

Jackson Place Community Neighborhood Mobility Plan

July 9, 2007



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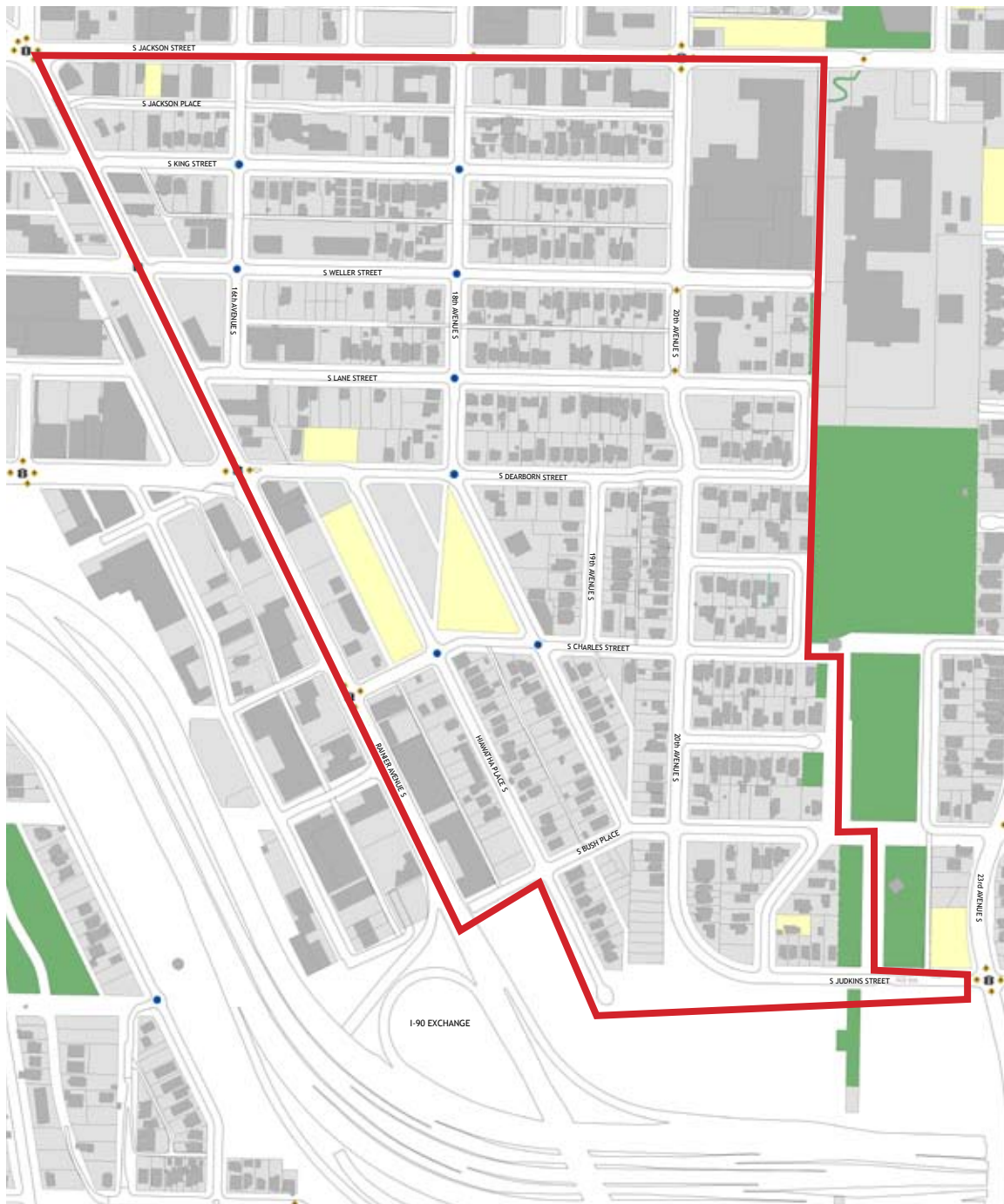
SvR DESIGN COMPANY

Special thanks to Jackson Place Community residents and stakeholders for participation in data collection, charrettes and meetings.

The original scope of this project was to provide a plan traffic mitigation. After meetings between SvR, the JPCC and community members, the plan evolved into a neighborhood mobility plan with the added consideration of long-term pedestrian, bicycle and non-motorized movement in and through the Jackson Place neighborhood.

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Jackson Place Community: Neighborhood Mobility Study Area (GIS data courtesy of City of Seattle)

July 9, 2007

*Jackson Place Community
Neighborhood Mobility Plan
SvR #07001*

INTRODUCTION

The intent of this document is to provide the Jackson Place Community with an analysis of neighborhood traffic conditions, tools needed to improve current conditions, and opportunities to mitigate future traffic increases as a result of neighborhood and adjacent residential, commercial and mixed-use redevelopment.

The neighborhood mobility plan study area is bounded by Rainier Ave. S., Judkins Pl. S., S. Jackson St. and I-90. Located on a western hillside, the area slopes down toward south Seattle and the Rainier Avenue commercial corridor.

Neighborhood History

Jackson Place is a residential neighborhood located southeast of downtown Seattle that has been historically a working-class community with a rich, culturally diverse population.

The area was part of Seattle's vibrant jazz scene from the 1920s through 1950s and S. Jackson St. was a bustling urban thoroughfare.

When the I-90 interchange was updated in the late 1980s to early 1990s, the community became separated from other neighborhoods to the south. However, the neighborhood acquired park space along the south end. This space was developed into Judkins Park, which is also the entry point to a regional trail system.

This unique neighborhood is home to several schools, churches, and small and large businesses. While the neighborhood is geographically centrally located, it remains largely unknown to the greater Seattle area.



Historic Jackson St. (courtesy of Experience Music Project)



Historic 20th Ave. S. (courtesy of Seattle Municipal Archives)



Many religious and cultural communities are found in Jackson Place



Several schools are located in the neighborhood



Jackson Place is home to many social services



Neighborhood density and development is growing rapidly

BACKGROUND

Neighborhood Street Characteristics

Residential streets within the neighborhood are wider than traditional Seattle residential streets. These wider streets allow for parking on both sides of the street and effectively offer two lanes of vehicular travel. While many of Seattle's residential streets are of a width that forces cars to slow or pull aside when passing, Jackson Place streets are generally wide enough to allow vehicles to pass by one another freely. See pages 3 and 4 for typical residential street sections.

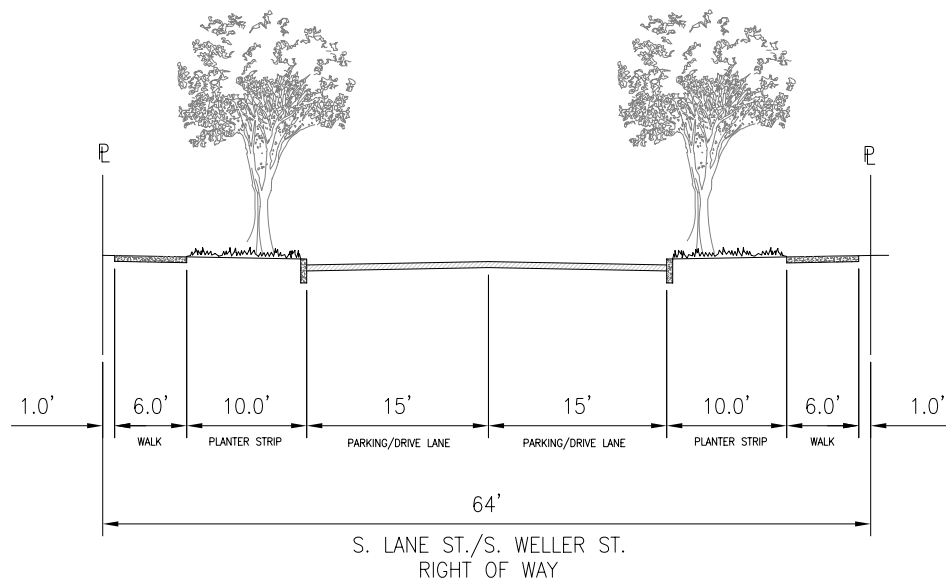
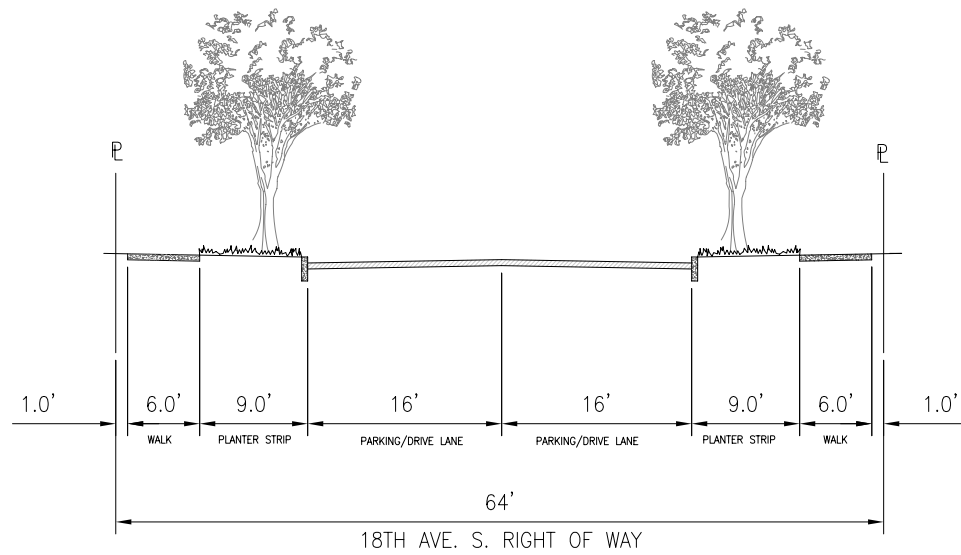
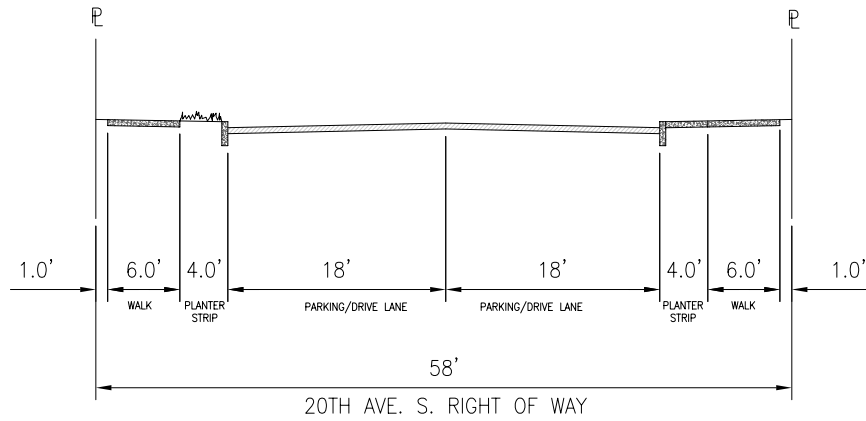
Many of the east-west blocks run the length of two typical Seattle blocks, creating longer, uninterrupted sections for vehicles to gain speed. This is because 17th Ave. S. and 19th Ave. S. do not continue past S. Jackson St.

