

DRAFT DESIGN ELEMENTS FOR THE FAIRVIEW GREEN STREET

Background. After years of extensive public and interagency process and many drafts, the Eastlake Community Council on January 22, 2016 submitted a Fairview Avenue East Green Street design concept plan for comment and possible adoption by officials of the Seattle Department of Transportation and the Seattle Office of Planning and Community Development. This draft plan is for eight blocks in two, four-block segments of Fairview Avenue East that the City of Seattle has already designated as a Neighborhood Green Street. These segments are between Newton and Roanoke streets, and between Hamlin Street and Fuhrman Avenue East.

After further public input, discussion, and revision, the design concept plan will be adopted as a joint directors' rule by Seattle's Department of Transportation and Department of Planning and Development. The Green Street design concept plan has three parts: graphic portrayals of design recommendations respectively for the north and south segments of Fairview; and the present draft document, which is a prose description of the design elements. All three documents are posted on the Fairview Green Street web page at <http://eastlakeseattle.org/?page=Fairview>, where there is also further background on the Green Street process.

Comments and questions are welcome to info@eastlakeseattle.org or to ECC, c/o Lake Union Mail, 117 E. Louisa #1, Seattle 98102-3278, or to (206) 322-5463. Any proposed physical improvements will be subject to public design review. Later draft design elements may address such topics as shoreline restoration, landscaping, and art.

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1. Improve lighting throughout.
2. Signs throughout: "Pedestrian Area – 15 mph." (Note: posting of 15 mph was approved by SDOT as a part of the 1998 Eastlake Neighborhood Plan, even though state law does not allow speed limits under 20 mph to be enforced. ECC is working with state legislators for a statutory change to allow the speed limit in a Green Street to be as low as 10 mph. If that effort is successful, the neighborhood will revisit whether to reduce the posted speed to 10 mph from the current 15 mph. For further background, see the web site.)
3. Wherever possible, maintain or increase on-street parking. In certain locations, change parallel parking to back-in angled parking, thereby increasing the amount of parking and narrowing the roadway to discourage speeding. Recommend expanding the Restricted Parking Zone to residential block faces where it does not yet apply.
4. Signs entering Fairview Ave. E. at Newton, Boston, Lynn, Roanoke, Hamlin, Allison, and Fuhrman would have the following expanded text: "Motorists and cyclists: 15 mph limit. Please exercise caution. Entering pedestrian area."

5. The entrance signs (“EASTLAKE: Welcome to our Community. Founded 1883”) now being planned for major entrances to the Eastlake neighborhood would include one sign on Fuhrman Ave. E. westbound just west of Eastlake Ave.
6. Speed humps at selected locations.
7. Paved walkways only in selected areas: (a) Fairview Ave. E. between Roanoke and Louisa streets (on both sides of Fairview) ; (b) Fairview Ave. E. (east side) between Fuhrman Ave. and Allison Street; (c) Fairview Ave. E. (east side) between Shelby St. and Allison St.; (d) south side of Fuhrman Ave. between Fairview Ave. E. and Eastlake Avenue); (e) on east side of Fairview Ave. E. between Fuhrman Ave. E. and just north of E. Allison Street; and (f) east of the Roanoke Street end park by moving the corrugated metal barrier five feet to the east..
8. On the west (shoreline) side of the short segment of Fairview that crosses the E. Boston Street end, create a pedestrian walkway where there is now no safe space to walk between the corrugated metal barrier and southbound motor vehicles. The two possible options are: (1) a pedestrian catwalk (cantilevered walkway) and overlook just west of the corrugated metal barrier; or (2) a pedestrian walkway on the west side of the roadway created by a concrete or metal barrier lengthwise in the current southbound motor vehicle lane and a sign: “one lane road—yield to oncoming traffic”.
9. Add all-way stop signs to the Fairview intersections with Roanoke St.; Hamlin St.; Allison St.; and Fuhrman Ave. E. Request that SDOT allow parking close to the stop signs; do not have a stop sign at Allison Street unless this request is granted.
10. Texture and raise a crosswalk across Fuhrman Ave. E. a half block west of Eastlake Avenue at the entrance to the parking lot under Interstate 5.
11. Reconfigure, texture, and raise the intersections of Fairview Ave. E. with Newton St., Boston St., Lynn St., Roanoke St., Shelby St., Allison St., Martin St. and Fuhrman Ave. E.
12. Narrow certain driveways to reduce danger to pedestrians and increase parking spaces.
13. Install curb bulbs (such as at corners, and near driveways and fire hydrants) to create space for plantings and to narrow the roadway, discouraging speeding.
14. Install a public staircase and a pathway along the Martin Street right of way between Fairview Ave. E. and Eastlake Avenue (north end—Good Turn Park is at the Martin Street end).
15. Eliminate flooding and pooling through improved drainage. Discourage round gravel that is loose underfoot; encourage crushed rock that is more stable.
16. Do not remove existing trees. Do protect them from damage by beavers.
17. Where possible, move dumpsters onto private property. Encourage screening or decoration of dumpsters that remain on public right of way.