Washington Avenue Repaving & Improvement Project

March 1, 2022
Engagement Summary

2013
Community discussions

2015
City pauses discussions to work on additional analysis

2016-2019
Traffic & parking/loading analysis

2020
City initiates community discussions in-person & adapts to COVID stay-at-home
City announces proposed plan

2021
City meets in-person with neighbors & businesses
Open door working group

2022
City announces changes to design
OTIS Recommendation: Mixed Lane

Reasons Why
- Substantially improves safety compared to today's condition
- Assumes minimal (5%) vehicles divert to other streets at rush hour
- Balances community input and needs

Features
- Reduces effective pedestrian crossing distance to 33’ and 40’ on most blocks (compared to 50’ today)
- Improves protection for people riding bikes
- Provides safe “bus boarding islands” in up to 24 locations

OTIS reviewed changing which blocks have 3 lane or 4 lane; benefits did not outweigh drawbacks for traffic flow.
Mixed Lane

3 lane blocks

4 lane blocks
**OTIS' Adjustments to Mixed Lane**

**What we heard**
- Pedestrian safety on 4 lane blocks
- Emergency vehicles need access
- Side streets will have speeding
- Transit needs improvement
- Lighting needs improvement
- Employees need long term parking
- Parking spill over to side streets
- Flex posts will restrict trucks
- Flex posts will need maintenance
- Trucks unload in travel lane

**How we responded**
- Additional traffic calming elements
- Grant application for pre-emption
- Exploring speed cushions
- Grant application for concrete bus islands
- Citywide LED upgrades coming
- Exploring 8-hour spaces
- RPP program available
- Corner wedges in addition to flex posts
- Exploring concrete pills
- PPA enforcement of loading zones
Pedestrian Safety Elements

- Flex posts
- Corner wedges
- Soft rumble strips
- Bus boarding island

These elements will be throughout the corridor
Pedestrian Safety Elements

- Speed slots (on Washington)
- Speed cushions (on side streets)
- Pedestrian head start
- Hardened centerline

These elements will be in specific locations
Example Block Mixed Lane
Example Traffic Calming Elements

Installed in specific locations

Example block: Washington Avenue between 19th and 18th Streets
Example Intersection 4 Lane
Example Intersection 4 Lane

Traffic Calming Treatments

- Pedestrian Head Start Lead (LPI) 3-seconds during AM and Off-Peak
- Centerline Hardening
- Bus Boarding Islands
- Corner Wedges
- Green Pavement Marking Skips

Installed in specific locations (example block)
Example Intersection 3 Lane
Example Intersection 3 Lane

Traffic Calming Treatments
* Pedestrian Head Start Lead (LPI) *3-seconds during Off-Peak*
* Centerline Hardening
* Bus Boarding Islands
* Corner Wedges
* Green Pavement Marking Skips

Installed in specific locations (example block)
Monitoring & Evaluation

- Vehicle speeds
- Vehicle volume
- Bicycle volume
- Pedestrian volume
- Crash data (several years needed post installation)
- Red light running crashes/violations
- Parking and loading turnover/occupancy
- Community & business feedback

What else should we monitor?
Next Steps

• Legislation for parking and loading; public input via Council process
• Street will be repaved this year
• Construction notification via RCO networks, email channels, no parking signs, automated calls, and more
• Monitoring and evaluation post-installation