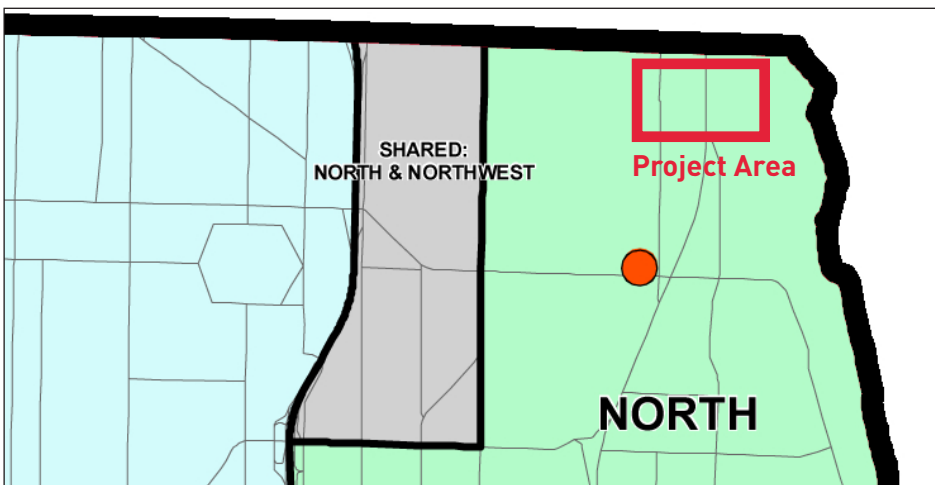


Little Brook Pedestrian Safety Improvements Plan

32nd Ave NE from NE 137th St to NE 145th St; NE 140th St from 30th Ave NE to Lake City Way; and NE 143rd St from 30th Ave NE to Lake City Way

Applicant Problem

The neighborhood was built up over a long period of time and under different jurisdictions and building codes. There are sections of sidewalk that end abruptly; areas where buildings, landscaping, and parking extend into the right of way; and uneven pavement that cause trip hazards. There are parts of each street where people have to walk in the street to get around the neighborhood. The population has increased in density over the years. The population is diverse some of whom are low income families, immigrants who may not speak English, school age children, elderly, or disabled. People who use transit for transportation and must walk in the street to get to bus stops on Lake City Way and 30th Ave NE. This neighborhood has been underserved for many years. Recently it has received attention and now is in a High Priority Zone in the SDOT Pedestrian Master Plan, as well as an important connection to the Safe Walks to School Plan.



PROJECT TYPE

Corridors

APPROXIMATE LENGTH

Varies by Project

COST ESTIMATE

Project A

PROJECT TOTAL:
\$1,130,000

SPU NDS PARTNERING FUNDS

\$412,000

SDOT PEDESTRIAN MASTER PLAN FUNDS

\$100,000

SDOT NSF FUNDS REQUESTED

\$618,000

Project B

SDOT NSF FUNDS REQUESTED
\$518,000

Project C

SDOT NSF FUNDS REQUESTED
\$408,000

Applicant Solution

Here are our problem areas, prioritized by need:

- A. At 30th Ave NE & NE 140th Street, build a sidewalk on the north east side of the street from the corner to the existing sidewalk in front of: 3012-3016 NE 140th (make the corner safe in a way that will fit in with future sidewalk on 30th NE); starting at the east end of the sidewalk at 3026, and extending to 32nd NE, make a pedestrian walk way, or make recommendations on what would work. On 32nd NE going north from NE 140th to NE 143rd, complete sidewalks on both sides of the street where possible and clearly mark a pedestrian walkway where not possible.
- B. On 32nd Ave NE, build sidewalks on the west side of the street where possible from NE 140th St, going south to NE 137th St. On NE 140th, from 32nd Ave NE to Lake City Way, build a sidewalk or safe walkway on either the north or south side of the street.
- C. On 32nd Ave NE, where ever possible, build a sidewalk on the west side of the street from NE 143rd St to NE 145th St. Note that mid block, there is a new development going in that requires a section of sidewalk. At the corner of 32nd NE and NE 143rd St, make a safe walkway on the north side of the street that will connect with the sidewalk scheduled to be built from 30th Ave NE going east 180 feet. This was approved in 2015 under the Park & Street Fund grant program. **IMPORTANT:** Construction of the planned sidewalk from 30th NE along the north side of 143rd to 3024 NE 143rd is presently held up by a proposed re-zone at this corner. If this is not resolved quickly, we want some form of safe walkway at that location ASAP, and any funds left over from that grant applied to other projects approved by the North District Council. From 32nd NE to Lake City Way, determine what is best for safe walking on NE 143rd St.



