



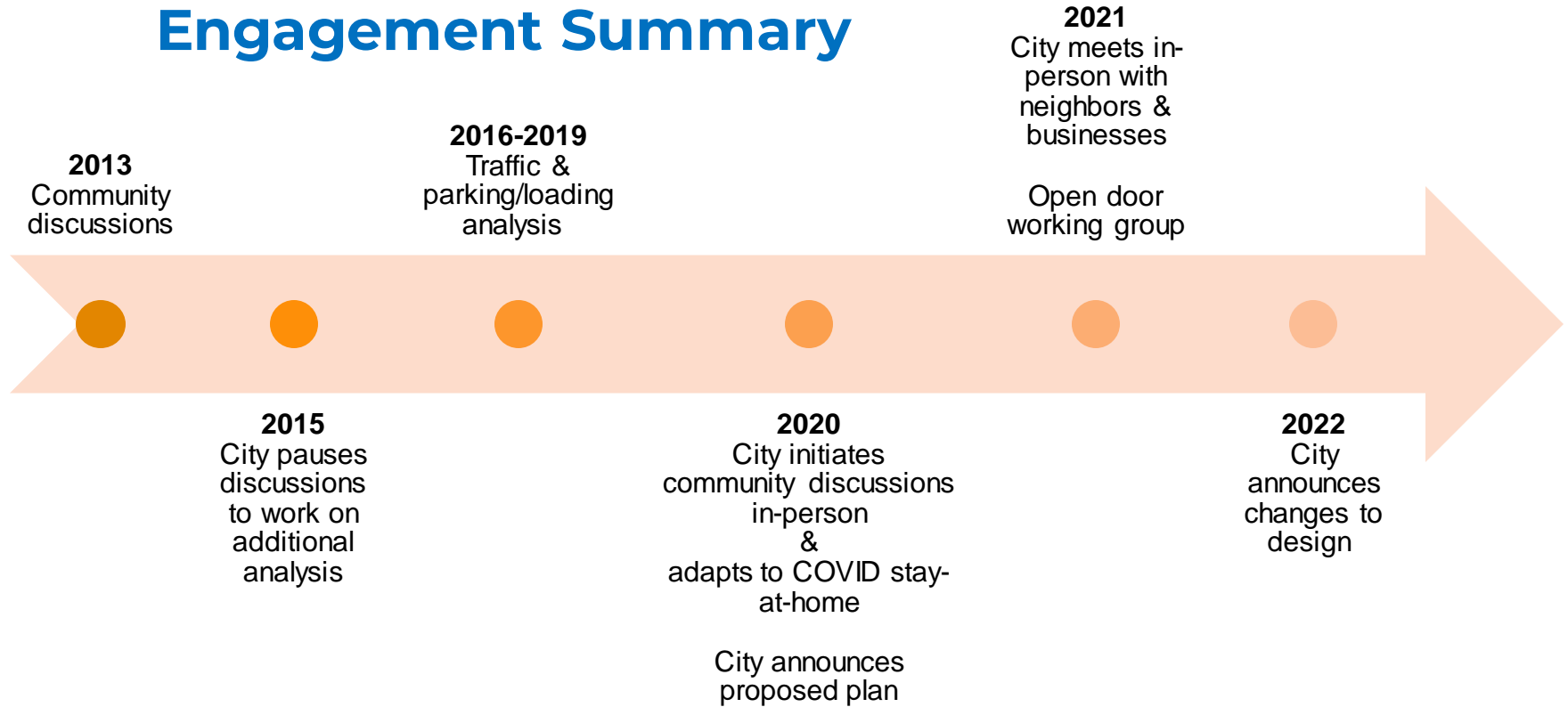
Washington Avenue Repaving & Improvement Project

