

PUBLIC RESPONSE FORM FOR DRAFT EASTLAKE TRANSPORTATION PLAN AND DESIGN ISSUES

Your response is urgently needed! Please fill out this form and return to Eastlake Transportation Plan, Lake Union Mail, 117 E. Louisa Street, Seattle 98102, preferably by June 25.

Copies of the 83-page illustrated plan that is summarized here are available for in-house public review at many local businesses, nonprofit organizations, and residential groups, or you can borrow a copy by calling 322-5463.

Background. Under a contract between the Eastlake Community Council and the Seattle Department of Neighborhoods, assisted by thousands of hours of local volunteer help and by \$5000 from the City's Neighborhood Matching Fund and \$500 from the Bullitt Foundation, a draft transportation plan is now ready for comment. Overseeing the draft plan and this summer's revision is a steering committee whose business representatives are Henry Dellechiaie (United Indians of all Tribes), Rick Esposito (Travel Experts), Richard Haag (Richard Haag Associates), Steve Lull (U.S. Bank) and Guy Ott (Fred Hutchinson Cancer Research Center); and resident representatives Carol Eychaner, Mary Sue Galvin, Richard Hicks, Chris Leman (also project manager), and Lynn Poser.

The priorities and ideas for this transportation plan and its related design guidelines stem from the earlier 1991-93 phases of the Eastlake Tomorrow neighborhood planning process, the 1994 Eastlake Transportation Survey, other surveys, six public meetings held since February, letters, and conversations with agency professionals. Thank you for your input; if you have not turned in your copy of the 1994 survey, copies are still being accepted. We have also received valuable technical assistance from a 22-page portfolio report by a University of Washington graduate design studio, *Traffic Calming in Eastlake* (available for review at Travel Experts, 2825 Eastlake Avenue E., or by calling 322-5463).

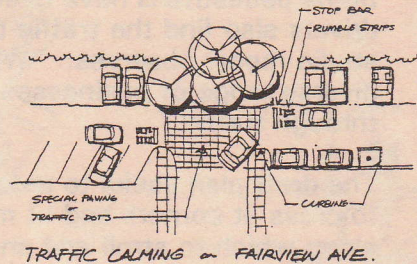
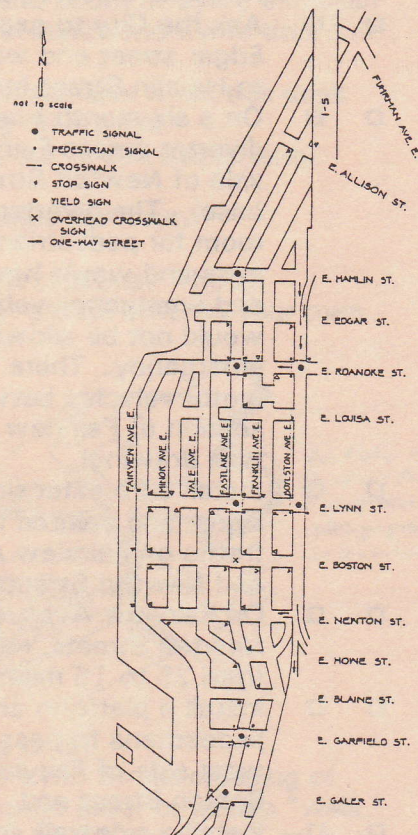
Based on your responses here and comments from public agencies and others, a final plan will be completed in July, and in the fall we will hold public meetings to fine-tune the recommendations. Many of the recommendations below focus on Fairview and Eastlake Avenues; future planning efforts will focus on the neighborhood's other streets.

RECOMMENDATIONS FOR FAIRVIEW AVENUE

Fairview currently has a great deal of pedestrian traffic from the people who live along it and from others living in the neighborhood and visitors who enjoy walking there. The public input we have received places a very high priority on making Fairview safer for pedestrians. Recommendations in the draft plan that are summarized here include some sidewalks or paths separate from the roadway, and (especially between Roanoke and Newton Streets) traffic calming measures to make it safer to walk in the street.

