

## 30% Design Summary

**June 2018**

### **Where we are in the process: Design Phase - 30% Design Update**

With this spring 2018 project update, we are marking the conclusion of the planning phase and the start of design phase outreach. The current milestone is our 30% design update.

In the text below, you can read what we've learned from community engagement, traffic data, and citywide transportation plans. The specific 30% design proposal is found in:

- [cross section diagram](#)
- [channelization plan map \(printable, multi-page PDF\)](#)
- [channelization plan map \(large format, single page PDF\)](#)
- [30% Design Pavement Maps](#)
  - For this project, we'll be using a mix of asphalt and concrete to pave the SW Avalon Way/35th Ave SW corridor. We'll also be adding new concrete bus pads which can absorb the weight of bus traffic and keep our roads in great condition for years to come.

## SW AVALON WAY PAVING & SAFETY PROJECT

### 30% Design update



All designs are preliminary concepts and subject to change.

May 2018

### What we've heard so far:

- Make the street safer and more attractive for people walking and biking
- Make it safer and more comfortable to cross the street
- Remove as few parking spaces as possible, especially at local businesses
- Keep transit priority for RapidRide
- Look at ways business deliveries and freight can use the street for loading and unloading



- Reduce traffic safety metrics, including data that show people are driving faster than the speed limit and a concerning crash pattern where people are getting hurt

### **How the 30% design reflects feedback for SW Avalon Way street design**

- Our selected design calls for a complete street redesign of SW Avalon Way to meet Seattle's long-term safety, traffic, and sustainability goals. We'll add new bike lanes, keep the inbound transit lane for morning peak, remove the center turn lane, and improve street crossings.
- To make this street safer for everyone, we're updating the street design and incorporating traffic safety best practices so it meets today's traffic engineering standards. The biggest change is physically and visually narrowing the street and separating vulnerable users from vehicles. This is a proven way to reduce speeding, reduce the crash rate, make it easier for people walking to cross the street, and decrease the likelihood that someone walking or biking will be seriously injured or killed. We believe this will get us closer to our **Vision Zero** goal.
- We are adding protected bike lanes on both sides of the street to create an all ages and abilities connection for people biking both to and through this part of West Seattle. We've made major investments in our citywide bike network and are planning more. This project will fill in a gap in the network between the Junction, West Seattle Bridge Trail, and Alki Trail, which all have high bike demand. We heard that people didn't want to bike in the street at the intersection with SW Spokane St. So, we're ramping the bike lane onto the sidewalk, removing two street trees to add space, and then widening the sidewalk to make it a multi-use path that gets people to a crosswalk that gets people across SW Spokane St. There is a minor transit stop move here as well that you can see on our maps.
- Our first design called for the removal of 23 on-street parking spaces on the east side of the street near the Luna Park business district. We were asked to reduce that number as much as possible. With this design, we remove 12 parking spaces on the west side of the street, saving 11 more spaces than we thought possible. The west side spaces are being removed for safety reasons, increasing visibility between people driving and people biking uphill at

driveways and cross streets. Although the 23 spaces on the east side will be retained, they will have weekday morning parking restrictions, Monday to Friday, 6-10AM, to serve as a transit-only lane.

- We did parking utilization studies of the Luna Park area on a weekday and on a Saturday. The only period where parking utilization was higher than our target rate was during the 11 AM hour on Saturdays. The 23 transit lane spaces are open to parking during that time, which lessens the impact to parking supply. We can monitor parking data post-implementation to see if there is a parking shortage. If there is, we can look at additional time limit restrictions to encourage turnover and working with employers to have employees park elsewhere to free up additional spaces for customers. There remains a supply of private, off-street parking at many businesses as well.
- To address business needs, we want to further discuss where to locate commercial vehicle load zones and passenger vehicle load zones. We want to know about when and where these parking zones should be in effect and how to work with freight providers to least impact customer parking.

### **How the 30% design reflects feedback for pedestrian improvements**

- To meet our commitment to the Americans with Disabilities Act, we'll upgrade curb ramps along the corridor to current standards. This will improve accessibility for everyone.
- We're studying the intersection of SW Avalon Way and 35th Ave SW to make pedestrian improvements that make it safer and more comfortable for people walking to cross the street. We'll restripe the crosswalks and considering **leading pedestrian intervals** to help pedestrians. Please let us know if you have additional feedback or ideas.
- At the entrance/exit to the West Seattle Stadium, we're going to add pedestrian safety islands on 35th Ave SW.
- We'll repave a segment of sidewalk on the east side of 35th Ave SW between SW Snoqualmie St and SW Alaska St that's in poor condition.



- We looked at adding a crosswalk to SW Avalon Way at the Luna Park area and decided against it. There are nearby crossings with signals and we don't want to encourage people to cross this major arterial here without a new signal, which is cost-prohibitive for this project budget and could have negative impacts on traffic flow.

### **Additional paving areas added**

- We will now be paving SW Avalon Way between 35th Ave SW and SW Fauntleroy Blvd. Bike facilities will be added to this block via this project.
- We will now be paving SW Alaska Way between 35th Ave SW and 36th Ave SW.
- These areas were not included in the original outreach materials. We want to talk with the people who live, work, and own businesses and property adjacent to these areas to share project information, get feedback, and update contact lists for construction notification. Please get in touch with us today in case we have trouble contacting you.