Streets such as S. Norman St. and S. Bush Pl. do not have the same issues with cut-through traffic because they either loop back to the west or they are dead ends.

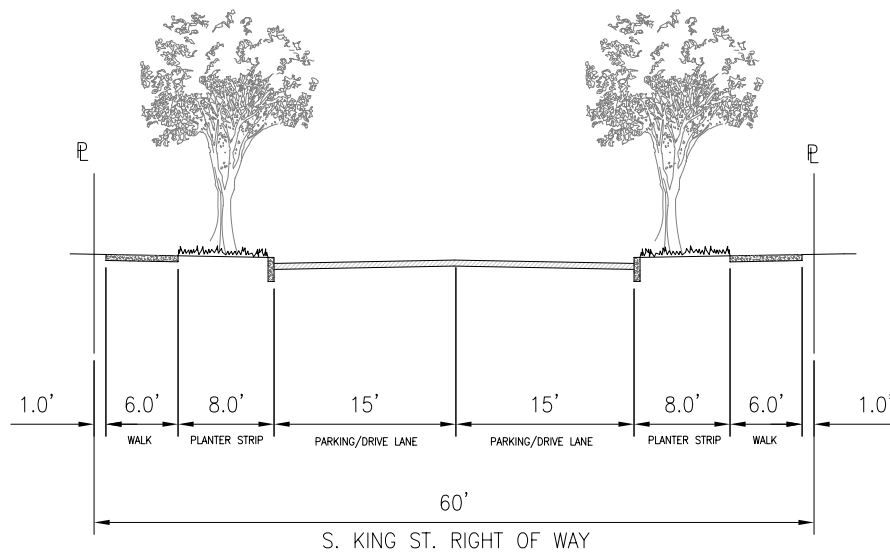
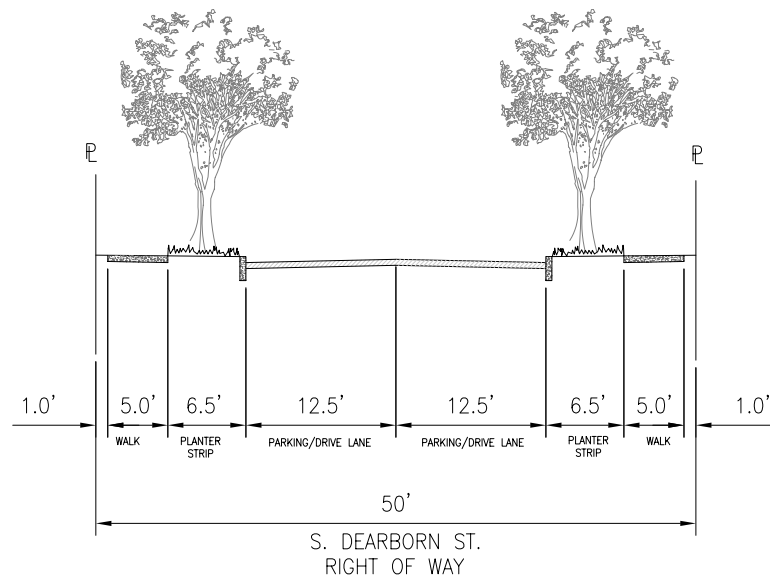
20th Ave. S. is designated a collector arterial street by the Seattle Department of Transportation (SDOT). Collector arterials are intended to bring local residential traffic to arterials. In the Jackson Place neighborhood 20th Ave. S. is the collector arterial, directing traffic flows to S. Jackson St. and 23rd Ave. S. (via S. Judkins St.). The remaining streets within the neighborhood are designated residential.

Current Traffic Conditions

The Jackson Place neighborhood is located to the southeast of the intersection of two arterials: Rainier Ave. S. and S. Jackson St. These streets are major routes for people heading to neighborhoods to the east of downtown and south Seattle. Because of this, the area can become congested during peak traffic times. The right turn lane onto S. Jackson St. from Rainier Ave. S. can be backed-up for several blocks which results in drivers choosing to cut through the neighborhood (often at high speeds) in an effort to bypass the signal.



Typical residential street sections in Jackson Place



Typical residential street sections in Jackson Place

2005 Jackson Place Plan

In 2005, the Jackson Place Community developed a traffic plan to address residents' concerns about "cut-through" and high-speed traffic occurring at peak traffic times.

The 2005 Plan included regulatory traffic measures such as diverters, one-way streets and street closures to restrict and control access to the neighborhood. The 2005 Plan was presented to SDOT in 2005. SDOT would not approve the Plan due to regulatory approaches requested. SDOT required further study and data gathering on the series of diverters, stop signs and one-way streets the community requested.

DATE	ACTION
March 1995	Jackson Place Traffic Plan developed by JPCC and David Evans & Associates.
Nov 1998	JPCC petitions city for partial-closure of Dearborn St.
2003	SDOT installs partial-closure of Dearborn St.
Fall 2004	JPCC develops neighborhood traffic plan
Fall 2005	JPCC submits 2005 Jackson Place Plan to SDOT
Summer 2006	SDOT rejects JPCC's neighborhood traffic plan

Traffic Planning Timeline

Current Plan

The Jackson Place Community Council (JPCC) applied for and received a Department of Neighborhoods Small and Simple Grant, as well as a grant from Northwest Insurance Council, to develop a new approach to traffic mitigation for the neighborhood. This Neighborhood Mobility Plan was developed with the intent of providing the community with a plan that would be approved by SDOT and could be largely implemented by the community.

SvR Design Company and the JPCC conducted meetings with community members, one charrette with community members and stakeholders, and two meetings with SDOT during the development of the Neighborhood Mobility Plan.



Most residential streets provide ample travel ways with parking on both sides



S. Dearborn St. and Rainier Ave. S. is the entry point for access to Hiawatha Pl. and the regional trail connection at I-90



Access from Hiawatha Pl. to the regional trail



Jackson Place is bounded along the western edge by Rainier Ave. S. Drivers cut through the neighborhood, often at high speeds, to avoid back-ups along this arterial during peak traffic times

GOALS

The Neighborhood Mobility Plan explores alternatives to regulatory measures that were previously rejected by SDOT.

By developing a plan with neighborhood enhancement and pedestrian measures, such as benches and plantings, the community is not only calming traffic, but also creating a welcoming and beautiful environment for residents and visitors.

The following goals were identified:

- Slow traffic speeds
- Reduce traffic volume
- Reinforce neighborhood identity

Slow Traffic Speeds

The primary goal of the Neighborhood Mobility Plan is to slow traffic speeds in the neighborhood through visual cues and right-of-way alterations that physically and perceptually narrow the roadway.

Although the research is still ongoing regarding the effectiveness of many of the strategies proposed in this document, there is much national interest in and a shifting toward the approaches suggested.

Reduce Traffic Volume

From early planning efforts in the 1990s until today, residents of Jackson Place

have felt overrun by drivers using the neighborhood as a cut-through route.

Because the area is increasing in density as the number of residential units expand and commercial areas are redeveloped, the ability to reduce traffic volume may be limited.

A goal of the Neighborhood Mobility Plan remains to discourage drivers from cutting through the neighborhood from Rainier Ave. S., S. Jackson St., 20th Ave. S. and 23rd Ave. S.

Reinforce Neighborhood Identity

While Jackson Place is a vibrant and historical community, the area may lack a larger presence in Seattle. The goal of the neighborhood is to reinforce the residential identity to drivers as they move through the area, with the result of increasing the respect drivers have for the neighborhood and therefore, reducing the likelihood that drivers may cut through the area at high speeds.

The goals identified above will be addressed by:

- Increasing visual complexity to create an undesirable cut-through environment
- Reducing drivers' ability to travel at faster speeds
- Reminding drivers to consider and respect the community's needs

TRAFFIC COUNTS

SDOT required the neighborhood conduct traffic counts or cordon counts at all intersections at the perimeter of the Jackson Place neighborhood as a condition for considering proposed improvements. The intent was to quantify and verify residents' perceptions that the neighborhood is frequently being used as a cut-through.

