



Pioneer Park Pedestrian Improvements Design Recommendation

Council Work Session
Monday, July 10, 2023

Presented by:
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John Manix, PBS Engineering and Environmental Inc.






Purpose – To present the City Council with a recommended (preferred) alternative for Division Street pedestrian improvements








Background and History

- + 2020 – ADA Transition Plan
 - + Winter 2021 – City Engineering and Parks staff developed conceptual plan to address accessibility concerns around Pioneer Park
 - + February 2022 – Presented conceptual plan to Bicycle and Pedestrian Advisory Committee (BPAC), Parks and Recreation Advisory Board, and City Council
 - + Spring 2022:
 - Staff pursued grant funding to address the most immediate needs
 - City awarded a \$300,000 grant from the Transportation Improvement Board (TIB)
 - Residents in the neighborhood expressed concerns over traffic, speeding, and pedestrian safety
 - City contracted with Traffic Engineering Firm to examine four-way stop at Whitman and Division (as requested by concerned residents)
 - Staff developed interim low-cost demonstration project to enhance driver awareness of pedestrians at the Whitman and Division intersection as a stopgap measure until formal improvements could be made
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Background and History (Continued)

- + Summer 2022:
 - Four-way stop analysis completed by Traffic Engineer; four-way stop not recommended
 - Findings presented to BPAC
 - + Fall 2022:
 - Notice of interim (stopgap) improvements sent to residents in the area.
 - Press release issued regarding implementation of interim (stopgap) demonstration project
 - Neighborhood residents voice concern of traffic speeds, volumes, and safety
 - + Winter 2022–2023:
 - Police conduct targeted enforcement
 - \$400,000 additional funding allocated in 2023 budget for the project
 - Staff presents project to Council and requests to hire engineering firm to conduct public involvement and design the project
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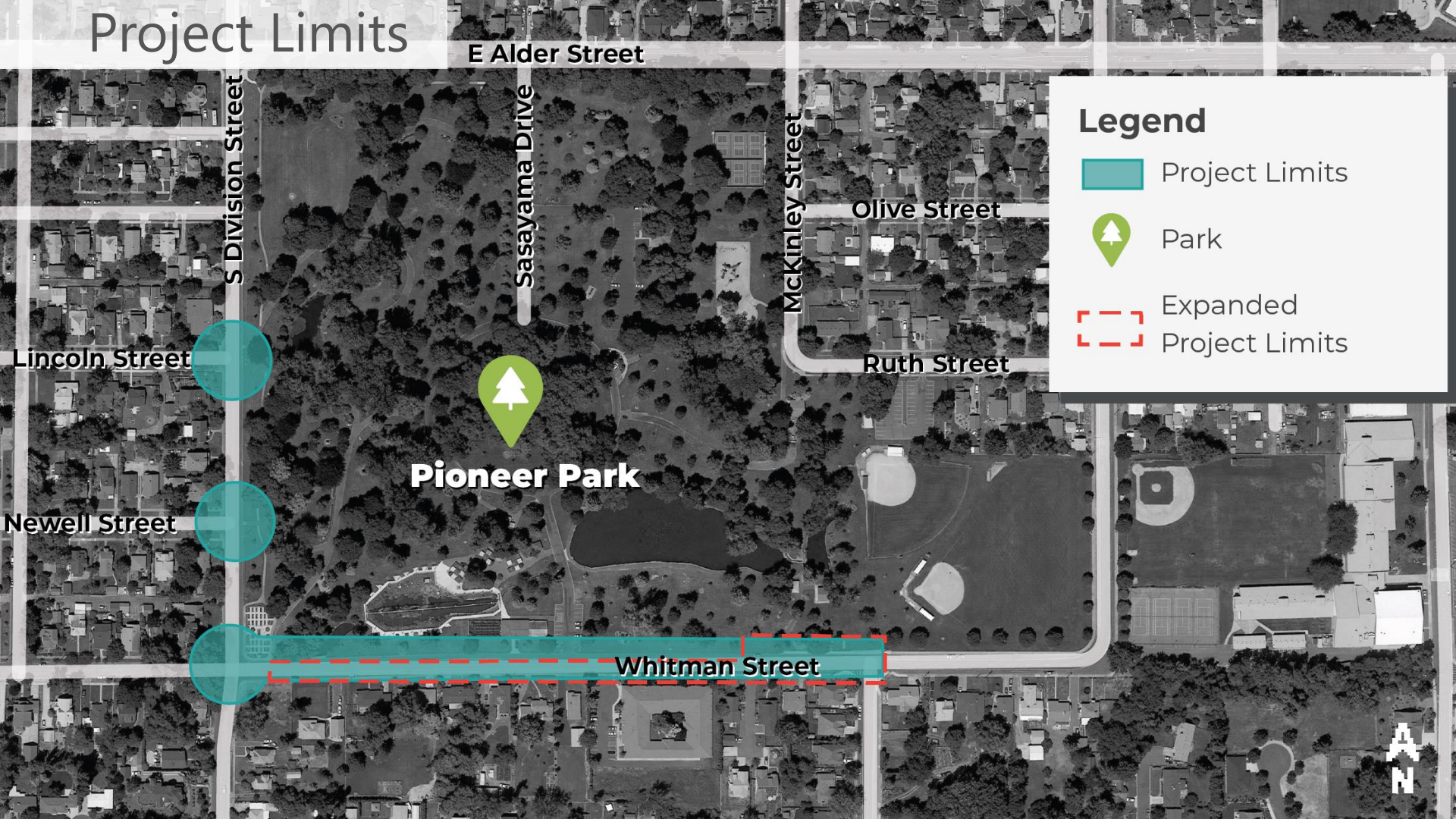


