

Wilson Ave S Project FAQ

What's the project?

Early next year, the Seattle Department of Transportation will be repaving Wilson Ave S between S Dawson St and S Morgan St. We will be installing a protected bike lane on the east side of Wilson and parking will be consolidated to the east side of the street in this same area. We will also be improving the crossing at S Graham St.

What should I expect during construction?

Construction along Wilson Ave between S Dawson St and S Morgan St is expected to begin early next year when we have good weather to pave. We expect construction to take about 4 – 6 months. We will likely work during normal business hours between 7 AM – 5 PM. We may have to work some evenings and weekends.

During construction you should expect an increase construction presence including large heavy trucks and equipment, workers communicating in the field, noise, dust, and vibrations.

There will be temporary disruptions to traffic, pedestrian movements, and access to homes as we rebuild some driveways. Driveways will be rebuilt with a smooth transition to the street. We will notify you in advance of all impactful work.

Are you installing a bike lane on Wilson Ave S?

We will be installing a protected bike lane on the east side of Wilson Ave between S Dawson St and S Morgan St. It will be a paint-and-post bike lane meaning there will be a physical separation between people riding bikes and cars. Adding protected bike lanes creates a designated space for people biking and organizes the street to be more predictable and safer for everyone.

Although the City's [Bike Master Plan](#) calls for an in-street minor separation on Wilson Ave, we decided to upgrade this facility to a protected bike lane. The restriping of Wilson Ave creates two additional feet of space on the street. This extra space allows us to contribute to the equity and development of Seattle's bike network, particularly in south Seattle, with a route that's accessible for people of all ages and abilities.

To make room for the bike lane, parking will be consolidated to the east side of Wilson Ave. Parking will be allowed on the street side of the bike lane. The bike lane on the west side of Wilson Ave will be repainted as it is today.

You can find similar bike lanes with parking on the outside of the bike lane along Linden Ave N between 128th and 145th We're also planning to build a protected bike lane along S Columbian Way / S Alaska St between Beacon Ave S and Martin Luther King Jr Way with the same parking configuration.

As for the maintenance of bike lanes, we perform spot sweeping and clean-up as necessary, usually by hand or with small equipment. To request cleaning in a protected bike lane, call (206) 684-ROAD or use the [Find It, Fix It](#) smartphone app.

For more information about crossing and using protected bike lanes, please visit:

<https://www.seattle.gov/transportation/PBL.htm>

What's going to happen to the on-street parking?

Parking on Wilson Ave S will be consolidated to the east side of the street. With this change, like in other neighborhoods where on-street parking is limited, we encourage neighbors to start using their driveways or shared parking areas.

It is outside the scope of this project to build a mid-block crossing on Wilson Ave between S Hawthorne Rd and S Upland Rd. The upcoming work we are planning to do with this project does not preclude us from returning later to make improvements along Wilson Ave if warranted.

For those that do park on Wilson and are concerned about speeding cars and side swipes, you may be interested to know that the current travel lanes are 12 feet wide and will be narrowed to 10 feet. Narrower lanes have the effect of slowing traffic and making drivers more aware of parked cars and crossing pedestrians.

Can you install a mid-block crossing?

We typically do not install crosswalks at mid-block locations. We consider mid-block crosswalks in locations with high pedestrian numbers such as University Way in the U-District. Note that a legal crosswalk exists at every intersection, and when we mark crosswalks, we mark them at intersections. When marking a crosswalk, we like to see approximately twenty pedestrians crossing per hour. This attempts to ensure that drivers become used to stopping for pedestrians and do not grow accustomed to seeing an empty crosswalk. With that in mind, we are not planning to install a crosswalk mid-block of Wilson Ave between Hawthorne Rd and Upland Rd. For more information about crosswalks in the city, please visit: <http://sdotblog.seattle.gov/2011/01/28/rules-of-the-road-part-ii/>

Will you be making curb ramp and sidewalk improvements?

We will be installing new curbs ramps at all the locations that are not currently ADA compliant. We will also be putting in a new curb ramp at 55th Ave S.

We also plan to repair sidewalks in some section along Wilson Ave. Notably, we will be repairing the sidewalk on the east side Wilson Ave south of S Hawthorne Rd where the tree has started to uproot the walkway.

Is there more traffic on Wilson Ave S because of traffic operation changes on Rainier Ave S?

For more information about how changes to Rainier Ave S have impacted other streets in the area, please see the linked PDF. Volume data is on page 14. An outside vendor collected the volume data.

http://www.seattle.gov/transportation/docs/rainier/RainierAveS_BeforeAfter.pdf

If you are interested in more information about traffic calming on arterial streets, please visit:

http://www.seattle.gov/transportation/ntcp_arterial.htm