



United Wallingford

Sunnyside Ave N and N 40th St

Applicant Problem

“United Wallingford” refers the need to unite two nearby distinct areas of Wallingford together. Because drivers are distracted and frequently don’t stop at pedestrian zebra crossings on fast-moving arterials -- even when children or elders are crossing, a signal or rapid flashing beacon at N 40th Street and Sunnyside Avenue North in Wallingford is recommended. Between the U-District to Wallingford Avenue North, there is simply not a safe way a child, an elderly person, someone pushing a stroller, someone walking a dog can halt traffic and get across the street. Simply accepting that N 40th St is an arterial and therefore must suffer out of control fast-moving and unstoppable traffic is wrong. Sunnyside (or a nearby residential street such as Corliss or Bagley) needs a traffic control device. It will do so much to re-unite the two sides of Wallingford – South Wallingford and Central Wallingford.

Applicant Solution

All of the times this project was submitted to SDOT for NPSF consideration, in 2011, 2012, and 2013, the City analysis was: “we won’t put a crosswalk or a signal here because we haven’t counted enough people using this crossing.” My bicycle and pedestrian transportation planning friends say, when an engineer says that to reply, “so I guess you won’t put a bridge over that body of water until enough cars have fallen into it to justify the bridge.” Please Unite Wallingford. A signal at this location will ensure traffic will slow and stop for pedestrians and cyclists as well as vehicles entering the roadway. Speed humps may also be needed to discourage cut-through traffic.

PROJECT TYPE

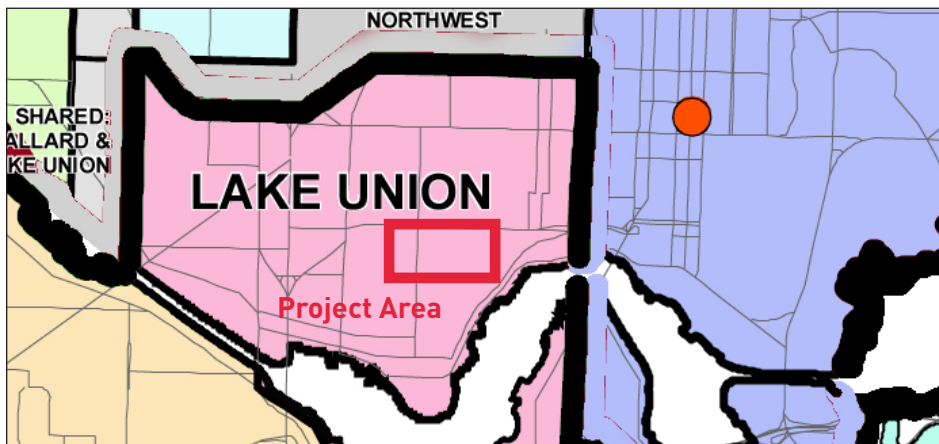
Crossing

APPROXIMATE LENGTH

N/A

COST ESTIMATE

\$183,000



Seattle Department of Transportation (SDOT) Review

Project Description

N 40th St is a minor arterial street with two lanes of traffic and parking permitted on the south side of the street. The Bicycle Master Plan (BMP) calls for future separated bike facilities on N 40th St. Sunnyside is a proposed greenway crossing. However at this time these locations are not listed in the upcoming BMP implementation plan.

Along N 40th St, the following intersections were reviewed for pedestrian crossing markings, Rectangular Rapid Flashing Beacons (RRFBs) or a pedestrian signal:

- Sunnyside Ave N
- Corliss Ave
- Bagley Ave N

Hourly pedestrian counts were taken at each intersection to identify if a marked crossing is warranted. Too few people were found to cross at Sunnyside Ave N and Corliss Ave N to consider crosswalk markings, RRFBs or a pedestrian signal. However SDOT could support the installation of marked crosswalks on the west and east legs of Bagley Ave N and N 40th St if the westbound bus zones at Meridian Ave N and Corliss Ave N were consolidated and moved to Bagley Ave N.

The proposed improvements would construct painted curb bulbs, marked crosswalks and eight directional ADA ramps. Pedestrian lighting would also be included on the southwest corner.

Constructability

- Some re-grading may be necessary to ensure the new curb ramps are ADA-compliant at all corners.
- Coordination will be needed with King County Metro to relocate the westbound bus zone.
- Drainage inlets and power poles may have to be relocated for ADA-compliant ramp installation.

Impacts

- Parking restrictions near the intersection will be enforced as part of this project which may result in a perceived loss of parking.
- Coordinate with Irvin's regarding the outdoor seating during design and construction.

Benefits

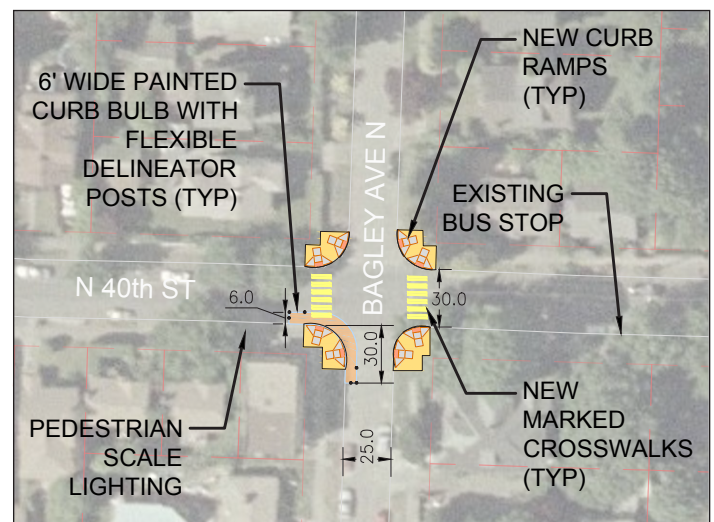
- Marked crosswalks for pedestrians and bicyclists at the intersection.
- New ramps will facilitate directional crossings.



Looking West on 40th toward Bagley. Existing crossing flags shown on east side of intersection.



Looking West on 40th toward Bagley at eastbound bus stop.



Scale in Feet