Existing gravel and paved shoulders lack drainage infrastructure.



Existing perpendicular parking configuration along 32nd Ave NE where there are no existing sidewalks.



Existing Little Brook Creek mid-block on NE 143rd Street between 30th Avenue NE and 32nd Avenue NE.

Seattle Department of Transportation (SDOT) Review

Project Description

This project is divided up into three project areas in the order prioritized by the applicant statement and solution. All streets within the project areas are non-arterial streets. The adjacent parcels are zoned single family, midrise, low-rise and commercial.

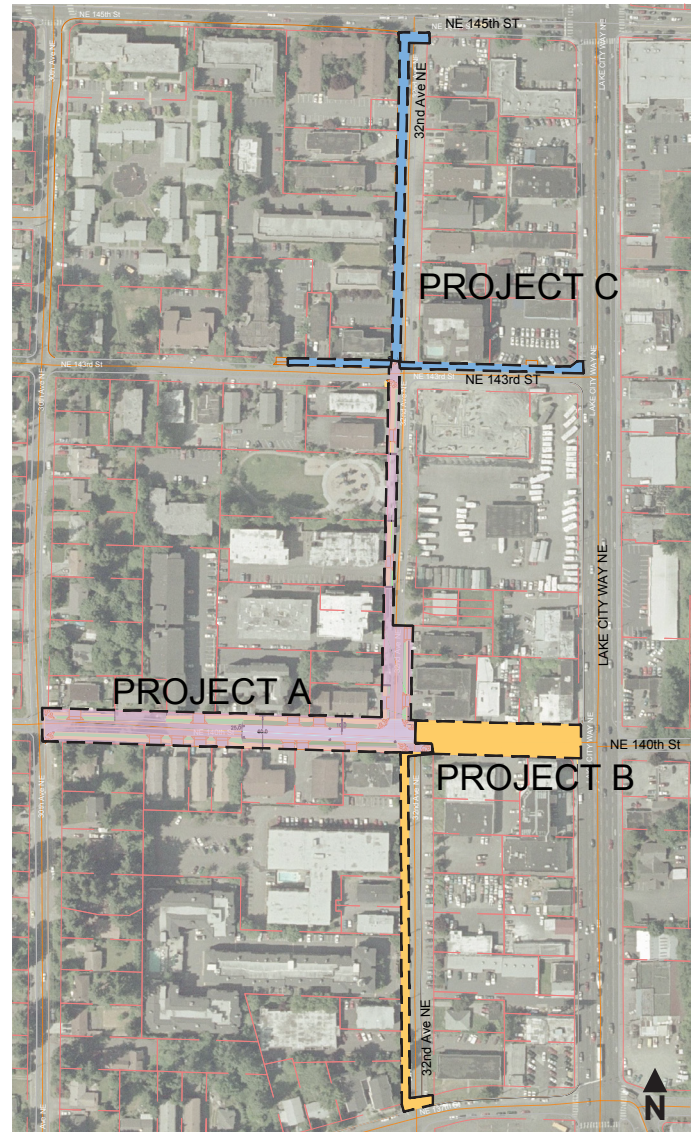
There are existing sidewalks and proposed sidewalks constructed by private redevelopment throughout the project area. The remaining areas are asphalt or unimproved shoulders. Existing parking is configured in both parallel and perpendicular orientations depending on if there is an existing curb or not. There are overhead wires and some existing drainage facilities.

The following improvements to construct missing walkway segments are proposed as part of this conceptual design. The limits for each project area are shown in the key map.

There is potential for SDOT to partner with Seattle Public Utilities (SPU) to build these walkways. By constructing Natural Drainage Systems (NDS) in creek drainage basins, SPU is able to treat and retain stormwater runoff before it goes into Little Brook Creek. Of the three projects described in this proposal, SPU has identified Project A as the segment with the most potential for partnership. A funding contribution from SPU is included for this segment. Project A would also have a funding contribution from SDOT's Low-Cost Sidewalk Program.