Many residents felt that streets along Rainier Ave. S., including S. Dearborn St., S. Charles St., S. Lane St. and S. Weller St., were being used to access S. Jackson St. or 23rd Ave. S. during peak afternoon traffic times.

Process

To gather the information SDOT required to warrant traffic speed and volume reductions, the JPCC organized a group of volunteers to conduct traffic counts. Traffic counts were performed on a weekday afternoon from 4 p.m. to 6 p.m., during peak traffic times to determine following:

- Traffic volume for the neighborhood
- Vehicular points of entry and exit
- Duration of stay
- Vehicular speeds

Traffic Count Analysis Graphic

The graphic on page 8 shows information collected from the traffic counts, including points of entry and exit, expected routes of travel through the neighborhood, traffic volumes and traffic speeds.

Solid lines show routes through the neighborhood in the color associated with the entry point. The dashed lines show routes that are undetermined due to multiple options for access from the entry point to the exit point.



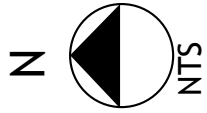
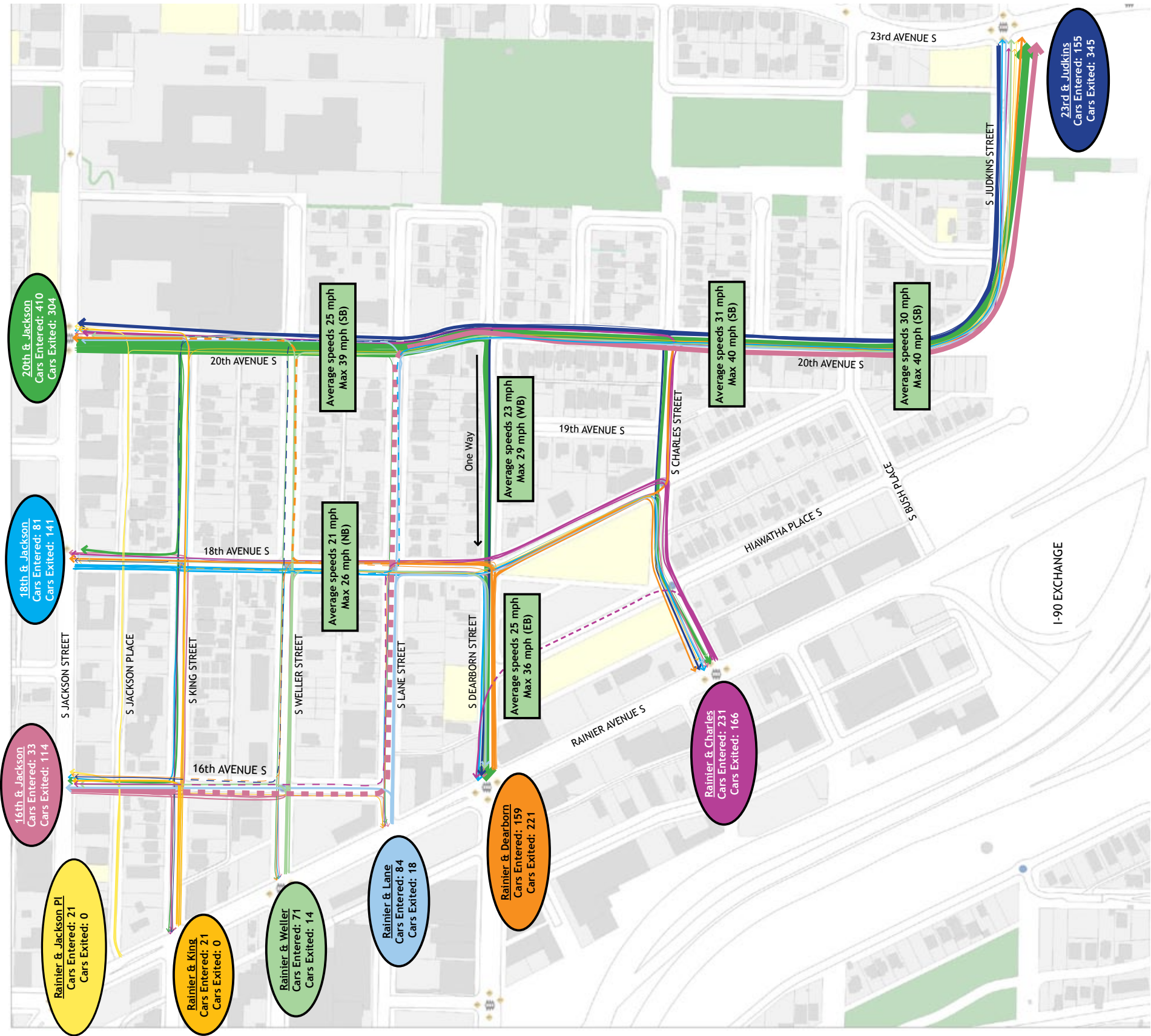
Intersection at Rainier Ave. S. and S. Jackson St. looking north



Hiawatha Pl. S. is used as a cut-through to access S. Dearborn St. westbound



High volumes of traffic turn right onto S. Dearborn St.



Intersection
Cars Entered:
Cars Exited:

Traffic count data collected on October 2006
Data collected by: Jackson Place Residents

Average speeds
Max (Direction)

Speed data collected on February 2001
Data collected by: Jackson Place Residents

Jackson Place Community: Traffic Count Analysis
(data courtesy of Seattle GIS and JPCC)

Traffic Count Results

The following results were found:

- Drivers likely turn right onto S. Charles St. from northbound Rainier Ave. S. and circle to S. Dearborn St. to avoid turning left from Rainier Ave. S. They may cut through Hiawatha Ave. S or Davis Ave. S.
- Largest volumes entering:

20th Ave. S. & S. Jackson St.
S. Charles St. & Rainier Ave. S.
S. Dearborn St. & Rainier Ave. S.
23rd Ave. S. & S. Judkins St.

- Largest volumes exiting:

23rd Ave. S. & S. Judkins St.
20th Ave. S. & S. Jackson St.
Rainier Ave. S. & S. Dearborn St.
Rainier Ave. S. & S. Charles St.
18th Ave. S. & S. Jackson St.
16th Ave. S. & S. Jackson St.

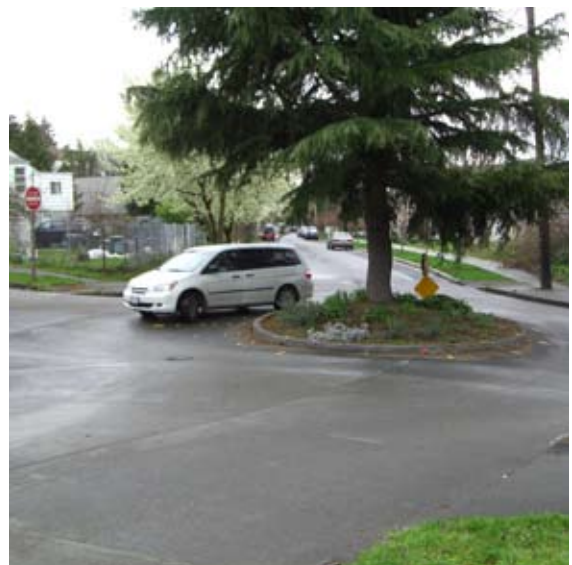
- The highest speeds occurred along south end of 20th Ave. S. to S. Judkins St..
- More people enter from Rainier Ave. S. than exit, with the exception of S. Dearborn St.
- More people exit onto S. Jackson St. than enter.
- S. Charles St. and S. Dearborn St. are the primary entry points into the neighborhood off Rainier Ave. S.



Intersection at 18th Ave. S. and S. Jackson St. can feel unsafe for pedestrians



Cut-through traffic is averting the intersection of Rainier Ave. S. and S. Jackson St.



Existing traffic circles have not sufficiently calmed traffic



Public easement may be developed into an art corridor in coordination with the Pedestrian Master Plan and a newly-received grant.



Seating areas add to street complexity and encourage a pedestrian environment



An example of a bicycle-friendly street

MOBILITY SURVEY

SvR Design Company and the JPCC developed a survey for residents to determine community concerns, residential traffic patterns and other pertinent information. The survey was passed out at community council meetings, posted on the JPCC website and mailed to all businesses and residences. Fifty-nine residents completed and returned the survey.

Survey

See the sample survey with averages from surveys collected and data graphs on Pages 11 and 12.

Daily Traffic

The survey indicates that residents may average three one-way trips per day. There are approximately 800 residents in the neighborhood. If this number is applied to the average, there would be a total of 2,300 resident trips in and out of the neighborhood per day. The traffic analysis shows approximately 2,500 trips in and out of the neighborhood in one hour.

This result supports the perception that a significant number of people are coming to and from the neighborhood to visit commercial areas, pick up or drop off children at the schools, attend churches or to cut through the neighborhood to avoid rush-hour traffic.

Additional Comments from Mobility Survey

Residents also made additional comments on the surveys regarding pedestrian and bicycle safety, parking, traffic calming, street widths, noise, litter and maintenance.

While some of the additional comments may not be addressed in this plan, the comments were taken into consideration during the development of the plan and passed on to the JPCC.