Background and History (Continued)

+ Spring 2023:

- Public Open House #1 (March 23)
 - Whitman Street and utility replacement added to project (May)
 - Presentation to Accessible Communities Advisory Committee (May 17)
 - Public Open House #2 (May 18)
 - Division Street resident survey regarding parking needs and bike lanes (May 18–June 1)
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Project Limits



E Alder Street

S Division Street

Sasayama Drive

McKinley Street

Olive Street

Ruth Street

Legend

 Project Limits

 Park

 Expanded

 Project Limits

Pioneer Park

Whitman Street

ANN

Speed Management

- + Speed limit reduction to 25 miles per hour on Division Street
- + Radar speed signs on Division Street (combined with speed limit signs)

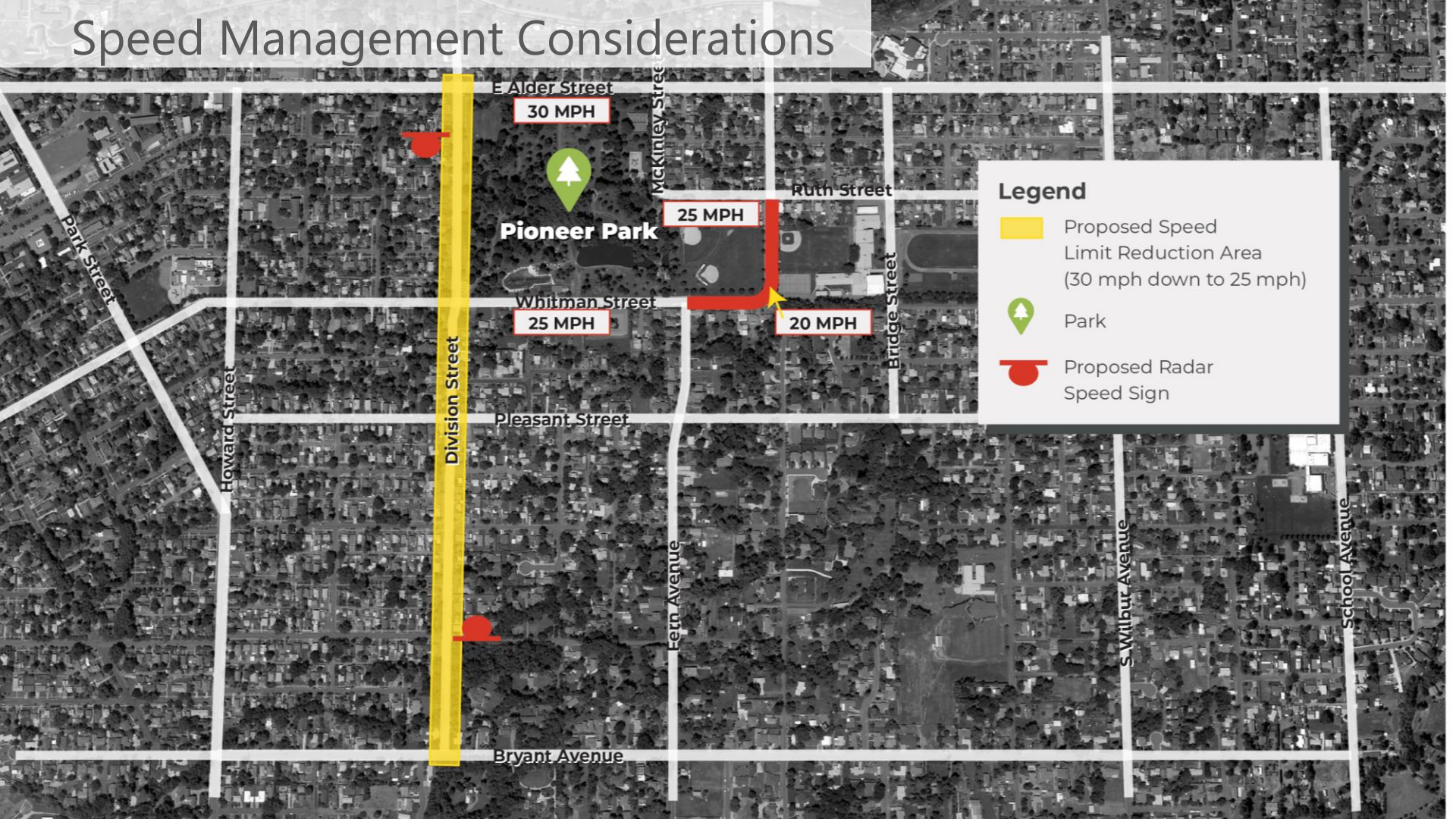
Intersection Improvements

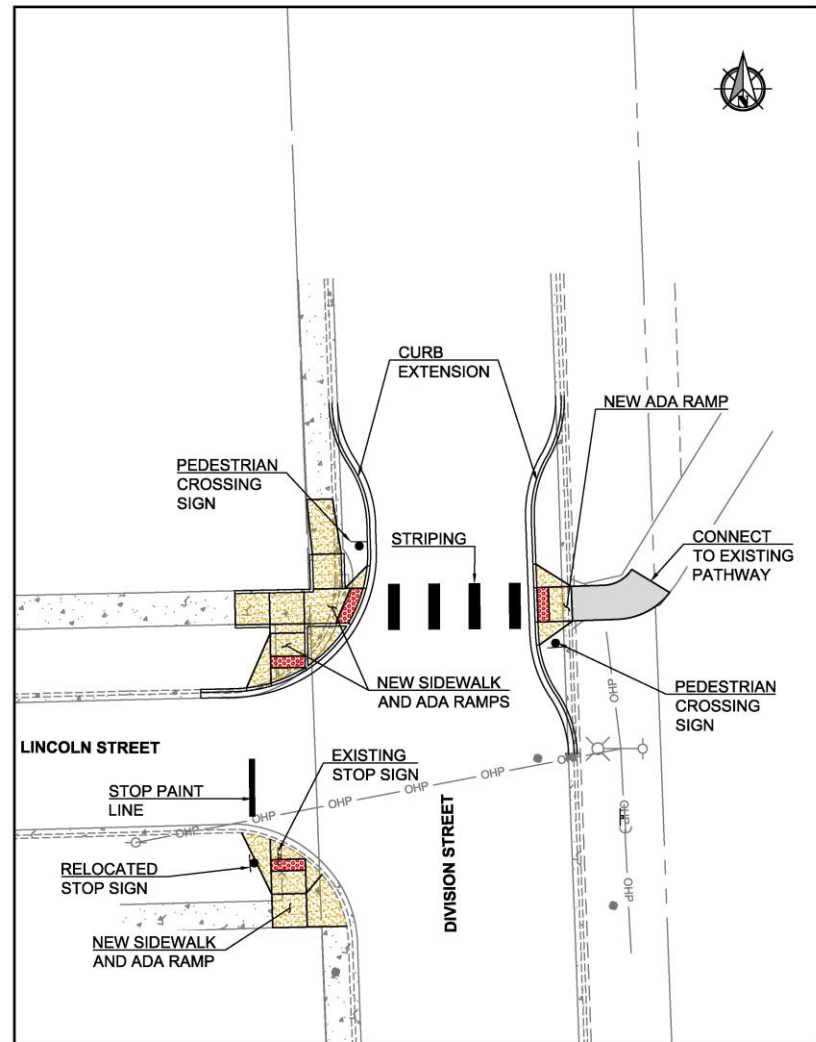
- + Lincoln and Division
- + Newell and Division
- + Alternative 1 for Whitman and Division: Curb extensions and rectangular rapid flashing beacons (RRFBs)
- + Alternative 2 for Whitman and Division: Curb extensions and an all-way stop condition