Project A: NE 140th St from 30th Avenue NE to 32nd Ave NE and 32nd Ave NE from NE 140th St to NE 143rd St:

On NE 140th St, there is a potential for partnering with Seattle Public Utilities (SPU) for this project. This would allow both sidewalk improvements and drainage improvements to leverage each other. The proposed project would include sidewalks on each side of the street with bioretention facilities on the south side of the street to collect both sidewalk and roadway runoff. The entire right-of-way (ROW) would be improved where bioretention facilities are feasible. In locations where bioretention is not feasible due



Project location key map for 2016-61

to width of ROW or existing slopes, the project will include a new sidewalk with curb to match existing conditions. As part of partnering with SPU, the project would repave the street adjacent to the bioretention facilities to ensure that all water on the roadway flows to the new facilities.

On 32nd Ave NE, sidewalks will be constructed on both sides of the street to fill in the gaps between the existing sidewalk segments. Planting strips will be installed to match into existing cross sections.

Seattle Department of Transportation (SDOT) Review

Project B: 32nd Ave NE from NE 140th St, going south to NE 137th St and NE 140th St from 32nd Ave NE to Lake City Way:

On this segment of NE 140th St, the cross section would include asphalt sidewalks on each side of the street planter strips or rain garden.

On 32nd Ave NE, sidewalks will be constructed on the west side of the street to fill in the missing gaps between the existing sidewalk segments. Rain gardens or planting strips will be installed to match into existing cross sections.

Project C: 32nd Ave NE from NE 143rd St to NE 145th St and NE 143rd St from 30th Ave NE to Lake City Way:

On 32nd Ave NE and on N 143rd St, painted walkways and wheel stops are proposed to delineate pedestrian areas and parking. Asphalt pavement would be added or replaced to create a smooth walking surface. The actual alignment of the walkway would be determined during the design phase, taking into account existing utility pole locations, and segments where on-street parking is possible.

Constructability

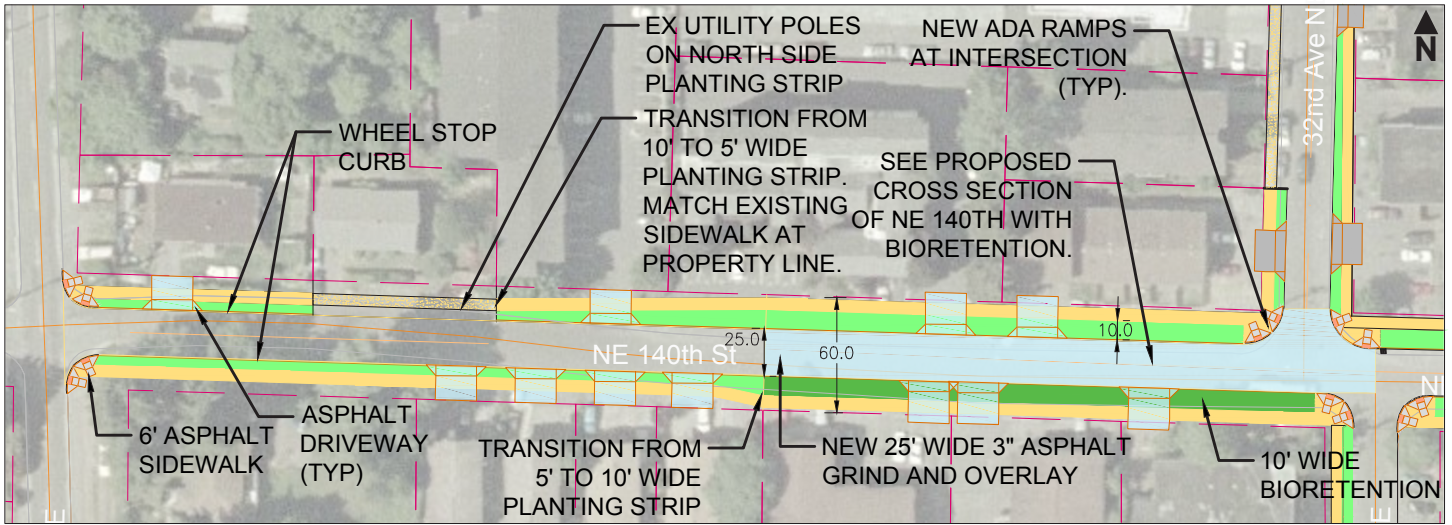
- This location is within the Little Brook Creek drainage sub-basin is part of the larger Thornton Creek drainage basin. There is an opportunity to partner with Seattle Public Utilities to treat and retain stormwater runoff prior to discharge into Little Brook Creek.