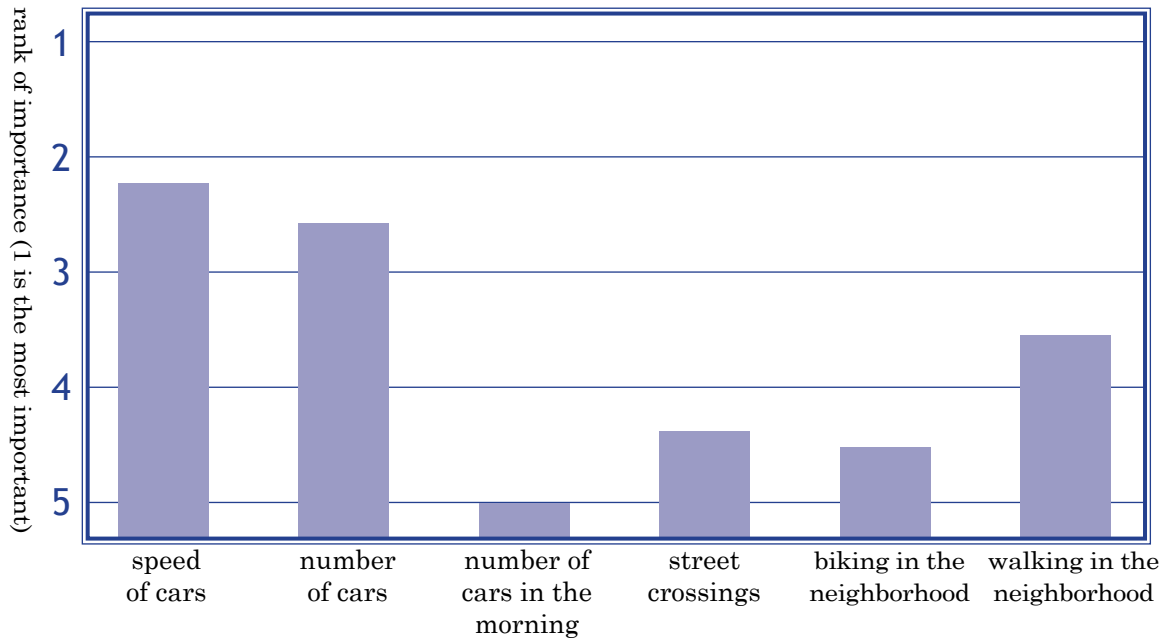
See the Table on Page 13 for additional comments from neighborhood residents that were addressed in this plan.

JACKSON PLACE COMMUNITY MOBILITY SURVEY RESULT AVERAGES

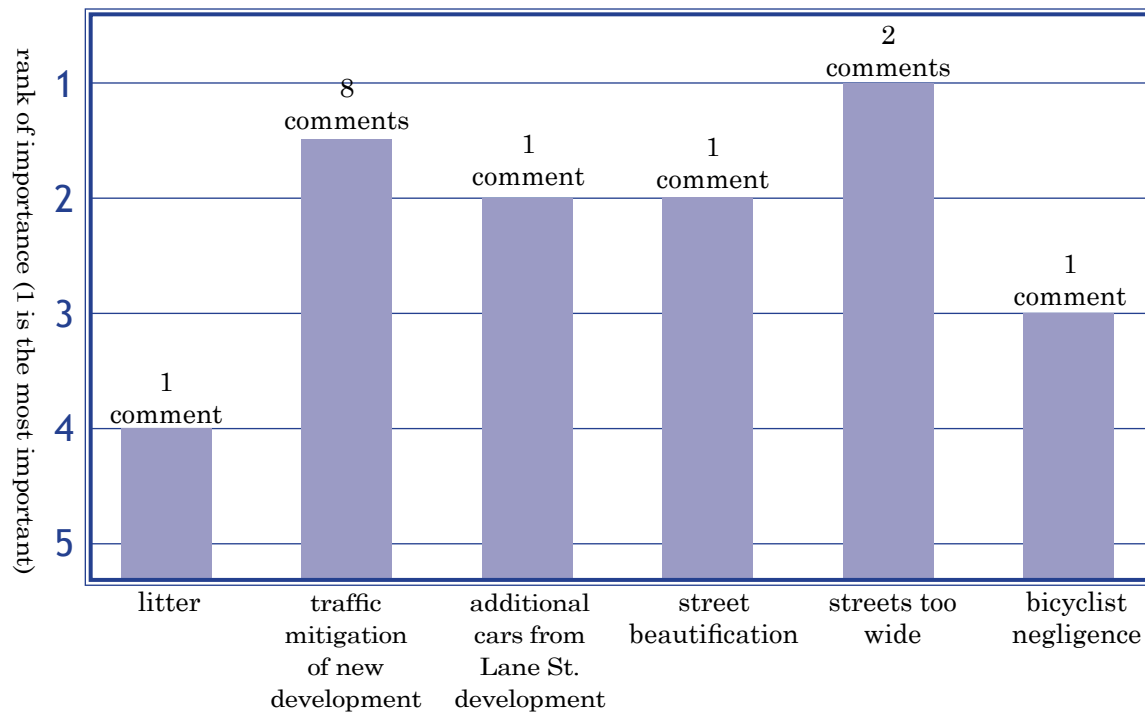
1. Do you live in the study area?
 - a. If so, where? (optional) _____
 - b. If not, what brings you to the neighborhood? (all live in neighborhood)
For example: work, school, playgrounds, church
2. Typically, how many one-way trips do you make to or from the area? 2.9 day 15.3 week
For example: Go to work and come home on the weekdays (10 trips), go to the grocery store and come home twice a week (4 trips), go to the movies on Saturday afternoon (2 trips), run errands on Sunday (2 trips) = approximately 2 trips per day and 18 trips per week
3. How many vehicles do you or your household own? 1.7 (0.8 bikes)
4. How many vehicles do you typically keep off-street (in a garage, carport, etc)? 0.8
5. How many vehicles do you typically park on the street? 0.8
6. Rank the following in order of importance of items you would like addressed in the Traffic Mitigation Plan (1 being the most important):

Speed of Cars	2.2	Street Crossings	4.3
Number of Cars	2.6	Biking in the Neighborhood	4.5
Number of Cars in the Morning	5.0	Walking in the Neighborhood	3.6
Number of Cars in the Evening	5.2	Availability of Street Parking	5.1
Number of Cars on the Weekend	5.9	Other: additional cars/street parking for development on 1600 block of S. Lane (1 comment)	2
Narrow Sidewalks	7.4	Other: street beautification (1 comment)	2
Other: traffic light at Dearborn and Rainier too long (1 comment)	5	Other: minimize street footprint in neighborhood/ too wide (2 comments)	1
Other: litter (1 comment)	4	Other: left hand lights (1 comment)	
Other: traffic mitigation with new development (8 comments)	1.5	Other: negligence of bicyclists in obeying traffic laws (1 comment)	3

Averages for the survey data collected from March 2007 through May 2007



neighborhood concerns based on community mobility survey results averages



"other" neighborhood concerns based on community mobility survey results averages

Additional Comments (compiled from Mobility Survey data)

Unfriendly intersections for pedestrians and bicycles:
▪ 18th & Jackson ▪ 20th & Jackson ▪ 20th & Rainier ▪ 20th & Charles ▪ Rainier & Dearborn (concern with proposed multi-family and retail Goodwill development)
<i>Dearborn Traffic</i>
▪ Continue one way traffic for Dearborn to Rainier ▪ Stop traffic going up Dearborn or make them turn right on Davis Place. ▪ Increased traffic from proposed Goodwill development.
<i>Rainier Traffic</i>
▪ Stop traffic from turning onto Lane from Rainier.
<i>Pedestrians and Bicycles</i>
▪ Pedestrian/bike only for Hiawatha Place. ▪ Separate bike trail on Hiawatha Place with grade change and landscaping. ▪ Want safe walking and biking in neighborhood. ▪ Encourage adherence to bicycle traffic rules.
<i>Parking</i>
▪ Too many cars parked on Hiawatha Place and parked for long periods of time. ▪ Street parking on Hiawatha should be available on weekends and evenings for guests.
<i>Street Width</i>
▪ Wide streets and banked turns encourage faster driving, particularly on 20th. ▪ Wide streets and sidewalks enhance isolation and encourage speeding.
<i>Stop Signs</i>
▪ Need a stop sign at Hiawatha and Dearborn. ▪ Need a 4-way stop at 20th & Charles. ▪ Add stop signs and striping as a cheap and obvious solution.
<i>Traffic Circles and Curb Bulbs</i>
▪ Add/keep traffic circles. ▪ Traffic circles and blocking off streets is not a good solution due to growth. They are dangerous for pedestrians because drivers don't see them. ▪ Add mid-block crossing bulbs where fire hydrants are located. ▪ Charles St needs traffic calming measures.
<i>Litter and Maintenance</i>
▪ Street appearance needs improvement: landscaping, trash, cars parked on parking strip. ▪ Maintenance of mitigation elements such as traffic circles should be simple.



Community charrette was held in March of 2007



COMMUNITY CHARRETTE

The JPCC organized a transportation mobility charrette with neighborhood residents and local stakeholders, facilitated by SvR Design Company. This workshop was intended as a venue to gather information from the community and to further inform the consultants of community vision and needs. Four groups were formed from approximately twenty residents who attended the charrette. These groups were taken through a series of exercises as a means to encourage discussion and gather information.

The charrette focused on the following goals:

- Generate a list of words or phrases that describe the community identity.
- Generate a menu of traffic mitigation and enhanced mobility options.
- Develop conceptual designs that may be accepted by the City and can be implemented by the community.
- Other neighborhood enhancement and preservation opportunities.

