NE Glisan and 78th Crossing

Public Meeting at Montavilla Methodist Church
April 22nd 2013
AGENDA

- Introductions
- Why we are here
- Community Input to Date
- Our Investigation
- Our Proposal
  - Safety Benefits
  - Project Budget
- Questions and Feedback
- Timeline & Next Steps
Aerial View – NE Glisan 78th – 82nd

Location where Ms. Fitzsimmons was struck and killed
NE Glisan & 78th – Looking West

July, 2011
NE Glisan & 78th – Looking East

September, 2011
Community Input to Date

- We’ve received dozens of emails and phone calls
- Presented project proposal at Community Meeting on Feb. 25th
- Notified 4,000+ nearby residents of today’s meeting
Community Input to Date

- Common questions/requests:
  - Can a Rapid Flash Beacon be installed at 78th & Glisan?
  - Can the speed limit on Glisan be lowered?
  - Can bike lanes be added to Glisan?
  - Is the school beacon on 74th appropriate?
  - Can a road rightsizing project work on Glisan east of 82nd?
  - Will a 3-lane road configuration result in diversion or delay?
Transportation
Data collection & Analysis

- Traffic Speeds
- Traffic Volumes
- Traffic Turning Counts
- Pedestrian Crossing Counts
- Street Lighting analysis
- Computer simulations of potential changes
### Pedestrian Crossing Counts

#### at NE 78th & Glisan on Sunday (Feb. 17th)

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<th>Time</th>
<th>In Marked X-Walk</th>
<th>Outside Marked X-Walk</th>
<th>Total</th>
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**Note:** Outside marked x-walk ped counts from NE 77th Ave to approx 100' E/NE 78th Ave
Pedestrian Crossing Safety Tool Box

- Reduce crossing distance
- Provide median refuge
- Active warning device
- Traffic signal
Proposed Safety Improvements v2.0

- Add stop bars to existing crosswalk and additional signage (COMPLETED)
- Reorganize NE Glisan into a 3-lane roadway
  - Convert existing 4-lane roadway to 2-lane roadway with center turn lane
  - Allow for full time parking in remaining space
- Install Rectangular Rapid Flash Beacon and pedestrian refuge island at NE 78th
- Evaluate speed limit change post-construction
Proposed Safety Improvements v2.0

- Rectangular Rapid Flash Beacon
Proposed Safety Improvements v2.0

- Rectangular Rapid Flash Beacon
Current Conditions on NE Glisan

NE 57th – 65th

NE 66th – 73rd

NE 74th – 82nd
Current Conditions on NE Glisan

NE 57th – 65th
- Location of 2007 pedestrian fatality
- 3-lane roadway ends

NE 66th – 73rd
- Fred Meyer parking lot

NE 74th – 82nd
- Location where Ms. Fitzsimmons was struck and killed
Project Area – NE 61st – 81st
(shown in green)

NE 57th – 65th
Transition to 3 lane begins

NE 66th – 73rd
Transitions back to 5 lanes before 82nd
Install RRFB and Ped. Refuge Island @ 78th

NE 74th – 82nd
Exclusive Left Turn Lanes at Signalized Intersections
NE Glisan St Road Diet (at 67th & 74th Avenues)
Pedestrian Refuge Island Concept w/ Three-lane Cross-section – NE 78th Ave & NE Glisan St

1" = 20'
Expected Safety Improvements

- **Reduction in pedestrian crashes**
  - National studies show 46% reduction in pedestrian crashes with the addition of pedestrian islands.

- **Reduction in all crashes**
  - National studies show 29% reduction in all crashes with 3-lane roadway conversion projects.

- **Prevent over 100+ crashes over the next 10 years**
  - NE Glisan between 60th and 82nd had 572 crashes between 2003-2013
3-Lane Roadway Concept

Sample 4-Lane Roadway Section

Four-lane roads such as Rainier and Renton Avenue are designed to accommodate vehicles travelling through. Large multi-lane roads can encourage speeding, and can be hazardous places for pedestrians and vehicles.

A left turning car must cross two lanes of on-coming traffic.

Left turning cars stop traffic in their lanes. Trailing cars must stop, or change lanes - causing disruption or hazards. Left turning cars must cross two lanes of on-coming traffic.

Sample 3-Lane Roadway Section

Space gained by lane removal allows for roadside improvements.

Through traffic operates more efficiently with turning vehicles in their own lane.

A left turning car can cross one lane and take refuge in the center turn lane.

A car turning left at the signal will not delay through traffic and crosses only one lane of oncoming traffic.

Pedestrians crosswalks located at mid-block are shorter in the 3-lane roadway.

A car turning left into a driveway can use the turn lane, allowing through traffic to continue.

<table>
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<th>Roadway Section</th>
<th>Date Constructed</th>
<th>ADT Before</th>
<th>ADT After</th>
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<td>Martin Luther King Jr. Way (North of I-50), Seattle, WA</td>
<td>1964</td>
<td>12,336</td>
<td>13,161</td>
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<td>Madison Street (7th Avenue to Broadway), Seattle, WA</td>
<td>1964</td>
<td>16,969</td>
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<td>North 45th Street (Wallingford Area), Seattle, WA</td>
<td>1972</td>
<td>19,421</td>
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ADT = Average Daily Traffic

Image courtesy: King County Metro
SE Tacoma Street - Before/After
## Project Cost Estimate

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<th>Description</th>
<th>Bureau of Transportation</th>
<th>TriMet</th>
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<td>Restriping</td>
<td>$24,368</td>
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<td>$24,368</td>
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<tr>
<td>Median Refuge Island &amp; 2 ADA Ramps</td>
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<tr>
<td>4 Rectangular Rapid Flash Beacons (hardware)</td>
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<tr>
<td>RRFB Foundations &amp; Install</td>
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<td>Signal adjustments (loops, etc)</td>
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<td>Design, Engineering &amp; Management</td>
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<td>Contingency</td>
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Project Funding

- $115,000 allocated in the 2013/14 Transportation’s **Neighborhood Livability and Safety** program budget request
- Transportation Budget is pending approval of the Mayor and City Council
- TriMet has committed $15,000 for Rapid Flash Beacon hardware
Questions & Feedback

☐ Can a Rapid Flash Beacon be installed at 78th & Glisan?
☐ Can the speed limit on Glisan be lowered?
☐ Can bike lanes be added to Glisan?
☐ Is the school beacon on 74th appropriate?
☐ Can a road rightsizing project work on Glisan east of 82nd?
☐ Will a 3-lane road configuration result in diversion or delay?
Project Timeline & Next Steps

- Finalize design
- 2013/2014 Transportation Budget finalized 3rd week of June
- Project notices mailed to residents
- Late Summer/Early Fall Construction
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82\textsuperscript{nd} & NE Glisan

1939 & Today