Impacts

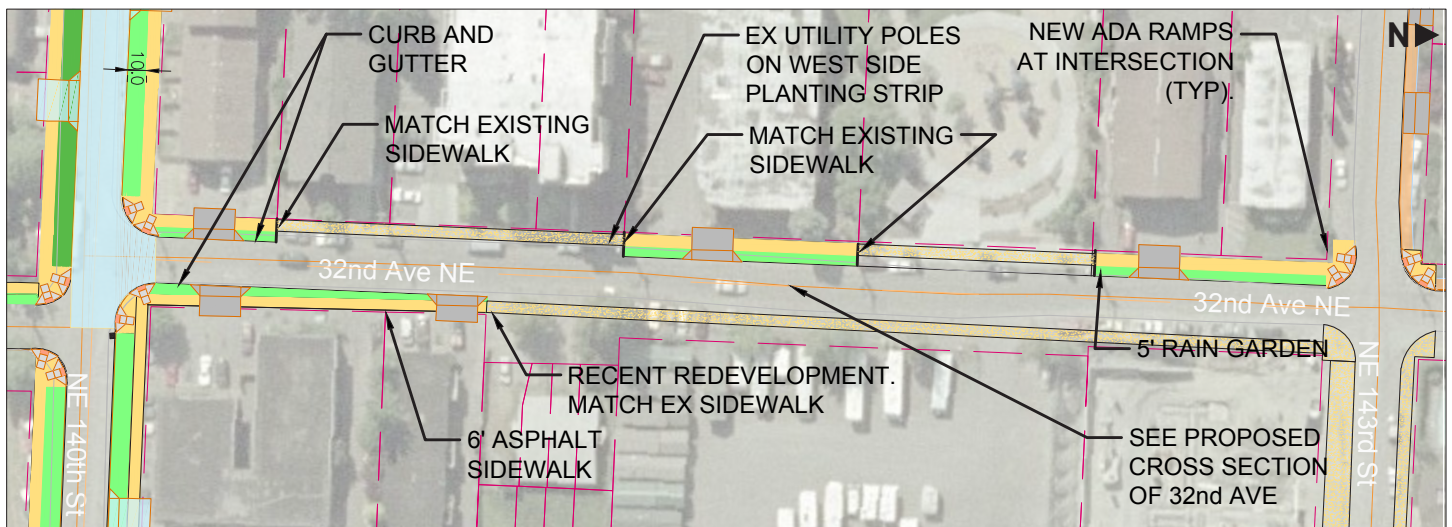
- Construction of the new sidewalk may impact adjacent property owners and require adjustments to fences and driveways. Encroachments into the public right-of-way will be removed.
- Existing parking patterns would be adjusted if they conflict with the proposed walkways. SDOT would work with impacted property owners as part of the design process to confirm where driveways are permitted for each property.
- Potential relocation of power poles within the project area if there is no way to adjust the alignment of the walkway, requiring coordination with Seattle City Light.
- Potential adjustments of existing drainage infrastructure within the project area.

Benefits

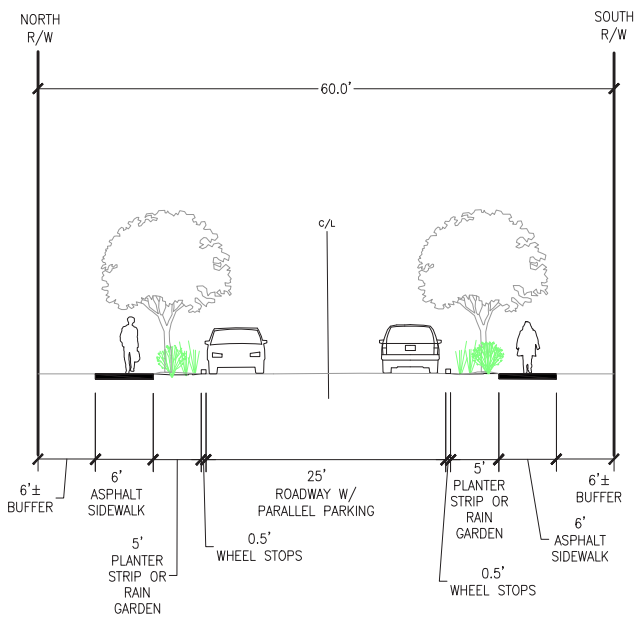
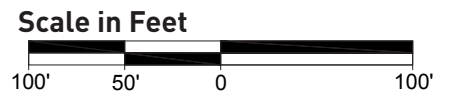
- Continuous pedestrian walking areas will be created increasing connections to neighborhood destinations such as transit on Lake City Way and Little Brook Park.
- This project improves stormwater discharge into Little Brook Creek.