Community Identity

The groups were asked to brainstorm a list of words that described the neighborhood and then asked to narrow that to a few words or phrases. They decided the following terms describe the neighborhood identity that they would like to communicate to visitors through the Neighborhood Mobility Plan:

- Hidden urban family community
- History, diversity, tolerance, convergence, preservation
- Eclectic/history
- Transitional/residential

Priority Areas

The groups were asked to determine the areas that should be a priority for traffic mitigation efforts. The following were chosen as to be priority areas:

- 18 Ave. S. and S. Jackson St.
- 18th Ave. S. corridor
- Rainier Ave. S. and S. Dearborn St.
- Neighborhood entries and gateways
- Residential streets

Menu of Ideas

The charrette groups developed a menu of ideas for each priority area to address the goals identified on Page 6. These ideas can be applied to various areas within the neighborhood to further traffic mitigation efforts.

18th Ave. S. and S. Jackson St.

This intersection is currently unregulated along the north/south crossing. Community members felt that this intersection was unsafe for pedestrians to cross to access Squire Park or the west-bound bus stop and wanted to see improvements made to the intersection:

- Pedestrian signal
- Curb returns
- Curb bulbs
- Textured crossings

18th Ave. S. corridor

Community members wanted to improve this corridor to create a pedestrian-friendly street that would slow and discourage cut-through traffic:

- Pedestrian-oriented corridor
- Pedestrian-scale lighting
- Public and historical art and signage
- Benches
- Plantings
- Traffic calming: chicanes, curb bulbs or speed bumps

Rainier Ave. S. and S. Dearborn St.

Community members felt that this intersection should be more pedestrian and bicycle-oriented to direct people to Hiawatha Pl. S. as a bicycle corridor that links riders to the bicycle trail to the south:

- Bike safety changes for safer access to Hiawatha Pl. S.
- Bike signal phase on existing traffic light
- Narrow S. Dearborn St. entrance
- Elongate S. Dearborn St. median

Neighborhood entries and gateways

Community members wanted to announce the entry points to the neighborhood to



Chicanes with plantings narrow the street physically and visually



Cobra lighting may be appropriate where large areas need to be lit. However, this lighting can be intrusive to nearby residents.



Pedestrian-scale lighting along 18th Ave. S.



Chicanes and curb bulbs will reduce the physical and visual width of Jackson Place's wide streets.



School zones can be enhanced with pedestrian-oriented features to encourage drivers to proceed cautiously.



Community art in street intersections can be painted by volunteers

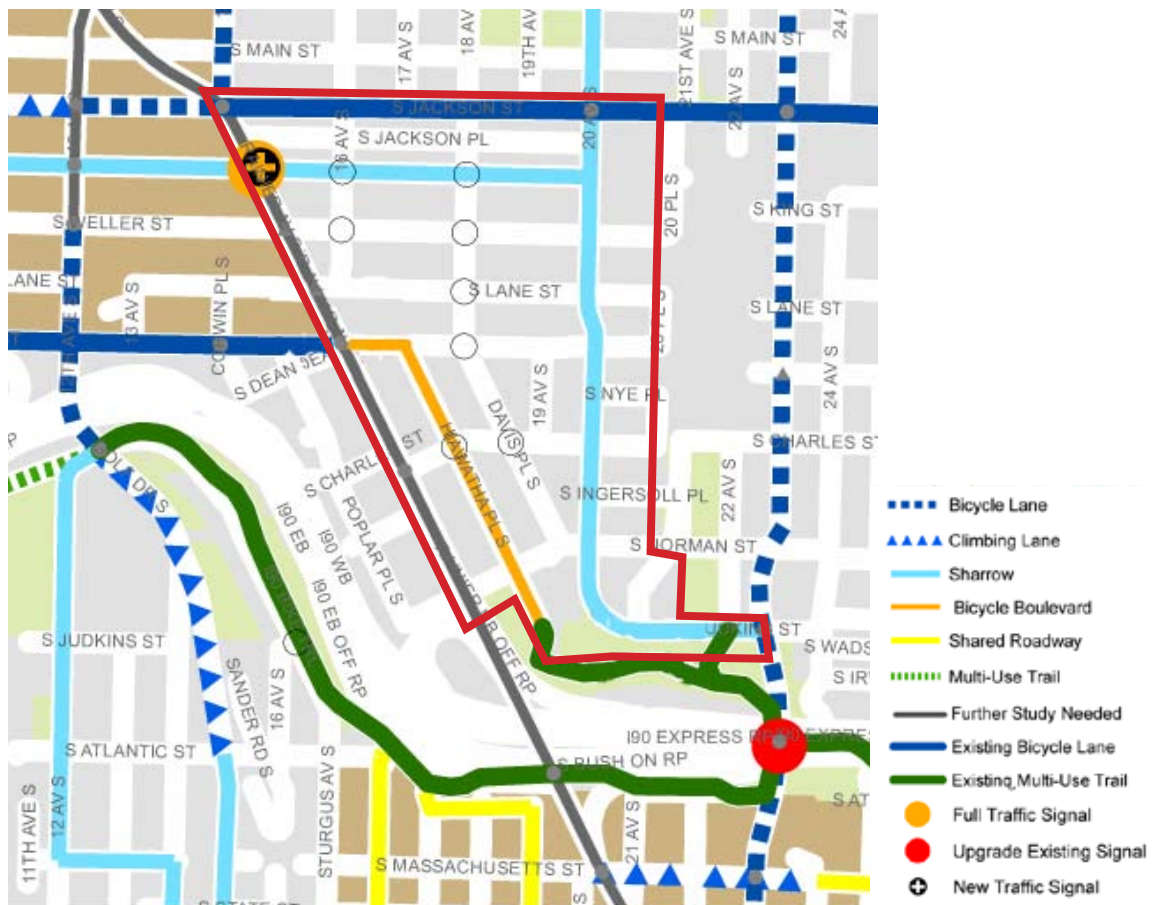
invite people in and to create awareness that people are entering a residential neighborhood that should be carefully navigated:

- Mindful landscaping to improve safety and increase warmth and color
- Significant entry signs
- Garden events
- Neighborhood kiosks

Residential streets

In an effort to create a cohesive network of traffic calming and non-motorized mobility measures, residents developed general ideas that can be applied to residential streets within the neighborhood:

- Regulatory signage
 - Stop signs
 - One-way streets
 - Local access only signs
 - Signs at traffic circles
- Mid-block traffic-calming
 - Chokers
 - Chicanes
 - Curb bulbs
 - Speed bumps/humps/tables
- Bike boulevard along Hiawatha Pl. S.
- Pedestrian-scale/community-identity
 - Pedestrian-oriented right-of-way along 20th Ave. S. at St. Mary's, Giddens School and food bank
 - Painted intersections
 - Expose brick under asphalt streets
 - Intense visual interest at crossings
 - Benches/seating
 - Pedestrian-scale lighting
 - Historical/neighborhood-specific signage and art
 - Painted crosswalks
 - Curb ramps
- Streetscape improvements
 - Improved plantings in planter strips
 - Cobra-style lighting poles up to park
 - Improved alley character
 - Narrow streets



Excerpt from Seattle's 2006 Bicycle Master Plan

RELATED CITY-PLANNING EFFORTS

In an effort to coordinate with other development plans, the JPCC and SvR Design Company looked at other plans that correspond with or affect the Neighborhood Mobility Plan. By working with these plans, the community may be able to reduce funding needs, volunteer effort and design requirements to implement their plans. The community will also be able to integrate their plans into a wider network of traffic, pedestrian and bicycle corridors.

Bicycle Master Plan

The Bicycle Master Plan is the result of a study that reviewed the needs of the entire City network of bicycle-access corridors. Participants determined areas that are unsafe or have gaps between local and regional trail systems. This plan was developed by SDOT, the Seattle Bicycle Advisory Board and the Citizen's Advisory Board, which included city agencies,

community groups and individuals, in December of 2006, and may be implemented through a series of short-and long-range efforts.

The Bicycle Master Plan suggests the following for the Jackson Place neighborhood:

- "Sharrows" striping and markings along 20th Ave. S. and S. King St.
- Bicycle Boulevard along Hiawatha Pl. S.

Pedestrian Master Plan

The city-wide Pedestrian Master Plan is in the early stages of development. The JPCC can work with the advisory group to identify priority areas within their neighborhood and coordinate with surrounding neighborhood plans to create a stronger pedestrian link between Jackson Place and other Seattle destinations.



Central Area Neighborhood Plan

Jackson Place is located in the southwest of the study area for the Central Area Neighborhood Plan. This Plan provides general and specific guidelines for the area. The following suggestions are related to the Neighborhood Mobility Plan:

- Protect local and collector streets from through-traffic
- Improve regional bicycle/pedestrian trail route through Hiawatha Pl. S.
- Develop a Heritage Trail on S. Jackson St. from International District to Frink Park
- Include center medians and curb bulbs along 20th Ave. S.
- Promote pedestrian features on 18th Ave. S. and S. Dearborn St. to provide a pedestrian connection between Hiawatha Pl. S. development, S. Jackson St. and the Central Park Trail

Dearborn Street Project

The current location of the Goodwill store is the site of a proposed development by Dearborn Developers, LLC, which would include up to 550 housing units, retail space and a proposed street vacation. The retail would be primarily large stores, such as Target, Lowe's and other national chains, and is oriented toward regional customers. The Jackson Place neighborhood and other local organizations have been involved in periodic review of the development. Concerns include traffic increases, and cultural and neighborhood impacts.

The City may require the developer provide funds to mitigate some of the potential traffic increases that would impact Jackson Place.

Squire Park Neighborhood Plan

Squire Park is located directly to the north of Jackson Place and is part of the larger Central District. In 2006, the Squire Park Community Council hired Otak, Inc. to develop the "Traffic Calming/Pedestrian Safety Improvement Project", a neighborhood plan to create an enhanced street environment.

The Squire Park Plan includes many similar elements proposed in this report, such as pedestrian and bicycle corridors, public art, neighborhood gateways and curb bulbs. There may be opportunities to connect pedestrian or bicycle routes, public art plans or initiate improvements along S. Jackson St.

