

# West Galer Street - A Sweet Street for People in Queen Anne

West Galer Street at 3rd Ave W and 2nd Ave W

## Applicant Problem

We're calling our proposal "A Sweet Street for People" because of the high concentration of bakeries, cafes, and ice cream stores along this stretch of Queen Anne.

I've been living on Queen Anne for about 4 1/2 years. I've been a frequent user of the businesses on W Galer between 5th Ave W and 2nd Ave W. Whether walking or driving and parking, we often are crossing W Galer to get from Molly Moon or Top Pot to Caffè Fiori or vice-versa. We also walk from Kerry Park to Big Howe, crossing W Galer at 3rd W. When my son was at John Hay Elementary, he would walk up 3rd W and get a doughnut on his way to school, requiring him to cross W Galer in the vicinity of 3rd Ave W.

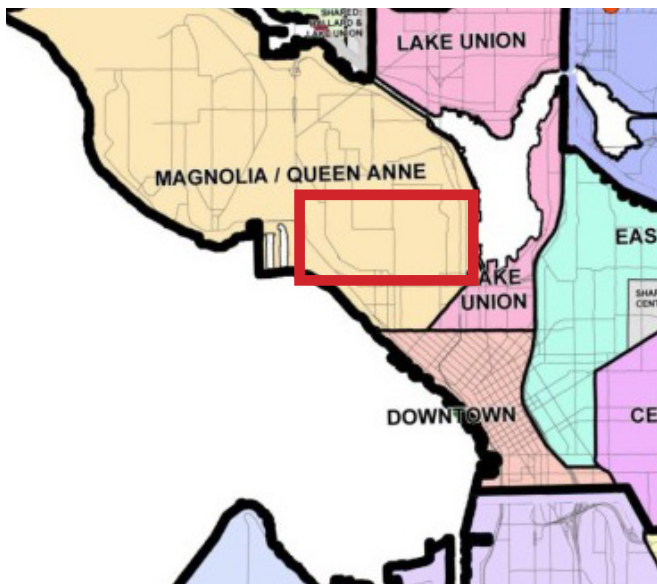
Many people live and go to the shops along West Galer Street in Queen Anne. With nearby schools, churches, the Queen Anne Library, a senior residence, bus stops, and thriving local businesses, we see West Galer Street becoming more and more of an attractive place for people to spend time.

## PROJECT TYPE

Pedestrian Improvement

## COST ESTIMATE

\$185,000



W Galer St & 3rd Ave W

I have consistently found it difficult and confusing as to where to safely cross the street and noticed others having difficulty as well. 3rd Ave W does not intersect with W Galer in a direct line, but is offset. The nearest crosswalks are up the hill at 5th Ave W and by the old Trader Joe's. The crosswalks are too far away from the business cluster to be of use to elders and children crossing the street. And because there is no place with a four-corner intersection and no crosswalk, people are forced to step between parked cars -- then drivers think people walking are jaywalking and usually won't stop.

This area is also dangerous because West Galer Street follows an inviting slope that encourages you to speed up and down a hill with nothing to remind you to watch your speed. I'm hyper aware of this issue, yet will still often find myself picking up speed on this stretch without even thinking about it.

Part of the problem is that West Galer Street is much wider than it needs to be. Streets that are too wide encourage people to drive very fast and make streets less comfortable for all people, especially our youngest and oldest residents.

Baristas at Caffè Fiori have told me that there is also a problem where the western leg of 3rd Ave W connects with W Galer. Due to parking on 3rd West, it is essentially a one way street. Cars have a hard time turning east onto W Galer with limited visibility and often gun it to get around, resulting in honking and displeasure between drivers and a high risk of crashes.

Just this morning (4/15), I was getting coffee and had my son. As we left Caffè Fiori to cross W Galer to my car, he was enthusiastically telling me a story and didn't look left before stepping out from in front of a parked car. I had to throw my arm up in front of him and yell "watch out" as was there was a car coming up West Galer just two car lengths away. The way the angles work, you don't see what is coming unless you step in front of a parked car and peer over, making crossing West Galer especially difficult for elders and children.

Amanda Gnagi is the store manager of Top Pot Doughnuts on West Galer Street. Amanda has seen many speeding cars careening past parents walking with small children from the nearby schools and library. Amanda is also concerned with drivers not stopping for late night foot traffic generated by Molly Moon's and Via Tribunali Pizza.