March 1, 2022

OFFICE OF 
**TRANSPORTATION,
INFRASTRUCTURE
& SUSTAINABILITY**

Updated: 2/28/2022

Engagement Summary



OTIS Recommendation: Mixed Lane



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

Reasons Why

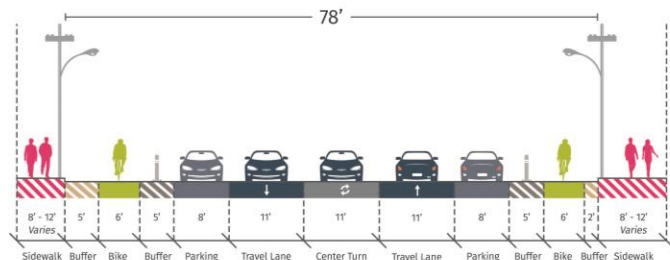
- Substantially improves safety compared to today's condition
- Assumes minimal (5%) vehicles divert to other streets at rush hour
- Balances community input and needs

Features

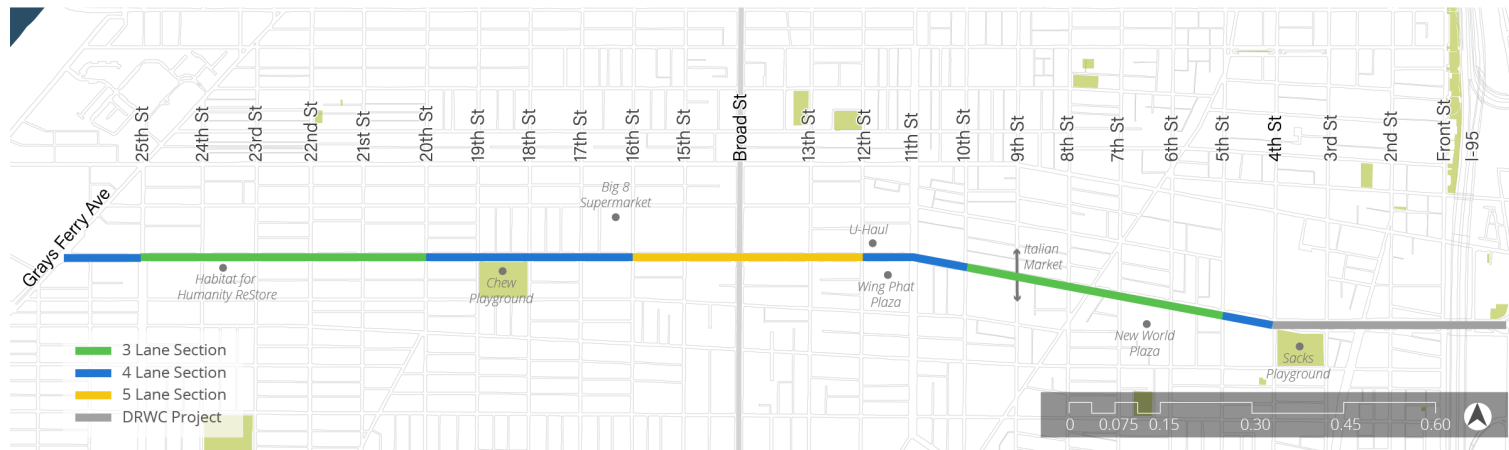
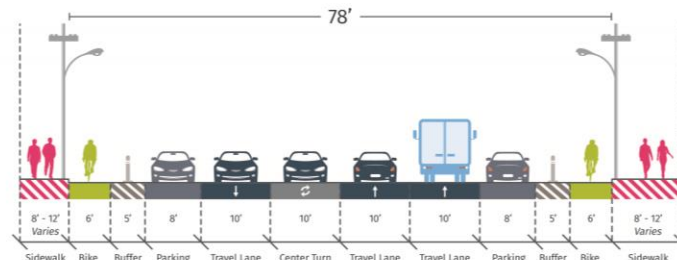
- Reduces effective pedestrian crossing distance to 33' and 40' on most blocks (compared to 50' today)
- Improves protection for people riding bikes
- Provides safe "bus boarding islands" in up to 24 locations