2005 Jackson Place Plan

The 2005 Plan, described earlier in this report, was presented to SDOT and subsequently rejected. The 2005 Plan provides opportunities for discussing the possibility of using regulatory measures, such as diverters, in addition to the measures outlined in the Neighborhood Mobility Plan. The elements offered in the 2005 Plan are likely to continue to be met with resistance by SDOT and may require further discussion and analysis of current traffic conditions to be considered.



Typical curb bulb concept series



Typical chicane concept network

NEIGHBORHOOD MOBILITY PLAN

Originally, the JPCC and SvR intended to develop a plan to mitigate traffic volumes and speeds. It became apparent, through discussions with the community and through the charrette, that the neighborhood was looking for a plan that enhances the right-of-way as a pedestrian and neighborhood amenity, in addition to traffic mitigation. The Neighborhood Mobility Plan has evolved to include measures that can create a cohesive proposal to address the traffic and community-oriented needs of Jackson Place, and reflect its unique identity.

The Neighborhood Mobility Plan on Page 22 (developed by SvR) is based on traffic counts, survey results, charrette results, community meetings and meetings with SDOT.

Charrette Summary Plan

SvR developed a Summary Plan based on the results of the community charrette. This plan was developed to consolidate charrette results and to gather preliminary feedback from the community at the JPCC meeting (see Page 21 for the plan). This plan was developed further into the Mobility Concept Plan.

Mobility Concept Plan

The Mobility Concept Plan is intended to provide an overall neighborhood approach that can be implemented at one time or in phases. Many of the design elements can be fully or partially completed by volunteers. This plan meets the following project goals:

Slow Traffic Speeds

Several strategies are used to slow traffic travelling through the neighborhood.



Pedestrian-oriented elements can create a safer street environment

These strategies are intended to increase complexity and visually narrow streets to create a streetscape that promotes continuous navigation.

- Additional street trees to fill voids in street tree plantings
- Chicanes or curb bulbs placed along the east-west streets to break up long blocks and narrow the drive lane
- Pedestrian crossing and signal at S. Jackson St. and 18th Ave. S.
- Curb bulbs at intersections

Reduce Traffic Volume

Traffic volume will be an increasing concern along with development in the area. Efforts are being made to reduce traffic volume by reducing the amount of cut-through traffic in the neighborhood.

The strategies identified as measures to slow traffic speeds will also affect the traffic volume since the slower speeds and greater complexity may increase the time it takes to cut-through and reduce the time-savings benefit.

- Increase median length at S. Dearborn St. east of Rainier Ave. S. to reduce street

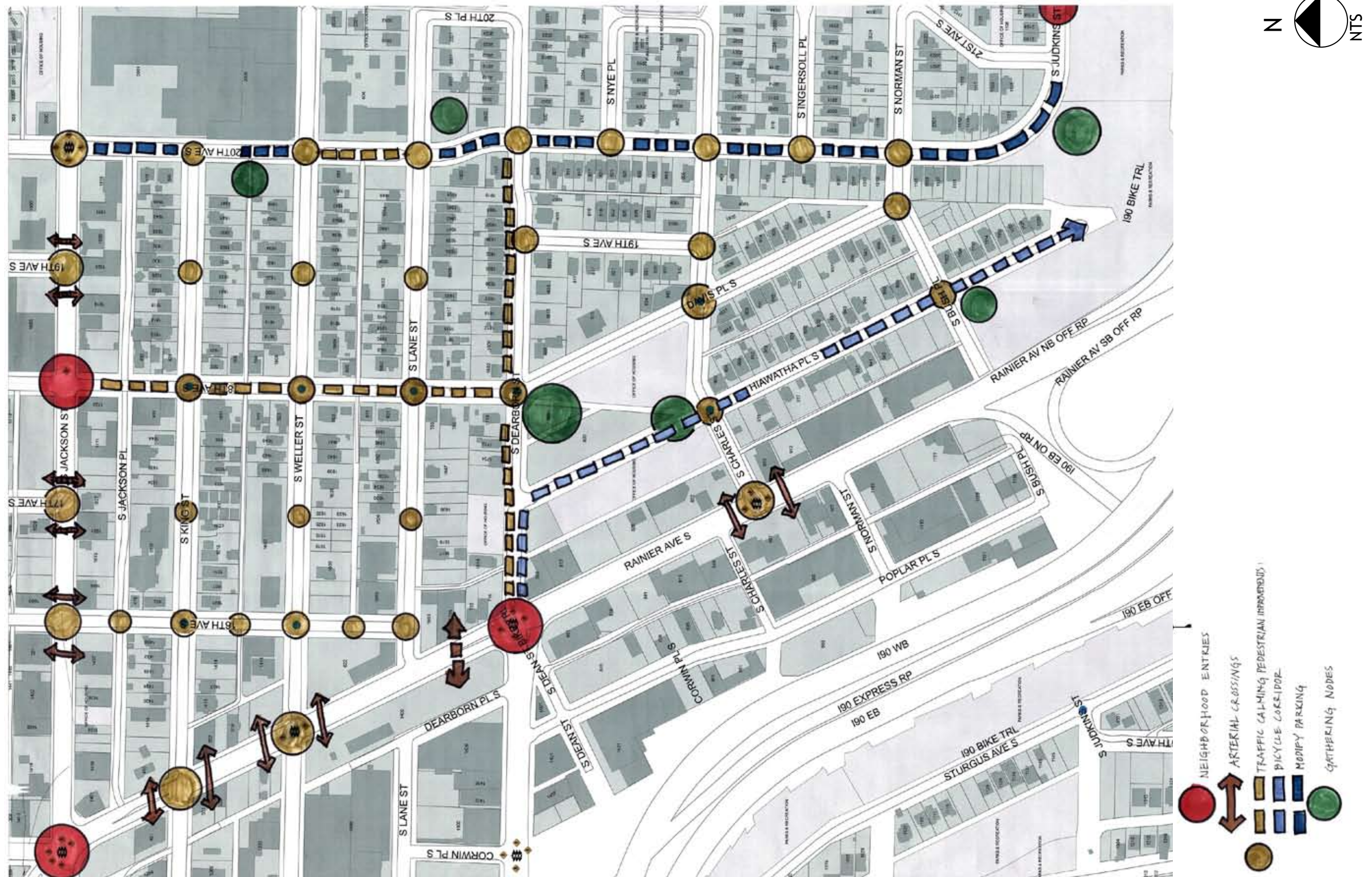
width and prevent U-turns near the intersection.

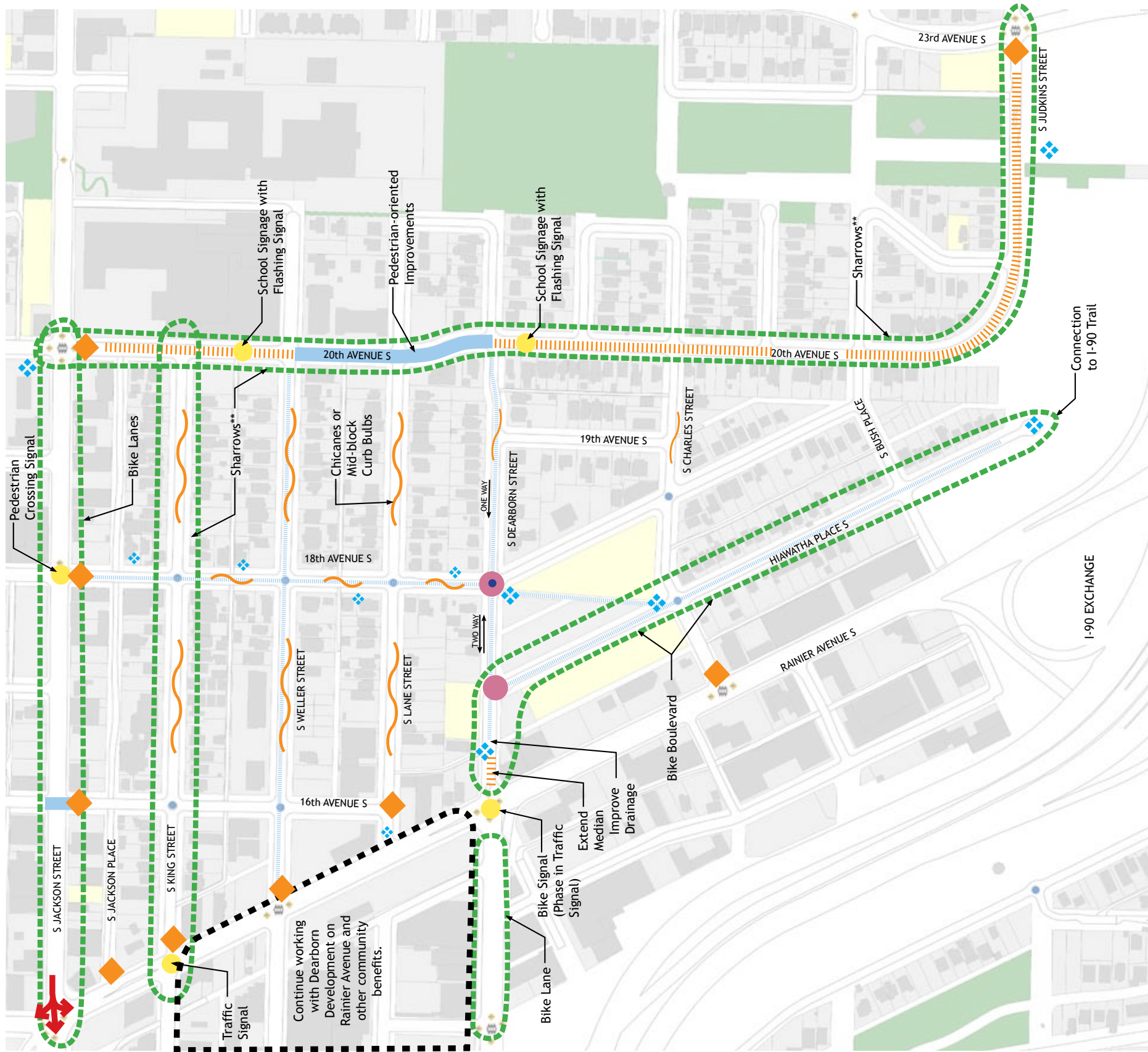
- Provide curb bulbs and gateways at key intersections to reduce the perception of a potential cut-through using signage and plantings.
- Decrease the real and perceived status of the neighborhood's residential streets as arterials and reclaim them for the neighborhood.