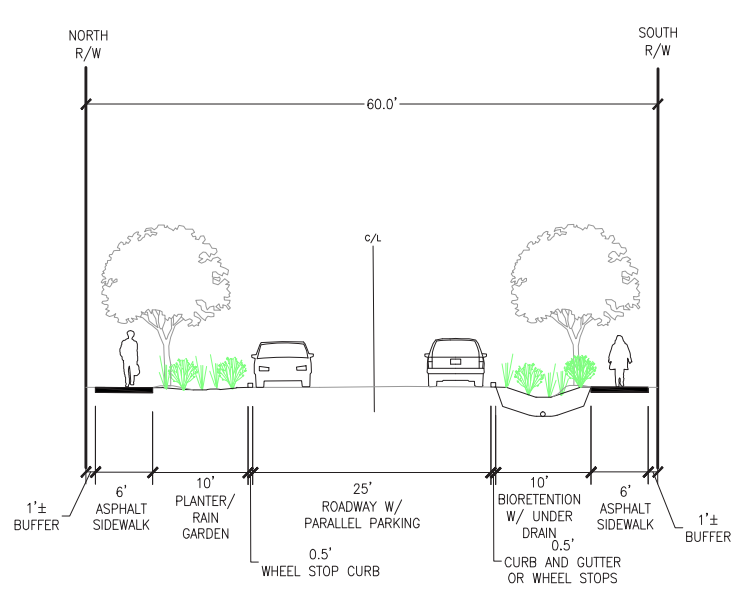
A. Sidewalk on the north side of NE 140th St with NB Connections



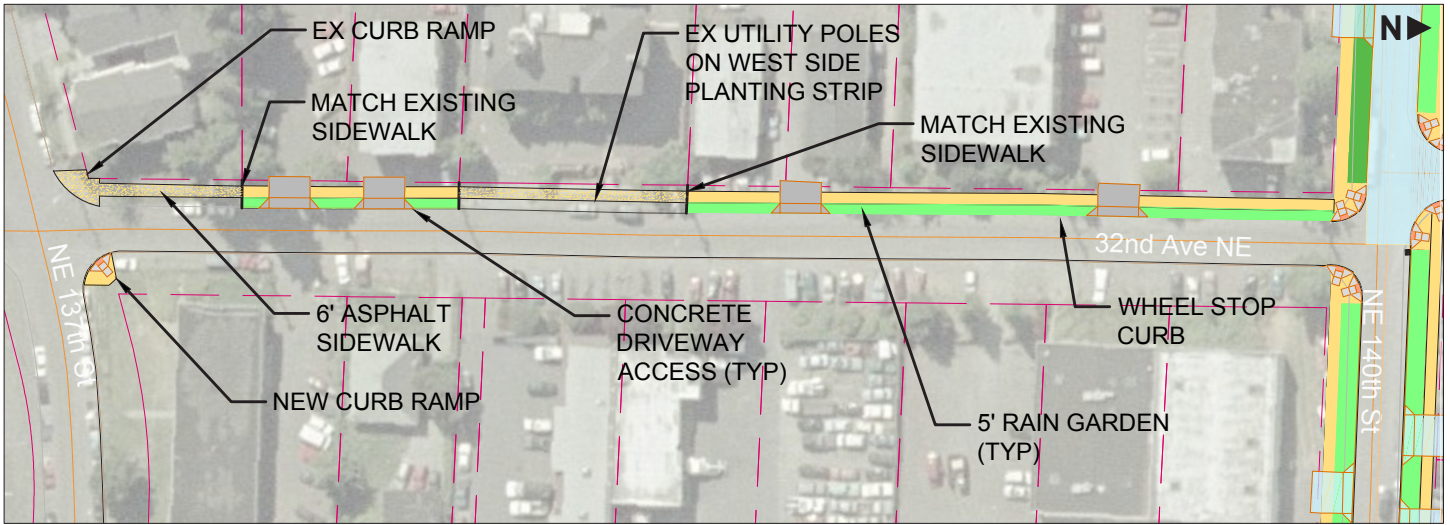
A. Sidewalk on both sides of 32nd Ave NE between NE 140th St and NE 143rd St