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

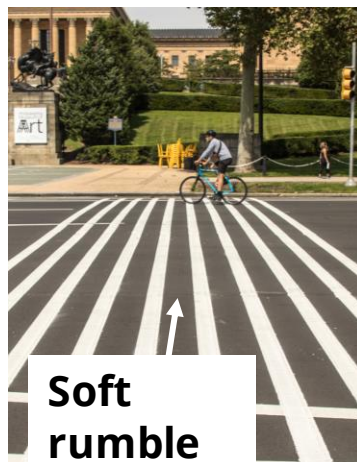
Pedestrian Safety Elements



**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)



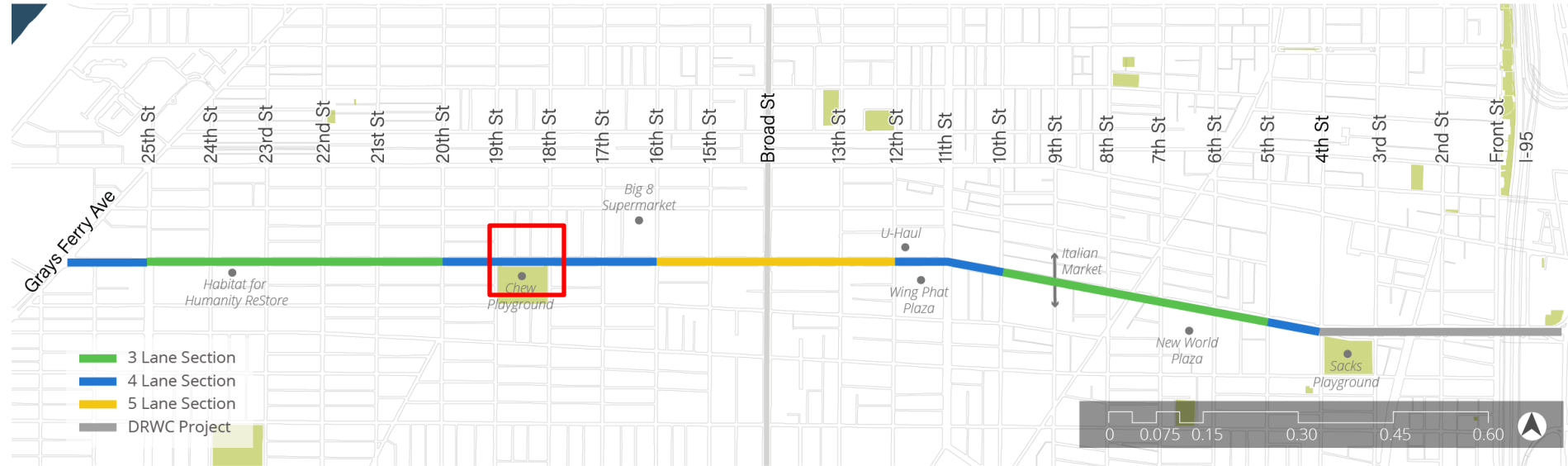
**Pedestrian
head start**



**Hardened
centerline**

