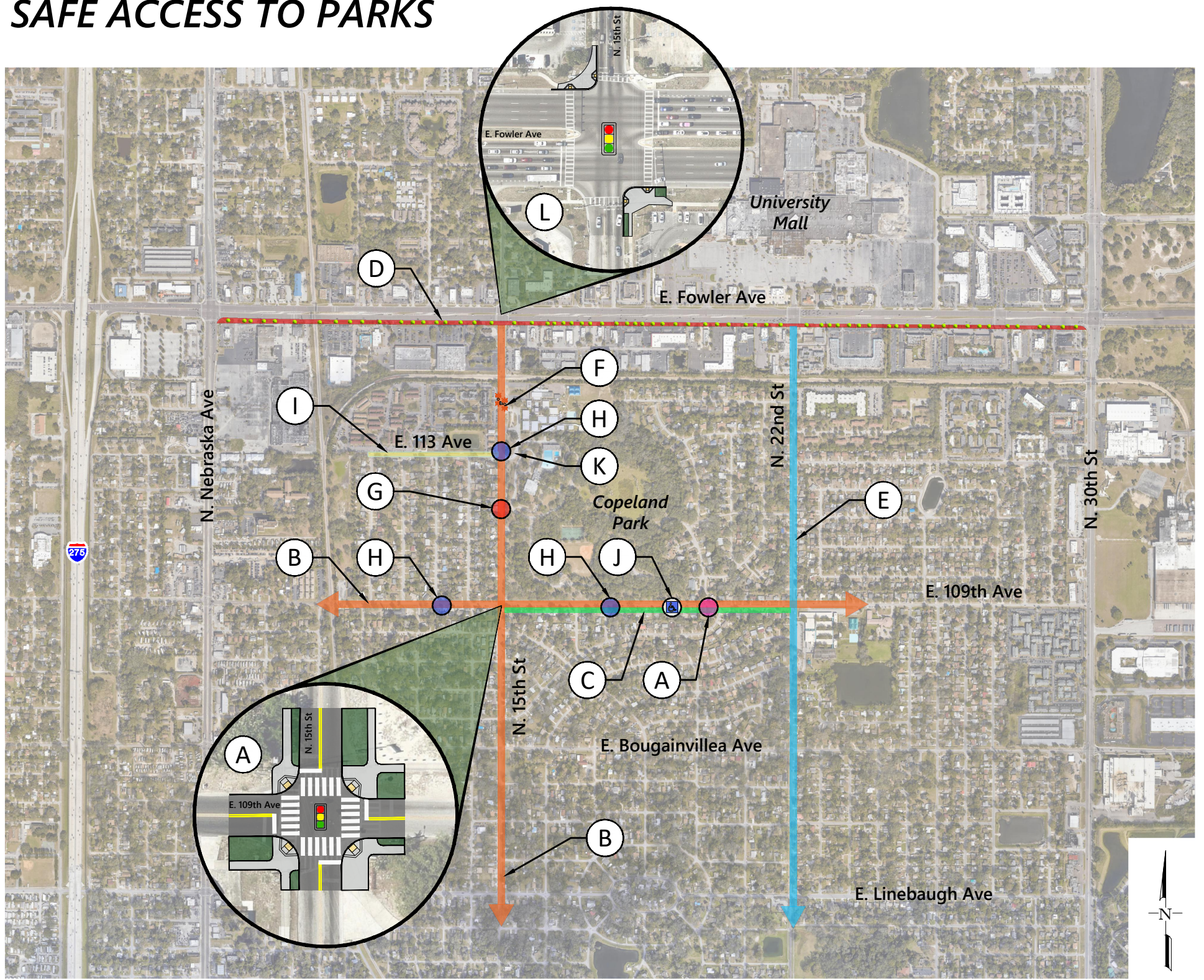



SAFE ACCESS TO PARKS



Preliminary Fix Ideas for Consideration:

- (A) Tighten corner radii to decrease pedestrian crossing distance. (see example above at E. 109th Avenue and N. 15th Street). This could be applied to many intersections in area.
- (B) Provide 10 - 12 foot path on one side of street for shared bicycle and pedestrian travel; provide continuous curb and gutter, creating additional distance and buffer between pedestrians and the road.
- (C) Replace speed humps along E. 109th Avenue and add marked crossing locations.
- (D) Provide wider sidewalks and shade trees; create safe off-road connections between adjacent businesses to reduce driveway-sidewalk conflicts and improve accessibility between destinations.
- (E) Provide wider sidewalks connecting to the park and school.
- (F) Replace school crossing with raised crosswalk (like a speed hump across the roadway) and rectangular rapid flashing beacon (RRFB).
 
- (G) Provide a walking route from N. 15th Street to the internal park walking trail system that does not require walking in the roadway.
- (H) Provide marked crosswalks connecting to the park and school.
- (I) Add a sidewalk to the north side of E. 113th Avenue to connect high density residential developments to the park and school.

- (J) Provide additional accessible connections from E.109th Avenue and N. 15th Street to the internal park trail system.
- (K) Work with the School District to improve access for people walking and biking to school, as well as improve walking connections between the school and park.
- (L) Implement improvements identified as part of the N. 15th Street Corridor Improvement project, including modifications to the intersection of N. 15th Street at Fowler Avenue to reduce the curb radii to slow people turning from N 15th Street to Fowler Avenue.

Area Wide Fix Ideas to Consider:

- Lower speed limit on all residential streets to 25 mph.
- Add sidewalks to all streets where sidewalks are not provided on at least one side of the street, like E. 108th Avenue.
- Increase lighting levels in the area to provide a consistent level of lighting along streets, with a focus on intersections and roadway crossing locations.
- Develop and implement neighborhood traffic calming program for this area to strategically place speed humps, curb extensions, traffic circles, and other physical devices to slow people driving.
- For all streets with blocks greater than 600 feet in length, like Lantana Avenue and N. 14th Street, consider speed humps at regular intervals, along with additional pedestrian infrastructure, like additional (and wider) sidewalks, as more street lighting, both of which can help slow down drivers.
- Provide advisory bike lanes on low volume neighborhood streets to prioritize bicycle travel where the community wants it. (Picture bike lanes on both sides of the road with vehicles sharing the middle at low speeds.)
- Work with HART to increase bus service frequency to area to improve mobility options for neighborhood residents.
- Prioritize connections to the future Green ARTery trail sections in the area.
- Upgrade all transportation facilities for accessibility.

NOTE: ALL PROPOSED CONSIDERATIONS WILL REQUIRE EXTENSIVE DATA COLLECTION, EVALUATION AND COMMUNITY OUTREACH

Figure 2
Copeland Park