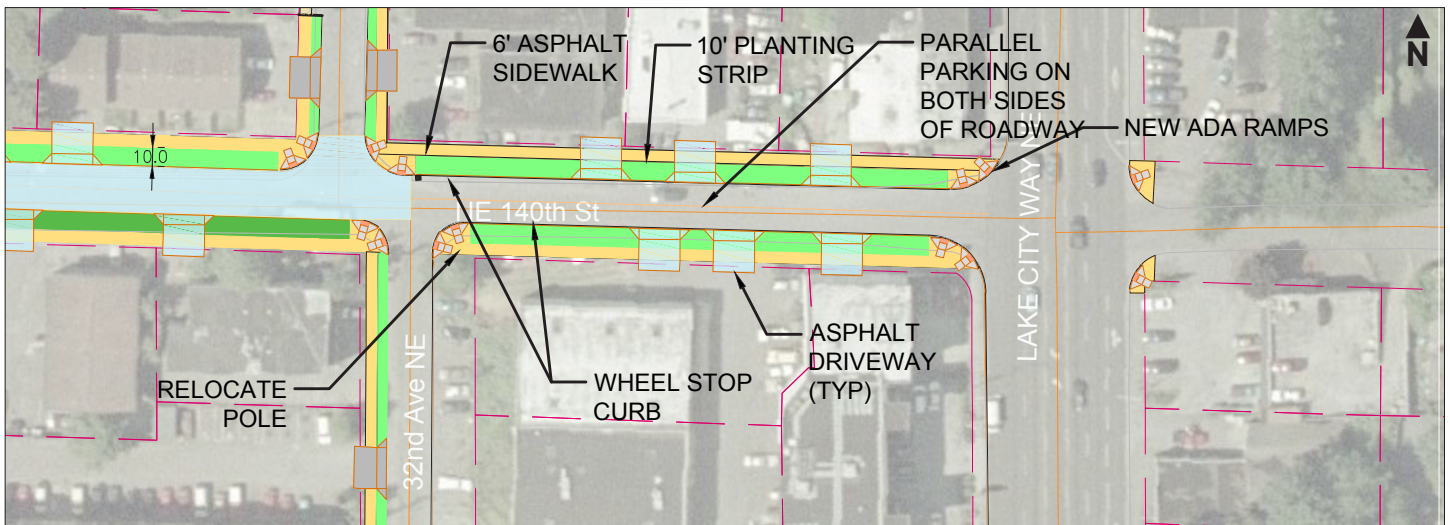
A. Proposed NE 140th St cross section approaching 30th Ave NE



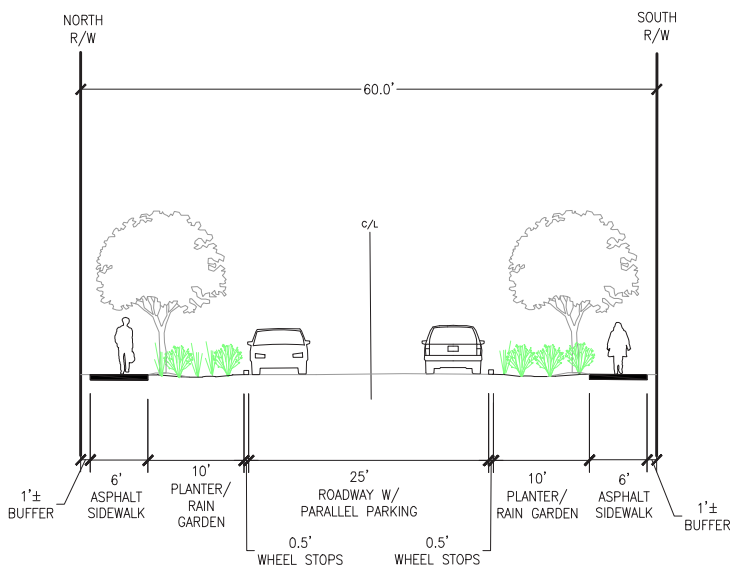
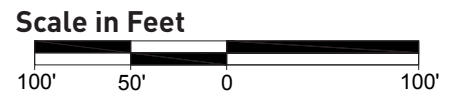
A. Proposed NE 140th St cross section with bioretention