Traffic Calming

- + Speed cushions on Division Street between Whitman Street and Alder Street

Speed Management Considerations



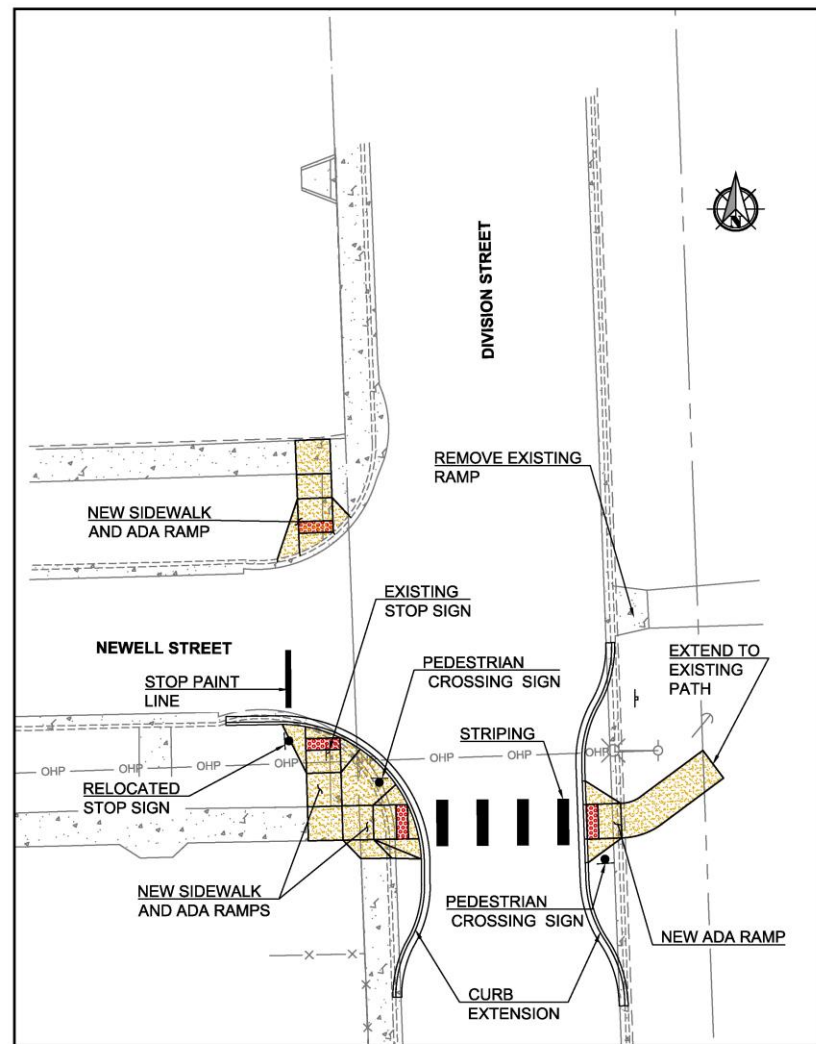


Lincoln & Division Intersection

- + Curb extensions (Division Street only)
- + Pedestrian crossing signs and striping
- + ADA ramps (align crossing with park pathway)