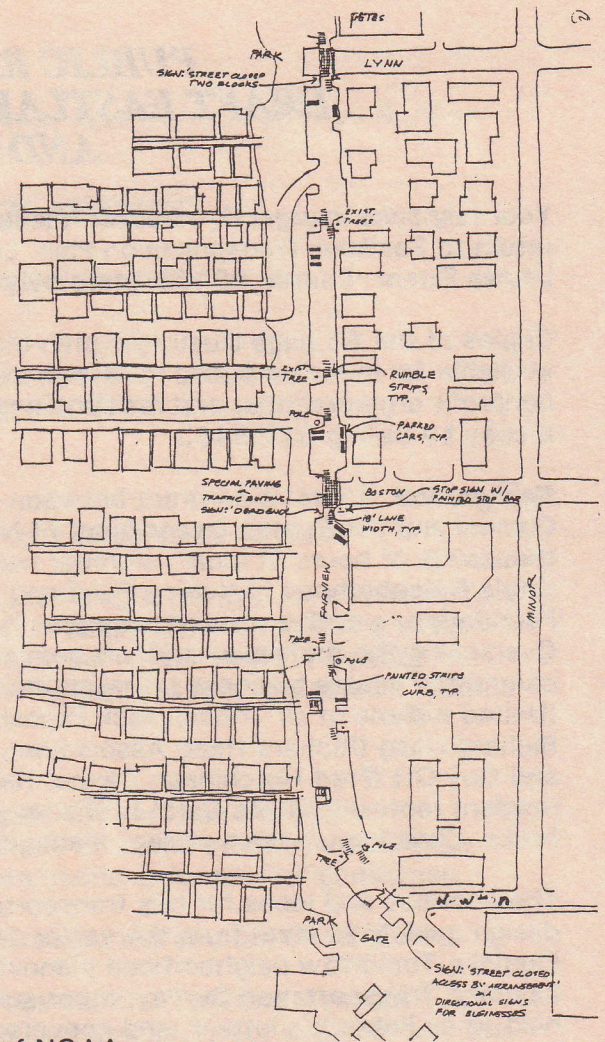
Yes No (please check one)

- As a part of the City's Fairview-Olmsted Park development, close Fairview Avenue at Shelby Street (near the P-Patch) except to pedestrians, bicyclists, and emergency vehicles (trucks by arrangement).
- From Fuhrman to Hamlin Streets (from University Bridge to Mallard Cove), install a sidewalk on the west side of Fairview Avenue.



Yes No (please check one)

- Ask the City to study a floating pedestrian and bicycle bridge on the submerged Fairview Avenue right-of-way between Hamlin and Roanoke Streets (Mallard Cove).
- Ask the City to explore ways to connect the Edgar street end with Fairview Avenue north to Hamlin Street (north end of Mallard Cove).
- On a six-month trial basis, install a traffic diverter across Fairview Avenue on the north side of Newton Street (just north of NOAA base). The diverter would give room for pedestrians and bicyclists to freely pass and would have a latch for use by trucks and emergency vehicles; other motor vehicles would not be allowed to pass except in an emergency. There would be no barrier to motor vehicles between Newton and the section of Fairview south of the intersection (see drawing).
- Install curb extensions, rumble strips, stop signs, and painted crosswalks to calm the traffic on Fairview Avenue between Roanoke and Newton Streets.
- On Fairview Avenue between Roanoke and Newton Streets, reduce the posted speed limit from 25 to 15 miles per hour.
- Install a platform and walkway allowing pedestrians to pass and view the lake on the west side of Fairview Avenue at the East Boston Street end.
- Install a sidewalk on the west side of Fairview Avenue from Newton to Blaine Streets in front of NOAA.
- Install a walking path on the lake bank west of Fairview Avenue between Blaine Street and Lake Union Drydock.
- Redesign the intersection of Fairview and Eastlake Avenues to discourage drivers from making fast, sweeping turns; install a pedestrian island and bus stop and extend the sidewalk to reduce the distance for pedestrian crossing (see drawing).



RECOMMENDATIONS FOR EASTLAKE AVENUE

Eastlake Avenue is increasingly a wall dividing the neighborhood's narrow east and west sides. Some pedestrians have been injured; many others have had close calls; bicyclists and even local drivers also find the traffic too fast. Retail businesses are also being hurt. The UW design studio report observes: "While many other neighborhood districts have blossomed with a diverse range of businesses, Eastlake hasn't, and we lay much of the blame on the speed of through traffic."

The draft plan seeks to redesign the street to discourage speeding, make it safer for pedestrians to cross at corners and at mid-block, and in general make Eastlake a more comfortable street along which to stroll and shop. With the technical assistance of the Eastlake-based Deaf-Blind Service Center, the draft plan also proposes ways for the neighborhood to become a model for the disabled (e.g. curb ramps, crosswalks outlined with buttons that can be felt by a cane, and inaudible vibrating signals at certain crossings). In addition to the below summary, the draft plan has additional detail on most of the intersections listed here.

Yes No (please check one)

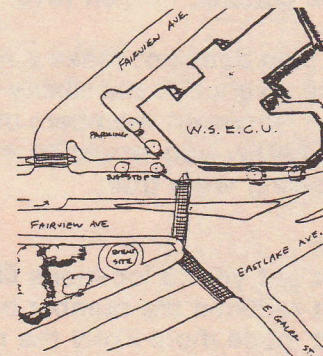
- Restore unlimited or two-hour parking to both sides of Eastlake Avenue (parking is now prohibited on many segments either all the time or at periods of peak travel). Loading zone and bus stops would remain.

Yes No (please check one)

- Convert the eleven HOV-only registered parking on the east side of Eastlake Avenue between Lynn and Louisa to general or two-hour parking that is available to customers of retail and service businesses.
- For the four-lane parts of Eastlake Avenue north of Hamlin and south of Lynn, establish two lanes with a third center turn lane as it is now between Hamlin and Lynn, thus expanding the parking lanes.
- Install a planted median (boulevard-type treatment) in the center lane when this does not interfere with left turns at intersections and into existing driveways.
- Install "bus bulbs", sidewalk widenings that bring bus stops out to the traffic lane, obviating the need for buses to pull in and out of traffic.
- Reduce the speed limit on Eastlake Avenue from 30 to 25 miles per hour.