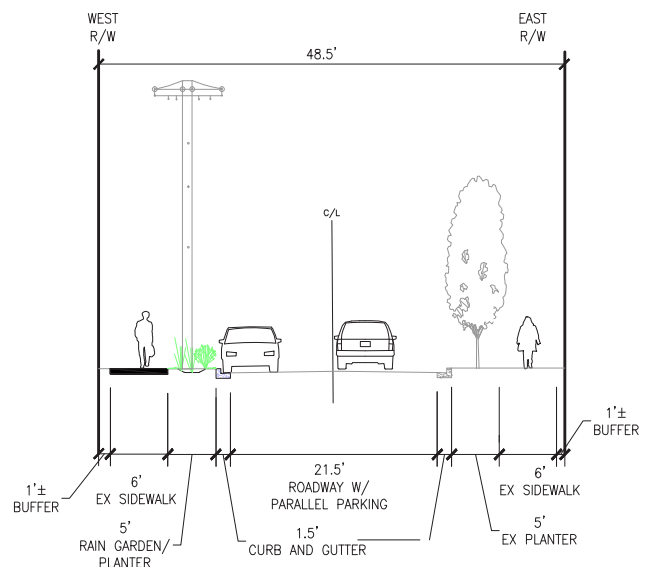
B. Proposed sidewalk on westside of 32nd Ave NE between NE 137th St and NE 140th St



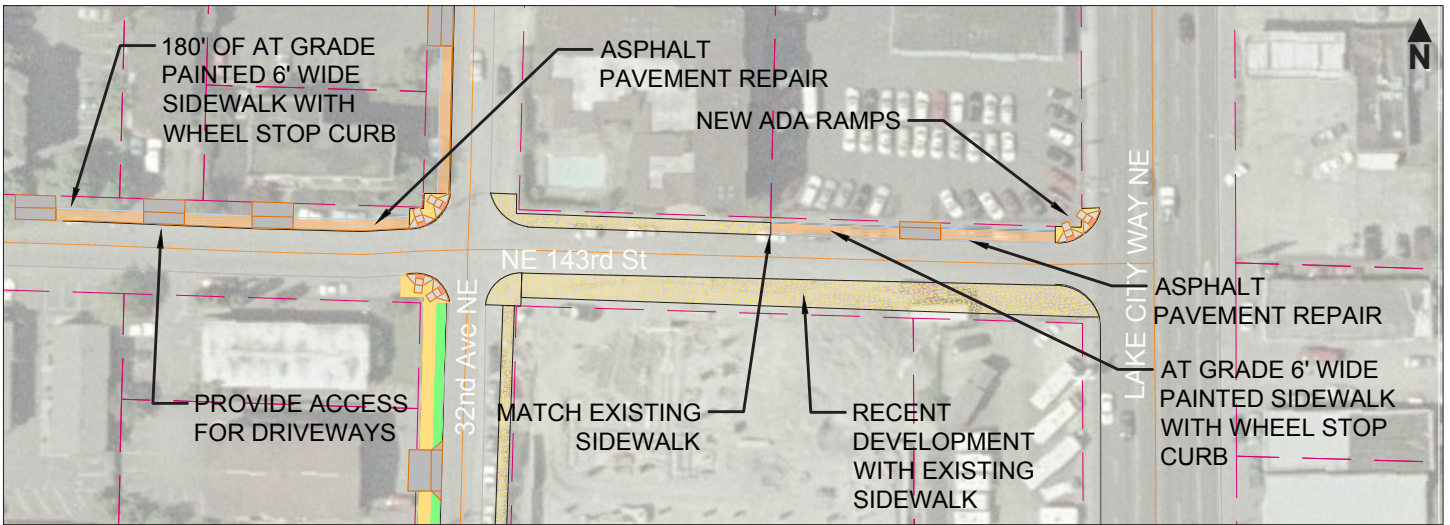
B. Proposed sidewalk on NE 140th St between 32nd Ave NE and Lake City Way