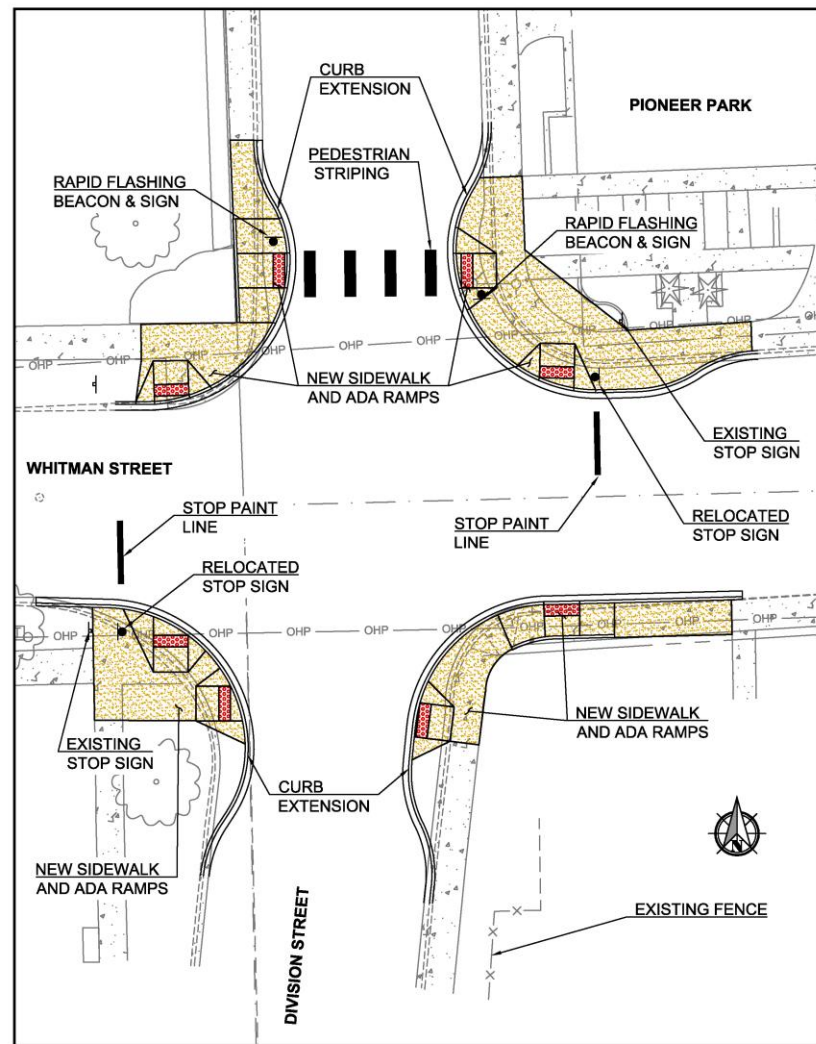
Newell & Division Intersection

- + Curb extensions (Division Street only)
- + Pedestrian crossing signs and striping
- + ADA ramps
- + Relocation of ramp and sidewalk at the park



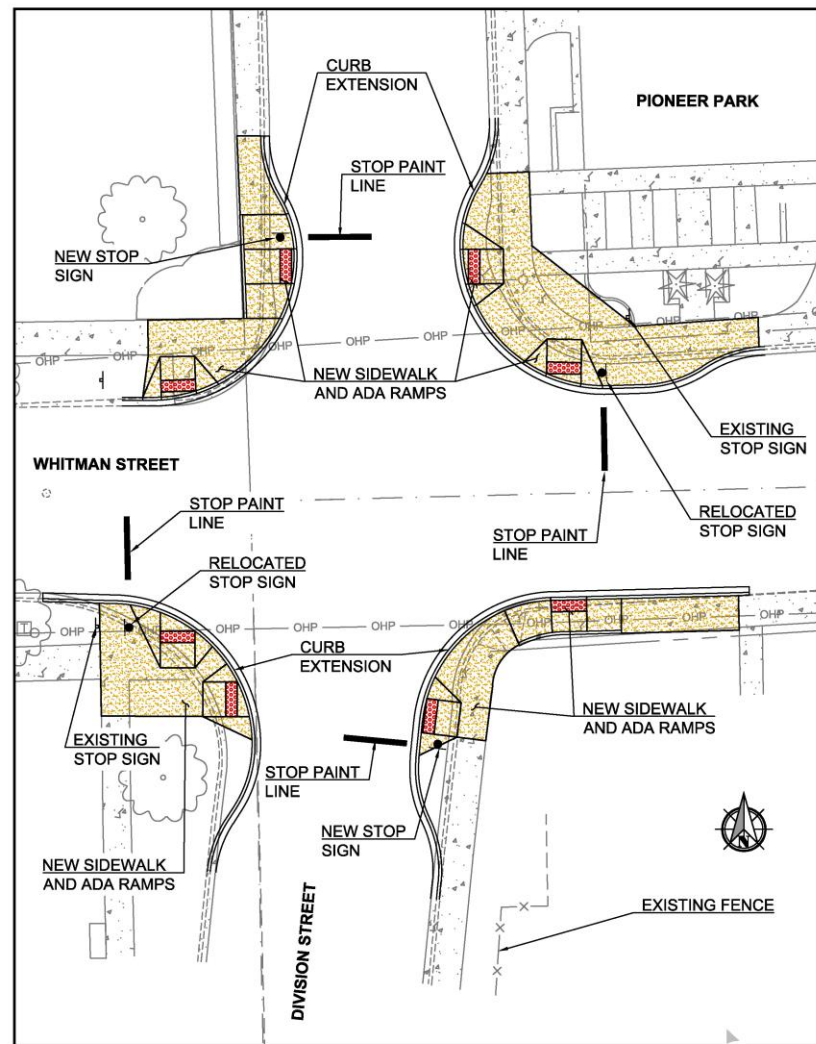
Whitman & Division Intersection Alternative 1

