

2015 Neighborhood Park and Street Fund Project Application

Applicant Information

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Community Group (optional):	Eastlake Community Council		
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How did you hear about this fund?	from Neighborhood District Coordinator		

Project Information

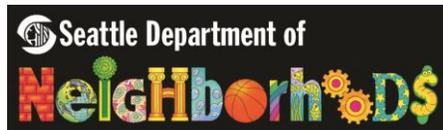
1. *What type of project is this:* PARKS x TRANSPORTATION (see box on page 2)

2. *Please describe the problem you are trying to address:*

It is not safe for pedestrians to cross Eastlake Avenue East at East Newton Street. As seen in this photo taken Sunday, Feb. 8, 2015, a car is heading fast downhill as the pedestrians begin to cross; it does not stop for them, as documented by another photo in our files. The Harborview Injury Prevention Program found in a study done for the Eastlake Transportation Plan that when pedestrians begin to step out into the roadway at this intersection, about 99 out of 100 drivers do not stop. Although some other Seattle pedestrian crossings have as poor a showing, none are worse in the rate at which drivers fail to stop for pedestrians who have begun to step out into the roadway. Contributing to the problem is that at Newton St., Eastlake Avenue is wide and sloping, with many vehicles in both directions (but especially in the downhill, southbound direction) seriously exceeding the speed limit.



Pedestrians attempt to cross Eastlake Avenue at E. Newton Street (heading west from SE corner)



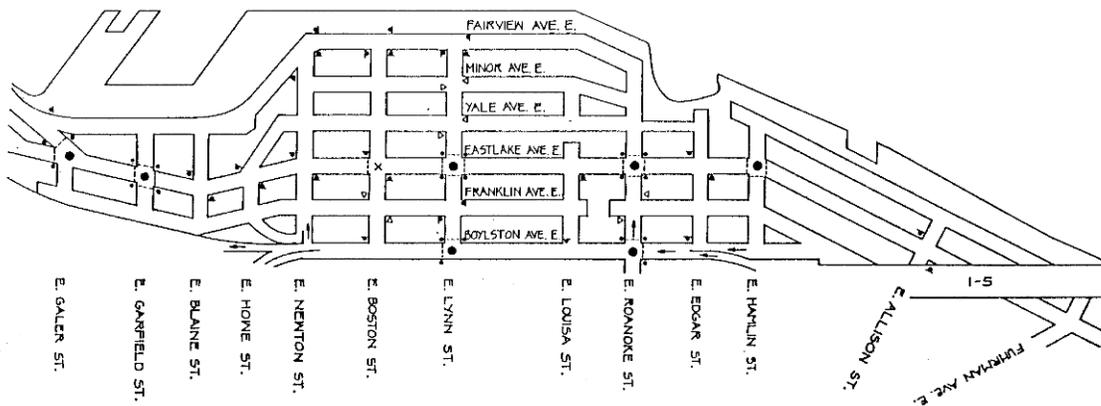
3. Describe your proposed solution (optional):

The proposal is for either for either a pedestrian countdown signal or a pedestrian-actuated rapid rectangular flashing beacon (“RRFB”). Our request is that SDOT analyze these two alternatives and come back to the community with an assessment of their relative merits for pedestrian safety. The proposal also asks SDOT to fund technological coordination of this intersection with the traffic signals and beacons at other intersections along Eastlake Avenue.

4. What is the physical location of the proposed project or problem; provide the EXACT address and/or cross streets (If available – please provide map).

As seen in the map below, Eastlake Avenue is the main north-south arterial that moves traffic between the University District and the South Lake Union/Downtown area. And as designated by the Eastlake Neighborhood Plan, it is the “main street” for the Eastlake Residential Urban Village. There is a heavily used southbound bus stop (headed to South Lake Union and Downtown) on Eastlake Avenue just south of the SW corner with E. Newton Street.

Because of the importance of Newton Street as a pedestrian corridor, SDOT, the Department of Neighborhoods, and the Eastlake Community Council through the Neighborhood Matching Fund recently built sidewalks on the block of E. Newton St. that is east from Eastlake Avenue to Franklin Avenue East.



5. If it is near a school, please identify.

Yes. This intersection is three blocks south and one block west of TOPS-Seward Public K-8 School.

6. How does the project address maintenance upgrades or repairs to existing city parks and/or streets?

[Not applicable]

7. Does the project improve access for people with disabilities? If so, how?

Yes. E. Newton Street is the closest wheelchair-accessible and stroller-accessible route for pedestrians east-west between the Capitol Hill/Lakeview Blvd./Colonnade area and the Eastlake/Lake Union area. Those with wheelchairs or strollers, and others who are disabled cannot use the Howe St. steps that go through the I-5 Colonnade Open Space (a City park) under I-5 between Capitol Hill and Eastlake. To go in the east-west direction these “wheeled pedestrians” either use a pathway through the upper part of the park, or the sidewalk on the Lakeview Blvd. underpass--both of which head connect to E. Newton Street.

8. *Does the project address safety needs? If so, how?*

Yes. The heavy, fast traffic at all times of day on Eastlake Avenue makes it dangerous for pedestrians at Newton Street to try to cross this major arterial. Similar safety risks at other crossings of Eastlake Avenue have motivated SDOT to authorize and fund traffic signals there (at Allison St., Louisa St., Boston St., Garfield St., and the mid-block between Aloha St. and E. Nelson Place near the Fred Hutchinson Cancer Research Center skybridge) even though the traffic signal warrants did not meet the technical thresholds. There is also the recently installed rapid rectangular flashing beacon (RRFB) for crossing Eastlake Avenue at Blaine St. For safety, the Eastlake Avenue crossing at E. Newton Street should have either a pedestrian countdown signal or an RRFB (with SDOT to come back to the community with an analysis of their relative merits for pedestrian safety).

9. *In which Neighborhood District is your project located? (see attached map) Please select one. If your project is within an overlap area, you must select ONE district only.*

- Ballard
- Central
- Delridge
- Downtown

- East
- Greater Duwamish
- Lake Union
- Magnolia/Queen Anne
- North

- Northeast
- Northwest
- Southeast
- Southwest
- Don't Know

Project Support

10. Have you discussed this project with your community and/or neighbors? Yes x No

Please identify the community group(s) you contacted, with contact information, if applicable:

This project application has been endorsed by the board of directors of the Eastlake Community Council, 117 E. Louisa St. #1, <http://eastlakeseattle.org>, info@eastlakeseattle.org. Mr. Leman is President of ECC, and is submitting the application on their behalf.

11. Have you worked with the City of Seattle on this project in the past? Yes x No

Please identify the individual or department you worked with.

City contacts about this project in February 2015 have included Sandra Woods and Matt Beaulieu of the Seattle Department of Transportation; and Tim Durkan of the Seattle Department of Neighborhoods.

A traffic signal at this intersection (Eastlake Avenue and E. Newton Street) is identified as a priority in the 1998 Eastlake Neighborhood Plan and its 1999 Approval and Adoption Matrix as approved by the Mayor and City Council. The Eastlake Neighborhood Plan was funded by the City and involved extensive review by many agencies, including SDOT.