Install traffic signals (stoplights and walk signals) at the following intersections. These intersections are listed from first to last in suggested order of priority; please write in your own suggested order: 1, 2, 3, etc.; write N if you oppose.

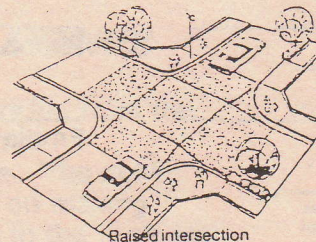
- Eastlake and Newton
- Eastlake and Boston
- Eastlake and Allison
- Eastlake and Louisa (from partial to full signal)
- Eastlake and Blaine
- Eastlake and Howe
- Eastlake and Edgar
- Eastlake and Shelby (mid-block crossing)
- Eastlake and Fuhrman
- other (specify) _____



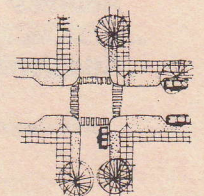
- Increase the length of "walk" signals to allow more crossing time
- Restore automatic "walk" signals. As is still the case at the Lynn Street crossing of Eastlake Avenue, do not require pedestrians to press a button in order to obtain "walk."
- Quicken response to "walk" buttons, which currently take up to 95 seconds to produce a "walk" indication at some locations.
- Repaint crosswalks, and mark with bolder parallel stripes such as those on University Way.
- At the Eastlake and Louisa intersection (near Tio's), allow pedestrians to cross Eastlake on the south side of the intersection (now prohibited).

The draft plan proposes to install many raised intersections (see drawing). Raising the crosswalks to the level of the sidewalk makes pedestrians more visible, and alerts drivers. The following are proposed as raised intersections from first to last in suggested order of priority; please write in your own suggested order: 1, 2, 3, etc.; write N if you oppose.

- Eastlake and Lynn
- Eastlake and Allison
- Eastlake and Louisa
- Eastlake and Boston
- Eastlake and Howe
- Eastlake and Shelby (mid-block crossing)
- Eastlake and Fuhrman
- Eastlake and Garfield
- other (specify) _____



curb extensions



- Install curb extensions ("bulbouts") at all intersections along Eastlake Avenue (see drawing). These make the waiting pedestrian more visible and shorten the crossing distance. They also help protect parked cars from being hit, and provide additional landscaping.
- Recognize Minor Ave. E. as a "major bikeway" (a designation now given only to Fairview Ave.) and encourage bicycle travel on Minor as an alternative to Fairview and Eastlake Avenues.
- With the new prohibition on posters on utility poles, kiosks with bulletin boards should

Yes No (please check one)

be at every corner in the business district.

- Establish view corridor protection on Eastlake Avenue (like Fairview Avenue N., E. Madison Street).

FOR NEW CONSTRUCTION ALONG EASTLAKE AVENUE:

- Prohibit curb cuts (new driveways) where alleys are available.
- Require storefront retail at street level.
- Encourage setbacks to widen the sidewalk.
- Encourage a residential component in commercial projects
- Discourage parking garages and parking lots along the street.

LIGHT RAIL ON EASTLAKE AVENUE

- In general, do you favor a light rail line on the surface of Eastlake Avenue?

The draft plan does not make a recommendation for or against a light rail system on the surface of Eastlake Avenue, a possibility which the Regional Transit Authority will be studying in the next year. However, members of the neighborhood need to think about how to respond. Indicate whether you would be more or less likely to support a light rail line on Eastlake Avenue if the following were true:

More Less

- It got you to locations like downtown and Northgate quicker than the bus.
- It reduced the number of traffic lanes and the volume of traffic on Eastlake Avenue
- It made more likely the redesign of streets and intersections for greater pedestrian safety and convenience.
- It reduced the amount of on-street parking but increased the amount of off-street parking
- By fencing or a trench it made it impossible to cross parts of Eastlake Avenue.
- It had more stations than currently proposed (one near Louisa Street and one near the Fred Hutchinson Cancer Research Center)
- It led to the permanent removal of one or more commercial buildings.
- A station at Rogers Playfield led to redesign of the park and greater access to it from Eastlake Avenue, but the loss of some existing trees and the planting of new ones.
- The number of diesel buses going through the neighborhood would be reduced.
- The light rail vehicles moved at 25 miles per hour instead of the current speed limit of 30 miles per hour.
- It was accompanied by a City commitment not to upzone the neighborhood.

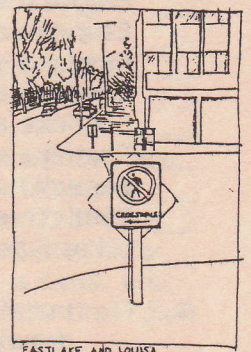
Name

Phone

Address

Employer

Additional comments:



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