- + Curb extensions (Division Street only)
- + Relocate stop signs on Whitman Street to improve visibility
- + ADA ramps
- + RRFB for crossing Division Street

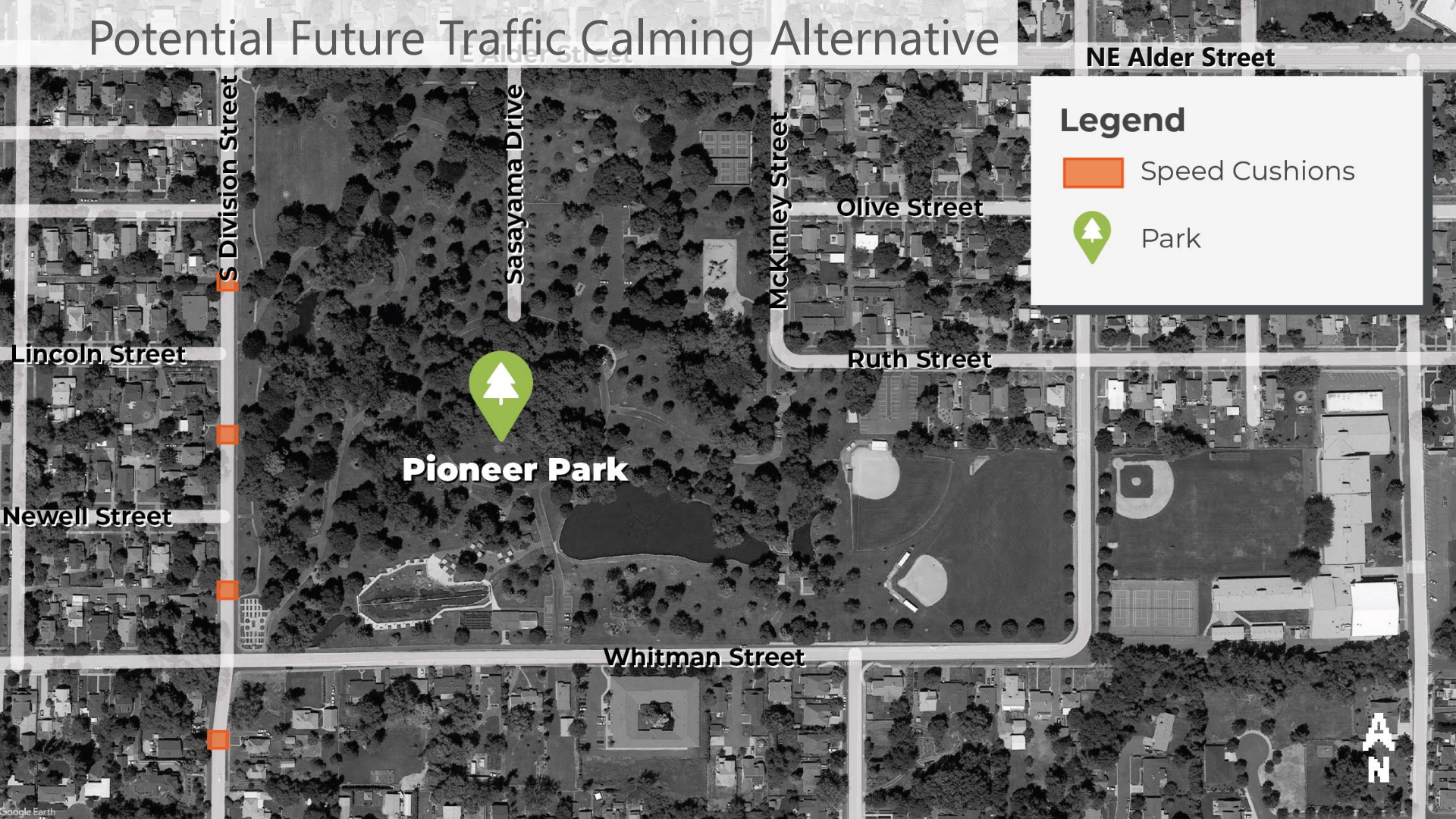


Whitman & Division Intersection Alternative 2

- + Curb extensions
- + Relocate stop signs on Whitman Street to improve visibility
- + ADA ramps
- + New stop signs on Division Street



