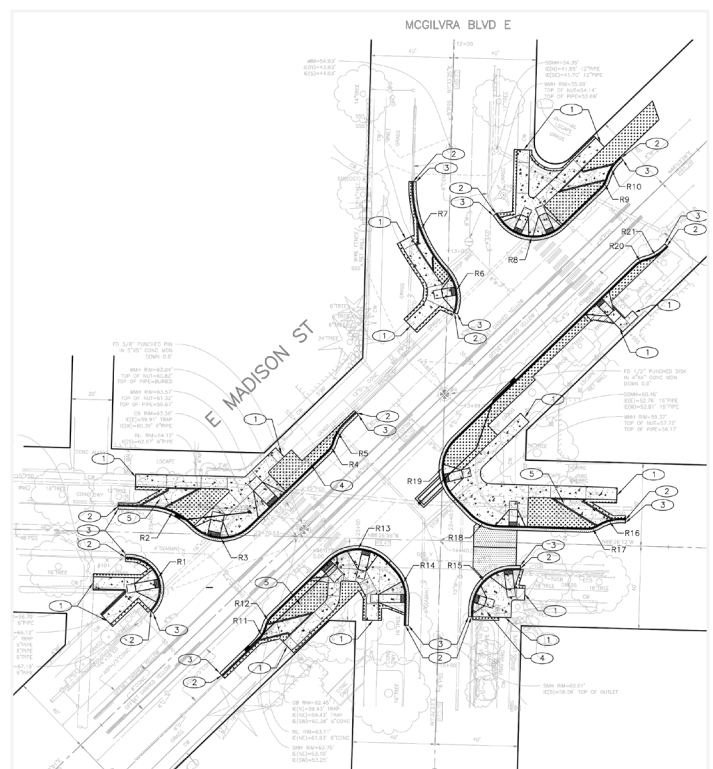
- Some utility covers are located near the curb bulbs locations will require adjustments to the curb bulb geometry

Impacts

- There will be a perceived loss of parking for the curb bulb installations. However, parking is prohibited in the areas where the bulbs are being extended. From site visits, there is ample parking on streets in the immediate vicinity.
- Due to the relatively recent implementation, bike ramps may require signing to inform of their purpose and use.

Benefits

- Removal of pollution generating storm water from the existing storm drain system.
- Increased safety for pedestrians by reducing the overall distance to cross.
- Increased driver safety due to the intersection realignments.



Plan view of improvements