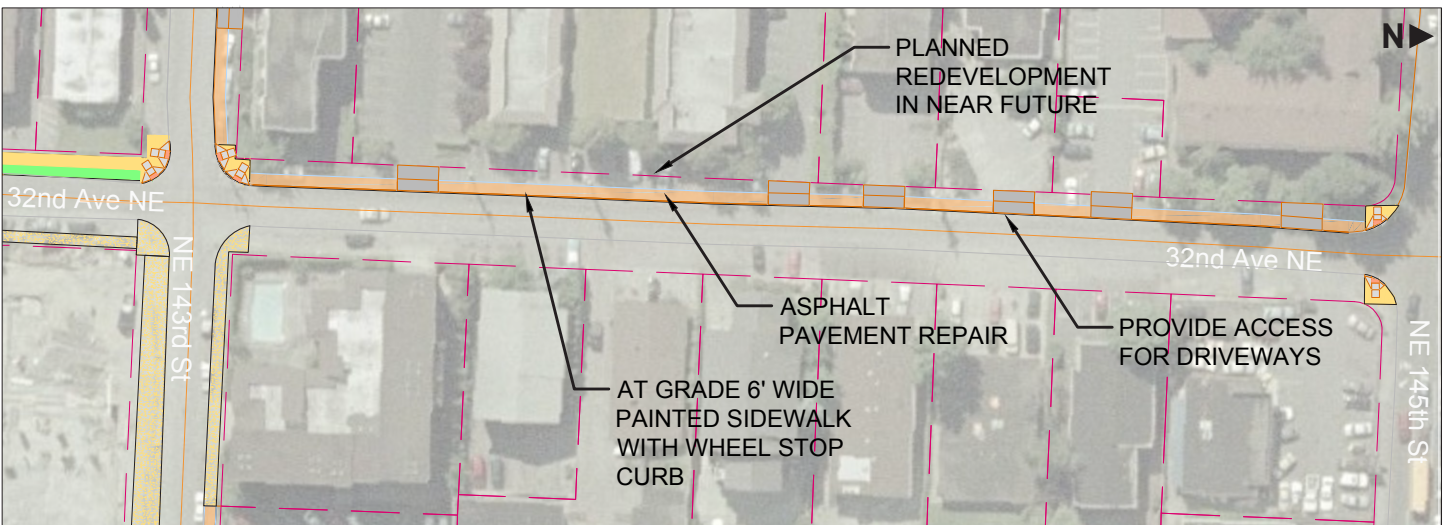
B. Proposed NE 140th St cross section



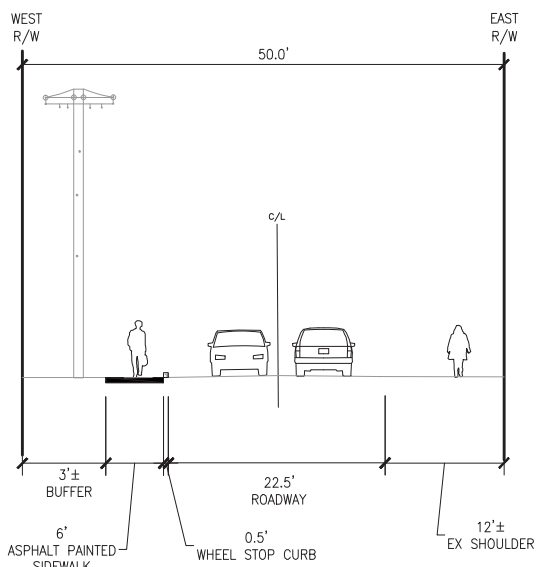
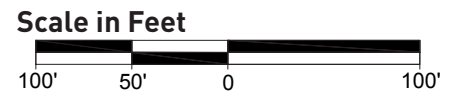
A and B. Proposed 32nd Ave NE cross section



C. Proposed sidewalk on NE 143rd St between 32nd Ave NE and Lake City Way



C. Proposed sidewalk on westside of 32nd Ave NE between NE 143rd St and NE 145th St



C. Proposed 32nd Ave NE cross section