Potential Future Traffic Calming Alternative



NE Alder Street

Legend

 Speed Cushions

 Park

S Division Street

Sasayama Drive

McKinley Street

Olive Street

Ruth Street

Pioneer Park

Whitman Street

Lincoln Street

Newell Street

N




Public Feedback Themes

Open Houses & Surveys:

- + Intersection traffic safety
- + Loss of parking
- + Pedestrian safety and accessibility
- + Vehicle speeds
- + Bicycle safety
- + Preference for crosswalks near park entrance
- + Importance of park beauty
- + Concerns about curb extensions

Meeting with Accessibility Committee:

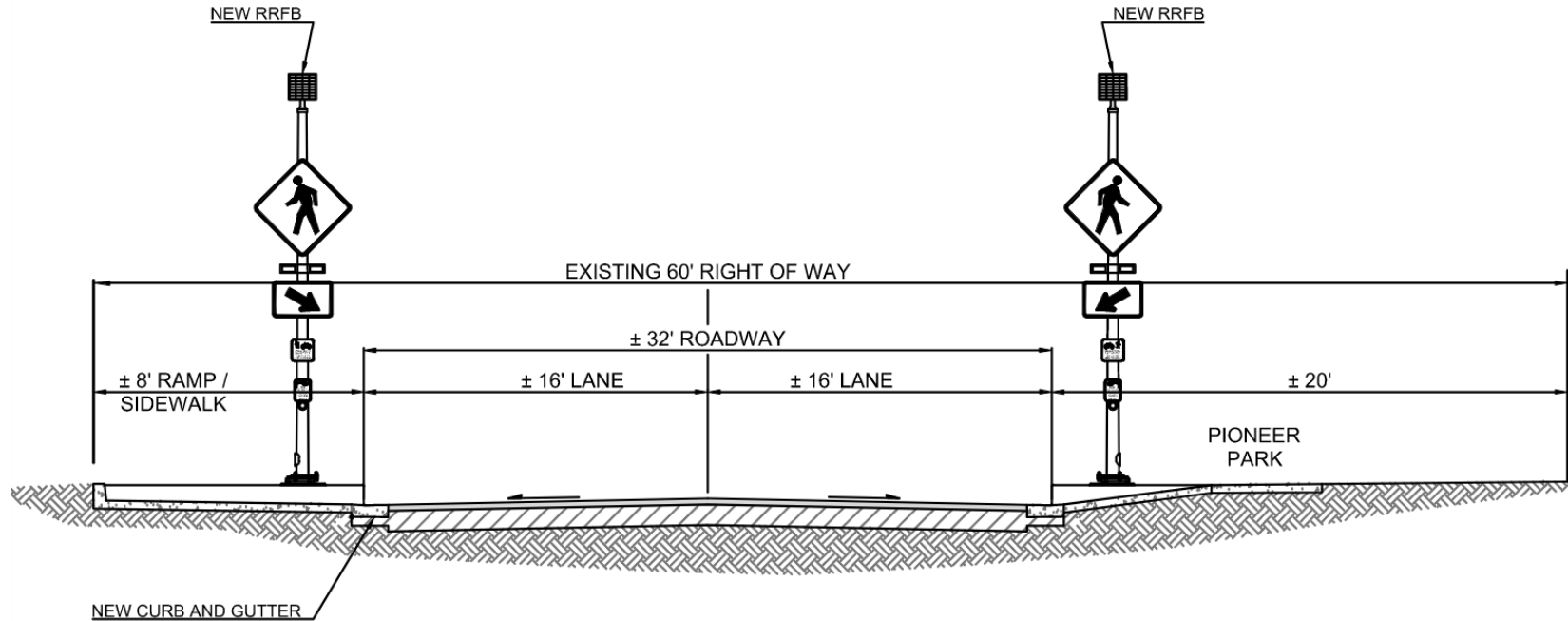
- + Bulb-outs and RFFBs allow drivers to better see and respond to people with disabilities.
 - + Being able to hear moving traffic and the audible tones from crossing tools are important cues for people with disabilities.
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Design Team Recommendations

PROJECT COMPONENT	RECOMMENDATION
Lowering Speed Limit to 25 mph	Yes – Include with Project.
Radar Speed Signs	Yes – Include with Project.
Whitman/Division Intersection (Four-way stop vs. RRFB)	Recommend using an RRFB (recommendation based on enhanced visibility and benefit to disabled community). Evaluate a second RRFB at this intersection on the south side of Whitman.
Curb Extensions on Division Street (Lincoln, Newell, Whitman)	Recommend installing curb extensions with project. Also recommend utilizing smaller extensions to accommodate potential future bike lanes and to maintain original concept presented to TIB.
Bike Lanes	Perform additional evaluation with project to develop a bike lane concept that could work with bulb-outs in the future.
Speed Humps	Recommend developing a program prior to implementing this new type of device in the city.