These elements will be in specific locations

Example Block Mixed Lane



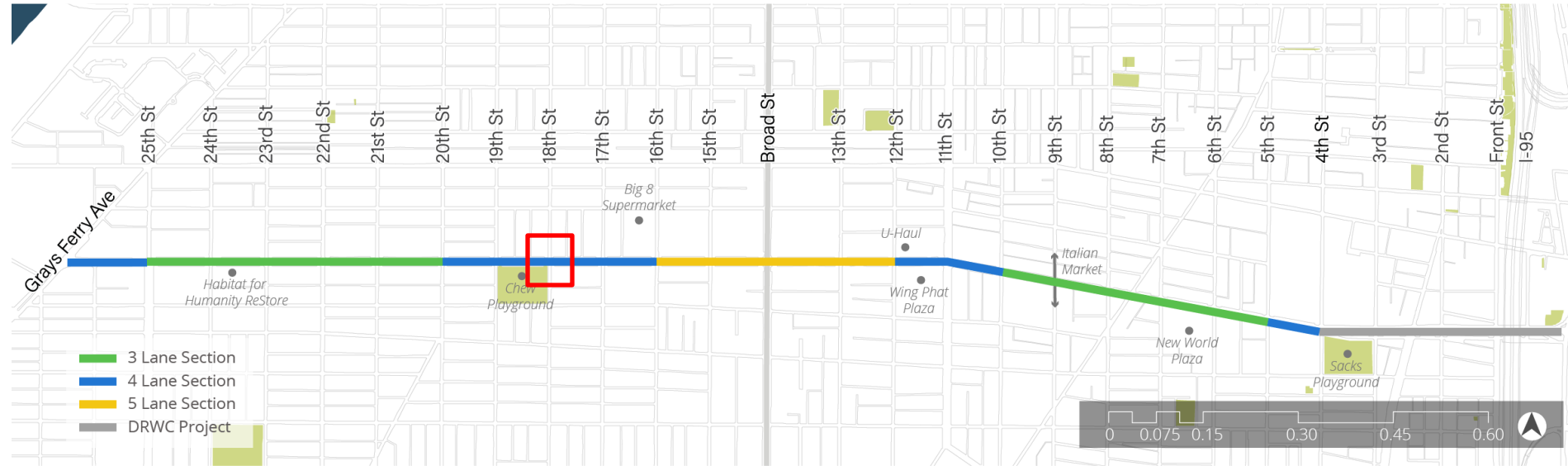
Example Traffic Calming Elements

Installed in specific locations



Example block: Washington Avenue between 19th and 18th Streets