Reinforce Neighborhood Identity

The following strategies are intended to acknowledge the neighborhood character.

- Provide pedestrian amenities and signage along S. Dearborn St. and 18th Ave. S. pedestrian corridor
- Provide gateways at key intersections to remind visitors that it is a vibrant and respected neighborhood
- Paint intersections to identify the neighborhood's historical and cultural character
- Create a pedestrian-oriented right-of-way on 20th Ave. S. from S. King St. to S. Lane St.
- Add plantings, benches and community art





- Bicycle Master Plan Corridors**
- Walking Trail*
 - Pedestrian-oriented Improvements*
 - Art Opportunities
 - Painted Intersection (Community Art)
 - Signaled Crossing
 - Traffic Calming at Neighborhood Gateways
 - Collector Arterial Traffic Calming
 - Residential Traffic Calming
 - Turn Lane
 - Existing Traffic Circle

See page 23 of the Jackson Place Neighborhood Mobility Report for further details on proposed improvements.

*Coordinate with Pedestrian Plan

**Shared bicycle and vehicle lanes indicated by painted symbols

Strategies

Bicycle Master Plan Corridors

Coordinate with the Bicycle Master Plan to include the following elements:

- Striping
- Signage
- Bicycle signal phase at traffic signal on S. Dearborn St. and Rainier Ave. S.

Walking Trail

Coordinate with the Pedestrian Master Plan and Jackson Place Sculpture Park to develop pedestrian-oriented corridors with the following elements:

- Curb bulbs
- Community signage
- Furnishings, such as benches
- Enhanced landscaping
- Enhanced tree plantings
- Painted intersections
- Pedestrian-scale lighting

Pedestrian-oriented Improvements

With improvements such as specialty paving, signage and landscaping, these improvements are intended to provide an enhanced experience for pedestrians.

Art Opportunities

These locations are intended for community and public artwork that can be installed permanently or temporarily.

Painted Intersections

Painted intersections are decorative and are painted with designs that reflect the community's character.

Traffic Calming at Neighborhood Gateways

Neighborhood gateways are opportunities to orient the visitor to the neighborhood and can include the following elements:

- Community-oriented signage
- Medians
- Enhanced landscaping
- Kiosks

Collector Arterial Traffic Calming

Along with improvements noted in the Bicycle Master Plan, collector arterial traffic calming can include:

- Regulatory and parking signage
- Enhanced landscaping
- Crosswalk striping
- Pedestrian furnishings

Residential Traffic Calming

Residential traffic calming can include:

- Chicanes
- Curb bulbs
- Pedestrian-scale lighting
- Pedestrian furnishings
- Enhanced landscaping

Left Turn Lane

A left turn lane at the westbound lane of S. Jackson St. will require coordination with SDOT.

IMPLEMENTATION

The Neighborhood Mobility Plan may need to be coordinated in conjunction with upcoming City-wide plans to increase the likelihood of the plan being implemented. Additionally, costs can be reduced and stewardship can be increased by encouraging volunteers to coordinate and implement the strategies when feasible. See the tables on pages 25 and 26 for approximate costs associated with suggested strategies.

Community-Implemented Plan

The plan on page 22 shows strategies that will require community funding, management and volunteering to implement. The plan may require staged implementation to maximize funding and volunteer resources.

Many of these strategies can be simple efforts on the part of residents, such as tree planting, intersections plantings, pedestrian-corridor signage and painted intersections. Other strategies, such as installing lighting and chicanes will require more coordination with SDOT and professional labor.

Recommended Priorities

A neighborhood-wide approach may be the most effective strategy for mitigating traffic. This will reduce the possibility that improvements to reduce traffic along one street will lead to increased traffic along another street. Because of this, a phased approach, as funding becomes available, may be the best method of implementation.

Phase I (one year)

By starting with “soft” strategies - strategies that can be implemented by residents and volunteers, improvements can be made quickly and keep momentum moving forward. These strategies can be implemented in locations that will not likely be affected by “hard” strategies - strategies that require SDOT approval and installation by a professional.

During this time, planning and coordination can be done with SDOT for the strategies

that will take more time and funding to implement.

- Increased right-of-way plantings
- Community art in the right-of-way
- Pedestrian corridor amenities

Phase II (two to three years)

It may be easiest to implement strategies that have already been approved by SDOT, such as curb bulbs, regulatory signage, crosswalk striping and bicycle lane striping. Strategies that may require further coordination with SDOT, such as a bicycle phase on the S. Dearborn St. signal and painted intersections, should be pursued at this time in preparation for Phase III installation.

- Chicane system (priority streets: east/west streets)
- Curb bulbs along 20th Ave. S.
- Increased median length on S. Dearborn St.

Phase III (three or more years)

The final phase includes implementation on non-standard measures that have been coordinated with SDOT during Phase I and Phase II. Once these measures have been implemented, final landscaping, neighborhood art and pedestrian-oriented furnishings can be installed by volunteer and/or contracted labor.

- Pedestrian-oriented lighting
- Bike phase on signal and “sharrow” striping
- Community gateways

Post-construction evaluation

During all phases, it may be necessary to evaluate and adjust the Neighborhood Mobility Plan to accommodate unexpected impacts, future development or changes in regulations. Once all phases of construction are completed, additional evaluations may inform the Jackson Place neighborhood if further measures are required to alleviate traffic impacts to the neighborhood.

Coordination with Bicycle Master Plan

The Neighborhood Mobility Plan highlights strategies that complement the Bicycle Master Plan. These strategies focus on creating bicycle-oriented streets that connect to other bicycle corridors.

Coordination with Pedestrian Master Plan

The Neighborhood Mobility Plan highlights areas that may be coordinated with the future Pedestrian Master Plan. These strategies connect local and regional pedestrian networks.

Coordination with Dearborn Street Project

The Neighborhood Mobility Plan highlights strategies that anticipate potential traffic increases due to the development proposed at the current Goodwill store site.

ESTIMATE OF PROBABLE COSTS

The Traffic Mitigation Plan costs are estimates based on both volunteer and contracted labor. It may be more feasible to implement the work in phases, rather than as a single project, due to funding limitations.

Neighborhood volunteers may be able to implement some of the elements, such as

plantings, artwork, decorative signage and intersection painting. These elements can be part of a greater community-building effort.

Some elements may require a combination of volunteer efforts, such as planted chicanes.

Other elements will require SDOT oversight and professional labor, such as lighting and paving improvements.

Soft Strategies Approximate Costs

low-cost, primarily volunteer labor and easily implemented by the neighborhood

<i>Strategy</i>	<i>Approx, Cost</i>	<i>Location</i>
Street trees (2 ½ inch caliper)	\$275 ea	All planter strips
Intense landscaping	\$5 sf	All intersections, neighborhood gateways
Neighborhood-created signage and art	varies	Dearborn to 18th and 18th corridor, Hiawatha, Jackson and Rainier
Intersection decorative painting	\$2,000	Dearborn & 18th and Dearborn & Hiawatha

Hard Strategies Approximate Costs

Low and high-cost, volunteer and contracted labor, and longer-term implementation by the neighborhood and SDOT

<i>Strategy</i>	<i>Approx, Cost</i>	<i>Location</i>
Textured pedestrian crossings between curb bulbs	\$5,000 - \$10,000	Charles, King, Weller, Lane, Judkins; 16th & Jackson, 18th & Jackson, 20th & Jackson, 16th & Lane
Curb bulbs (two pairs)	\$40,000	Charles, King, Weller, Lane, Judkins; 16th & Jackson, 18th & Jackson, 20th & Jackson, 16th & Lane
Chicanes (group of three)	\$50,000	Charles, King, Weller, Lane, Judkins
Neighborhood gateways (cost varies based on design)	\$5,000 - \$20,000 ea	Dearborn & Rainier, 20th & Jackson, Judkins & 23rd
Pedestrian furnishings: benches, kiosks, art elements	\$800 - \$2,000 ea	Dearborn, 18th corridor, 20th between Lane and Weller, neighborhood gateways
Shared plaza (cost varies based on surface treatment)	\$5,000 - \$100,000	20th between Lane and Weller
Pedestrian-scale lighting	\$2,300 ea	Hiawatha, Dearborn, 18th corridor and 20th between Lane and Weller

Regulatory Strategies Approximate Costs

Low and high-cost, primarily contracted labor and longer-term implementation by SDOT

<i>Strategy</i>	<i>Approx. Cost</i>	<i>Location</i>
Bike signal (cost varies)	\$75,000 - \$125,000	Dearborn & Rainier
Pedestrian signal (cost varies)	\$75,000 - \$125,000	18th & Jackson, King
Curb returns/ramps retrofit	\$1,500 - \$5,000	18th & Jackson
Regulatory signage	\$500	Undecided
Crosswalk striping (per crossing)	\$2,000	16th & Jackson, 20th corridor, Rainier, Jackson corridors
Bike lane striping (per LF)	\$1.00	Hiawatha, Jackson, 20th, Judkins, King
On-street parking (per sign)	\$400	20th corridor