Division Street Cross Section

- + Includes smaller curb extensions in the roadway
- + Includes additional width in the roadway to accommodate bikes
- + Division Street currently has 40-foot road width



DIVISION STREET
CURB EXTENSION SECTION

NTS



Example of dual RRFBs at intersection in Vancouver, Washington

Rationale for RRFB Recommendation

- + Consistent with the concept presented to TIB for grant funding
- + Pedestrian-focused tool that is familiar to the community
- + Preferred alternative of the accessibility committee
- + Dual crossings can be utilized at the intersection of Division Street & Whitman Street
- + RRFBs have a strong track record of enhancing pedestrian safety

Rationale for Curb Extension Recommendation

Exhibit 1510-18 Obstructed Line of Sight at Intersection

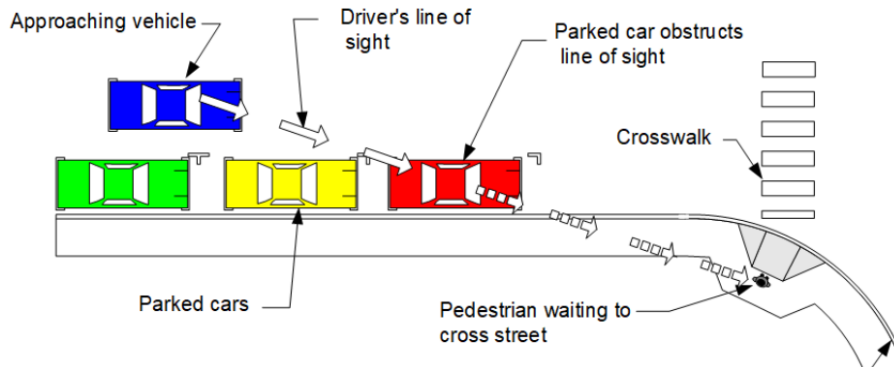
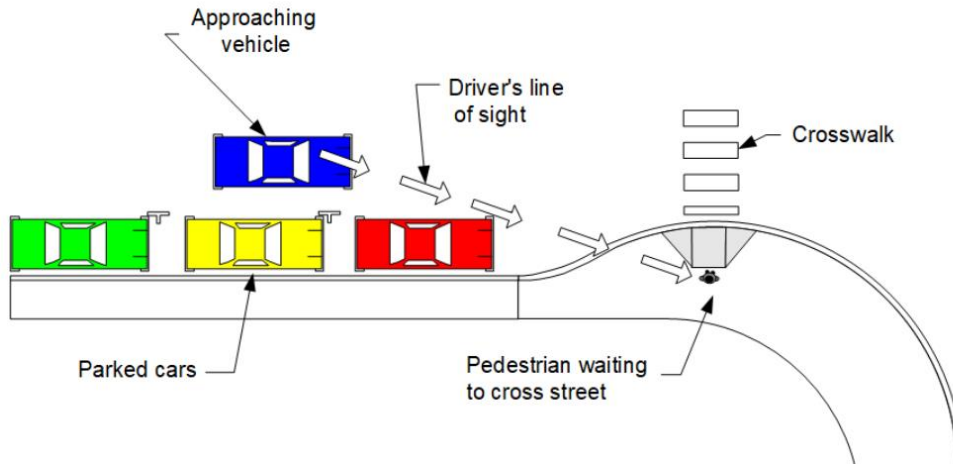




Exhibit 1510-19 Improved Line of Sight at Intersection



- + Consistent with concept presented to TIB for grant funding
- + Controls parking near intersection to maintain vehicular sight distance
- + Still evaluating curb extensions with bike lanes
- + Improves pedestrian visibility and shortens walking distance across roadway



Next Steps

- + July 12 Regular Council meeting:
 - Present brief summary of the recommendations
 - Offer opportunity for citizens to comment
 - Consider formal adoption of preferred alternative
 - Authorize an amendment with PBS Engineering and Environmental Inc. to include design for replacing the utilities and roadway on Whitman Street from Division to Fern, as well as full construction management and inspection.
 - + Bid the project this winter – 2023/2024
 - + Construction in 2024
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Question & Answer