We all believe that a cross walk and simple measures can improve the safety of this area for pedestrians and drivers alike. We do not expect this to change parking availability as we know that the local stores rely on nearby street parking.

If you have any doubts about whether this safety project is needed, please hang out at Caffè Fiori on a sunny weekend day, or sit there during morning rush hour and watch the pedestrians and traffic. I'd be happy to buy you a coffee -- or a doughnut or an ice cream cone!

## Applicant Solution

We believe West Galer Street can be designed so that people automatically drive more slowly and so that people of all ages can have a more pleasant and safe experience walking along and crossing West Galer Street. We believe these improvements will be great for local businesses and for the people who live and come to this tiny community to enjoy its many "sweet" shops.

We are neighbors and local business people who support asking the City of Seattle Department of Transportation to put one or more crosswalks in the growing commercial and school zone around 3rd Avenue West and West Galer Street. We also support asking the City to explore and build low cost, effective changes to narrow the street and slow speeding traffic along all of West Galer Street. We expect these changes to not change the amount of parking in the neighborhood.

West Galer Street is 42-feet wide. To carry two lanes of traffic, including buses, and parked cars on both sides of the street, it only needs to be 36-feet wide. Narrowing the street would slow speeding traffic.

Ideas for street slowing that protect people walking along West Galer Street might include:

- Curb extensions made with paint and planters or delineator posts
- Parklets or bicycle corrals
- Raised crosswalks at 3rd Avenue West and 1st Ave West (there is an existing crosswalk here)
- In-line bus loading zones
- Car protected bike lanes
- Sidewalk extensions to shorten crossing distances and build in more space for drinking coffee or eating doughnuts and ice cream.

Our idea of slowing traffic and putting in crosswalks has been extremely popular with businesses and institutions in and around West Galer Street including:

Misook Chung, Superb Custom Tailors

James Moes, Molly Moon's Homemade Ice Cream

Kip M. Roberson, Queen Anne Library

Shannon Monaghan, The Queen Bee Cafe

## Project Description

W Galer St is a two lane street in the Queen Anne neighborhood, currently classified as a collector arterial. The intersections of W Galer St with 3rd Ave W and 2nd Ave W are offset t-intersections. The north legs of 3rd Ave W and 2nd Ave W are west of the south legs. At these intersections there are currently no curb bulbs and only one marked crosswalk at the east leg of 2nd Avenue West. W Galer St is 42 feet wide with parking on both sides of the street and a Metro trolley bus route running east and west. This area has a high level of pedestrian traffic due to businesses, schools, churches, libraries and residences located on W Galer St. We have confirmed there are indeed a high concentration of sweets on this corridor, especially near 3rd Ave W.

As part of the conceptual design phase, SDOT reviewed the W Galer St corridor for improvements. Because there is parking along the corridor, curb bulbs are possible at most intersections. They will, however, have a large impact on parking if installed. This becomes more of an issue because many of the intersections on W Galer St are staggered creating more intersections that typical. Raised crosswalks were evaluated but are not be compatible with the Metro trolley bus that operates along the corridor.

The proposed project focuses pedestrian-friendly improvements at the area of W Galer St between 3rd Ave W and 2nd Ave W. Concrete curb bulbs are proposed on the north and south sides of Galer at 3rd Ave W and painted curb bulbs at the 2nd Ave W. A new marked crosswalk would be added at 3rd Ave W between the new curb bulbs. Because this crossing is proposed as a future neighborhood greenway, this design will include bike ramps to access the curb bulbs.

The project also includes funding for a parklet. A parklet is an alternate use for a parking space, or two. Community engagement on design and placement of a parklet would be necessary. The applicant places the parklet on the south side of W Galer St, but the location could shift depending neighborhood business support.

## Constructability

- Utility and drainage facilities will need to be adjusted to construct the curb bulbs

## Impacts

- Parking would be restricted near these two intersections. While this parking is not legal, it may be perceived as parking loss. Installation of a parklet would also impact existing parking.

## Benefits

- Increased safety for pedestrians by reducing the distance to cross the street.
- Increased street activation with installation of parklet.



*Example of streeteary/parklet*



*W Galer St & 2nd Ave W*