Costs to Implement Mobility Concept Plan

Includes all strategies shown on Mobility Concept Plan

<i>Strategy</i>	<i>Approx. Cost</i>
Bicycle Master Plan Corridors (13,000 lf bike lane striping, one bike signal)	\$85,000 - \$140,000
Pedestrian-oriented improvements (one shared plaza, 10 pedestrian-scaled light posts, 8,000 sf landscaping, 10 regulatory signs)	\$75,000 - \$175,000
Art Opportunities (neighborhood created signage and art in 10 locations)	\$10,000 - \$150,000
Painted intersections/Community Art (two intersections)	\$4,000
Signaled crossings (two signals, eight crosswalk stripings, eight pedestrian-scale light posts, eight regulatory signs, 400 sf landscaping)	\$175,000 - \$275,000
Traffic calming at neighborhood gateways (eight gateways with signage, landscaping, curb retrofit)	\$40,000 - \$160,000
Collector arterial traffic calming (14 regulatory/parking signs, pedestrian furnishings, 20,000 sf landscaping)	\$130,000
Residential traffic calming (six chicanes, pedestrian furnishings, 30 pedestrian light posts, 40,000 sf landscaping)	\$600,000
Total costs to implement Mobility Concept Plan	\$1,119,000 - \$1,634,000

NEXT STEPS

The JPCC will be working with the community and SDOT to develop a process for refining and implementing the Neighborhood Mobility Plan. SDOT may require the neighborhood to collect additional data prior to approving the Plan or elements of the Plan.

The JPCC will continue efforts to coordinate with the Dearborn Street Project.

Significant funding is required to implement the proposed strategies.

Available Funding Sources

<i>Grant</i>	<i>Comments</i>
Seattle Department of Neighborhoods Small and Simple Grant	Small grant for quick implementation
Seattle Department of Neighborhoods Large Project Fund	Up to \$100,000 and one-year implementation
Seattle Department of Neighborhoods Tree Fund	10 to 40 trees for planting in along street
Neighborhoods Arts Council	Up to \$1,000, possibly more for special projects
Seattle Public Utilities Environmental Grant	Up to \$1,000
Seattle Arts & Cultural Affairs smART funding	Up to \$1,000
SDOT Bridging the Gap Fund	Larger neighborhood transportation projects
SDOT NSF/CRF	Smaller transportation and parks projects
King County Built Green Grant	Up to \$15,000
Starbucks Foundation	Up to \$20,000 (not currently accepting applications)

REFERENCES AND RESOURCES

Houtz, JoLayne, "Seattle's Little Saigon Neighborhood Protests Plans at Goodwill Site", Seattle Times, April 22, 2007

SDOT ROW Improvements Manual

This manual provides detailed information on SDOT requirements and standards for improvements within the right-of-way:
<http://www.seattle.gov/transportation/rowmanual/default.asp>

Seattle Bicycle Master Plan

This site includes comprehensive information on Seattle's Bicycle Master Plan:
<http://www.seattle.gov/transportation/bikemaster.htm>

Central Area Neighborhood Plan

The Central Area Neighborhood Plan includes a large area of Seattle east of downtown, including Jackson Place:
<http://www.seattle.gov/neighborhoods/npi/plans/central/>

Seattle Pedestrian Master Plan

This plan is in the preliminary stages. For updated information see:
www.seattle.gov

Jackson Place Community Council

Squire Park Community Council

For information on the Squire Park neighborhood:
www.squirepark.net

Dearborn Street Project EIS

Final Supplemental EIS, November 2006

Feet First

Feet First is an organization dedicated to creating walkable communities in Washington:
www.feetfirst.info

Walking

Walking is a website that promotes the benefits of walking:
www.walking.org

Seattle Foundation

A local non-profit organization that supplies several grants, including one for projects that build healthy communities.
www.seattlefoundation.org/page29609.cfm

City Repair

www.cityrepair.org/wiki.php

WA Department of Transportation

WSDOT provides grants for various transportation projects:
<http://www.wsdot.wa.gov/bike/Funding.htm>

APPENDICES

Attendance Sheet

from March 31st Community Charrette

3/31 JPCC traffic meeting

NAME	ADDRESS (+PHONE)	E-MAIL
in J. Allen	816 Hiawatha Pl. S	
Jim Sampson	514-18th Ave S	
Johnny Calcagno	2036 S. Norman St	johnny@sticker ville
John Schroeder	1818 S. Lane St	j.schroeder@speakers.org
TONY VENTURA	1840 S. LANE	+ VENTURA@6th.org
THOMAS SWANER	828 19th AV. S	TSWANER@gmail.com
ALBERT POWE	1626 S LANE	
Deborah Bartley	1611 S. King St	
Deb Schack	1806 S Lane St	deb@pscs.org
Daniela McDonald	2001 S Charles	kbaum88@yahoo

3/31 JPCC traffic meeting

NAME	ADDRESS (+PHONE)	E-MAIL
RIC WINSTON	828 Hiawatha Pl S	RICWINSTON@CableSpoke.com
Steve Vannell	800-H Hiawatha Place South	SVannell@CableSpoke.com
Jutta Schneider	1806 S. Lane St. 98144	jutta@centralphysicaltherapy.org
VINCE FURFARO	939 DAVIS PL. S. 98144	VFURFARO@WMLCONNECT.COM
René Soularol	703 18th Ave S 98144	
Bill Bradburn	1642 S Lane 98144	bill@grandscheme.com
Missing (1)		

Additional Community Comments

The following comments are from Jackson Place community members as feedback on the draft Neighborhood Mobility Report dated June 14, 2007.

Comment	Response by SvR Design Company
Some community members commented that they wanted to pursue the idea of removing the asphalt overlay from the streets to expose the underlying brick. The intention is to provide a change in texture and visual differentiation for drivers.	<i>This was discussed with Luke Korpi from SDOT at a meeting with the JPCC and SvR. There is concern that there may be drainage issues and slipping hazards. If the community would like to pursue this strategy, this may be best done during Phase III following drainage analysis and negotiation with the City.</i>
Davis Pl. S. needs speed bumps or humps for traffic that heads south from S. Dearborn St. or S. Charles St.	<i>Davis Pl. S. has parking on two sides of the street. The travel lane is not wide enough to allow two cars to pass one another. This means that drivers will have to pull aside to allow one another to pass. The narrow width of the street, with parking, acts as traffic calming to reduce speeds. Speed bumps may not be effective in further reducing speeds.</i> <i>According to the traffic count analysis, fewer vehicles entering at S. Dearborn St. head south than north.</i>
There is no traffic calming at the corner of 20th Ave. S. and S. Charles St.	<i>Traffic calming at this intersection is included in the traffic calming measures called out in the plan as "collector arterial traffic calming". According to the SDOT right-of-way manual, SDOT will allow the following measures along collector arterials: curb bulbs, plantings, furnishings, lighting, on-street parking, medians, raised intersections or crosswalks and gateways.</i>
There is a blind spot at S. Charles St. when going uphill on 20th. And, a pedestrian walk is needed.	<i>The plan recommends traffic calming measures along 20th Ave. S. This intersection will be analyzed as part of this evaluation.</i>
I would like to include diverters as part of the plan. This will keep people from driving through our neighborhood.	<i>A diverter plan can be pursued simultaneously with the Neighborhood Mobility Plan. SDOT has not been receptive to restricting traffic movement by using diverters. It may be most efficient to implement this plan and follow up with SDOT to install diverters if it has been determined the measures in this plan have not succeeded in calming traffic.</i>

Additional Community Comments (continued)

Comment	Response by SvR Design Company
There is a P-patch on 23rd Ave. S. and S. Norman St. Can there be a pedestrian connection to this?	<i>The Neighborhood Mobility Plan calls for traffic calming strategies along 20th Ave. S. and S. Judkins St. These strategies can include pedestrian-oriented elements to tie into the park space below S. Norman St.</i>
20th Ave. S. is dangerous for bicyclists. Can we encourage them to use routes west of 20th Ave. S.?	<i>This street is more accessible for bicyclists off I-90 to reach S. Jackson St. than nearby streets due to the steep slopes on other residential streets. Additional data may be required to confirm speeds along 20th Ave. S. The presence of bicyclists can cause drivers to slow down.</i> <i>The Bicycle Master Plan has gone through an analysis phase and has designated 20th Ave. S. as street to add “sharrows”. The intent is to alert drivers that bicyclists will be using the street and this may reduce the perception of danger.</i>
The existing curb bulbs have done nothing to reduce traffic volumes and speeds. Why will the proposed curb bulbs succeed in this?	<i>The current curb bulbs are not completed: they are often not landscaped or do not have a matching bulb on the opposite side of the street, which effectively narrow the intersection.</i> <i>The proposed curb bulbs are intended to be part of a comprehensive plan to reduce drivers’ abilities to easily navigate cut-through routes and increase pedestrian access through the neighborhood.</i>
There is traffic calming on all streets except S. Bush St. and S. Norman St	<i>S. Bush St. and S. Norman St. do not appear to be getting high volumes of traffic and it is anticipated that the traffic will not increase on these streets. This is due to these streets being dead ends that are inefficient for use as a cut-through. S. Bush St. will remain closed off from Rainier Ave. S. Access from S. Rainier to 20th would require drivers to drive south on S. Hiawatha Pl. which is a street with proposed traffic calming. Additionally, the steep slopes on S. Bush St. reduce the likelihood of speeding.</i>