Example Intersection 4 Lane

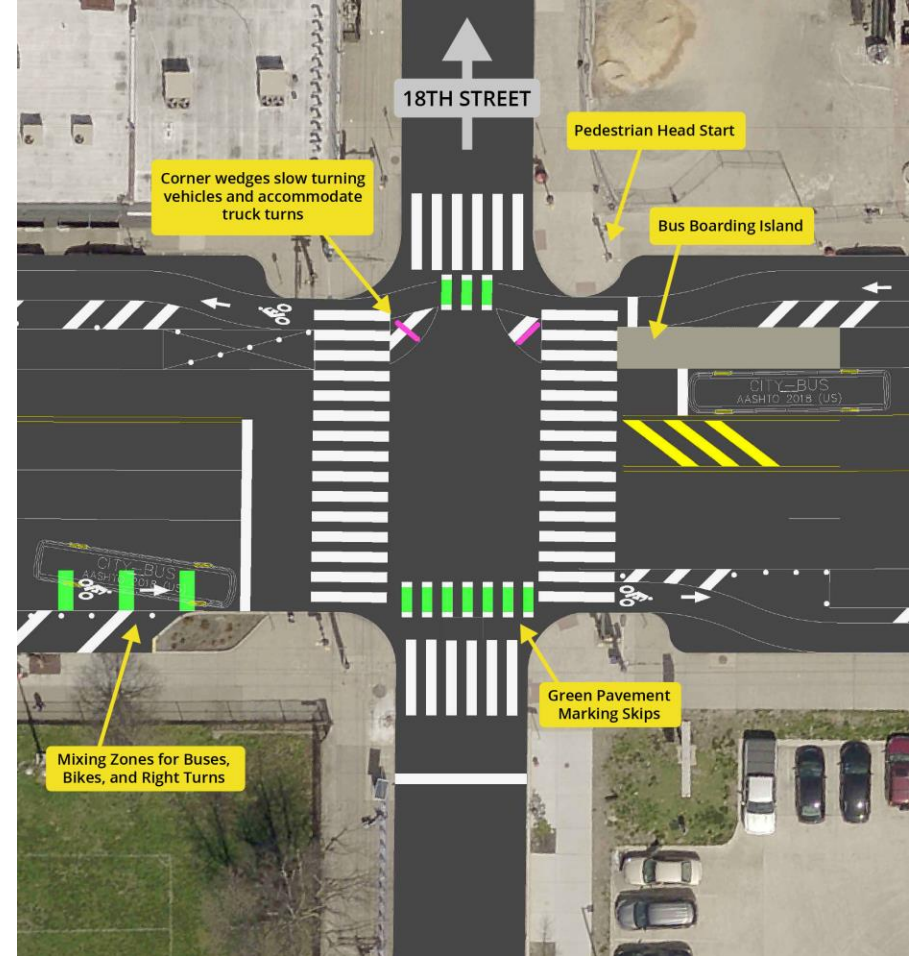


Example Intersection 4 Lane

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

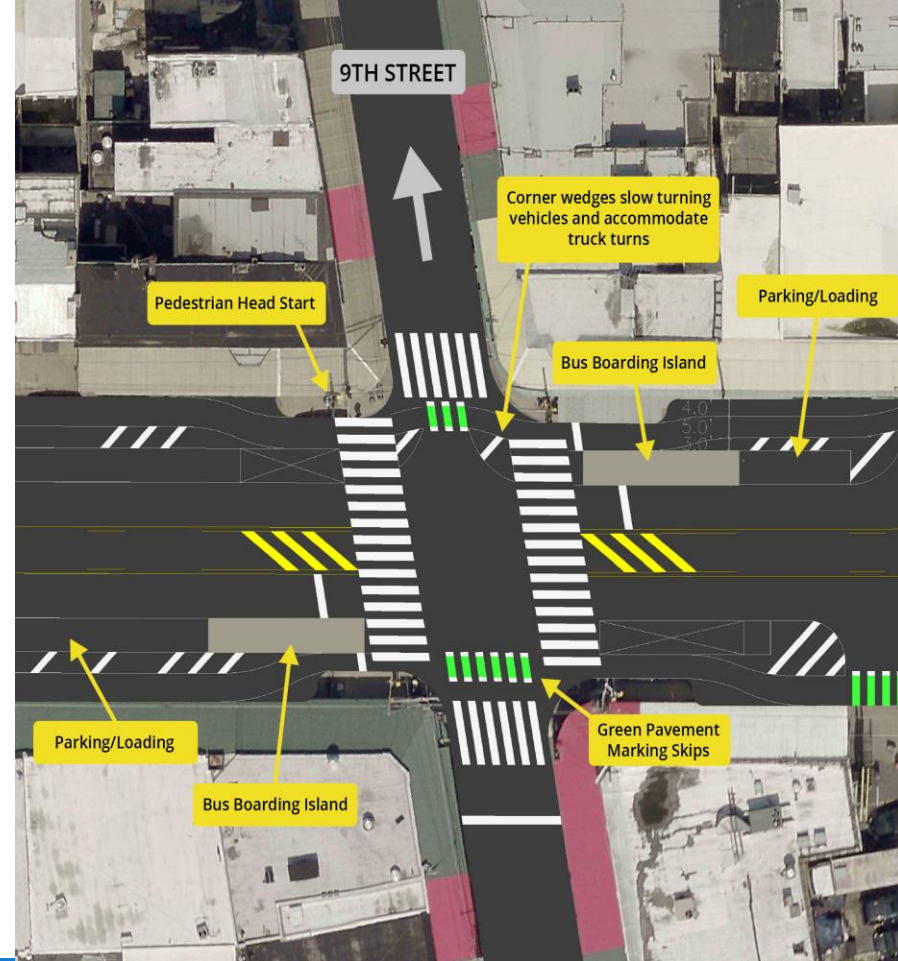


Example Intersection 3 Lane

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