

Brandon Street Sidewalks

SW Brandon St between 30th Ave SW and 25th Ave SW

Applicant Problem

Extensive community input during the year-long North Delridge Action Plan (<http://goo.gl/0zZCV5>) process identifies improving SW Brandon Street as a high priority.* It is a key element of the community’s vision for creating the Brandon Junction, a neighborhood gathering space and business district.* There are no sidewalks on either side of SW Brandon St between 26th and 30th, and between Delridge Way SW and 23rd Ave. SW. In addition, there is no sidewalk on the south side of SW Brandon St between 25th and 26th. SW Brandon St is the only nearby connection between Delridge and High Point for pedestrians, cyclists and motor vehicles and is heavily used by all modes. Pedestrians use this section of Brandon St for travel between Delridge and High Point, to access the heavily used 120 bus on Delridge, and Camp Long, Longfellow Creek and Greg Davis Parks, the Delridge Branch Library and a growing number of residences and businesses. Pedestrians are forced to walk in the street, which is very dangerous given the prevailing auto speeds, the narrow roadway, and the lack of lighting. SW Brandon St and 30th Ave SW are also designated as part of a future Neighborhood Greenway in the recently adopted Bicycle Master Plan (http://www.seattle.gov/transportation/docs/bmp/apr14/SW_Sector.pdf).

Google street view, 26th and Brandon looking west: <https://goo.gl/P4L5MA>

Google street view, Brandon approaching 30th westbound: <https://goo.gl/Ex7ksu>

Google street view, 30th and Brandon looking east, with end of existing sidewalk at 30th visible: <https://goo.gl/nJBKuf>

Google Street view looking east from Delridge to 23rd Ave SW: <https://goo.gl/3bRudq>

In addition to being dangerous for pedestrians, current conditions also encourage dumping, long term vehicle storage, and crime. Making this stretch of roadway accessible for all will help complete the original Olmstead vision for a West Seattle Parkway, as shown on the map on page 3 of the following document: <https://seattleparksfoundation.org/file/2014/step-up/Bands-of-Green-Final-Plan-2007.pdf>

*Information courtesy of David W. Goldberg, Senior Planner, City of Seattle Office of Planning and Community Development

PROJECT TYPE

Pedestrian Improvements

APPROXIMATE LENGTH

1,600 lf

COST ESTIMATE

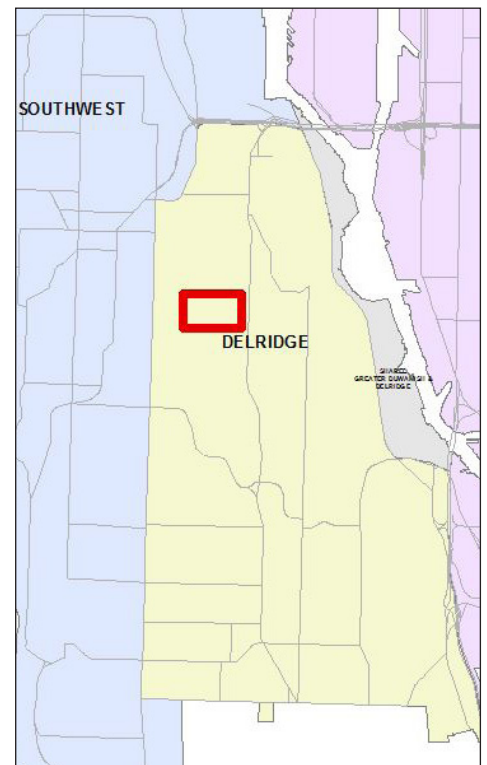
\$616,910

SDOT CONTRIBUTION

\$200,000

NSF FUNDS REQUESTED

\$416,910



Applicant Solution

The minimal solution would be to install sidewalks on the south side of SW Brandon St between 25th and 30th Avenues and between Delridge Way SW and SW 23rd St. This would connect the sidewalk built on 30th Ave SW as part of a past NSF project (http://www.seattle.gov/transportation/btg_nsf_delridge.htm) with the existing sidewalk east of 25th

Ave SW. A map of the location with existing and proposed sidewalks is at <https://goo.gl/sgZlwH>

This road is flanked by drainage ditches on both sides from 30th to Longfellow Creek. Widening the existing paved street to provide a safe place for foot and bike traffic may be an engineering challenge. Two possibilities are to canalize the drainage on the south side and pave a path defined by a curb over the top. (The north side has old trees that would have to be removed to make way for a foot/bike path). Another possibility is a raised trestle like walkway with a railing to keep pedestrians and bikes separated from the road.

The SPU Natural Drainage Systems (<http://goo.gl/derzsd>) project is evaluating options for adding natural detention facilities in the area along streets, and including new sidewalks where there are none.* It may be possible to add drainage in different locations along SW Brandon St. and allow creative solutions near Longfellow Creek.*

There is a pathway to the south of the street in the greenbelt. This path is pretty on sunny days, but dangerous at night in impassible in the rain. If this path were paved, properly drained, widened, lit and marked with proper signage, it might be another alternative for the portion from 30th to the creek. Nature Consortium (<http://goo.gl/q0Bna9>) is planning trail restoration work in the vicinity that may offer creative solutions and will improve connections to the Legacy Trail.* Through discussions during the North Delridge Action Plan, Camp Long has expressed an interest in improving trail connection from Brandon/30th corner.* SDOT will be implementing Tactical Urbanism (<http://goo.gl/2Nwt23>) improvements at Delridge Way SW and SW Brandon St., and is in the midst of the Delridge Way Multimodal Corridor (<http://goo.gl/Bcvys7>) project.* The potential partnerships to increase the benefits of this project by improving connections from Brandon and knitting it into the larger transportation network. They may also bring additional resources - maximizing the positive impacts.*

*Information courtesy of David W. Goldberg, Senior Planner, City of Seattle Office of Planning and Community Development



Looking west from the SW corner of SW Brandon St and 26th Ave SW



Looking west from the south side of SW Brandon St from an alley entrance west of 29th Ave SW

Seattle Department of Transportation (SDOT) Review

Project Description

SW Brandon St is a proposed Neighborhood Yield Street. There is existing sidewalk on the north side of SW Brandon St from west of 26th Ave SW to east of Delridge Way SW. On the south side of the street, there is existing sidewalk from Delridge Way SW to 25th Ave SW. SW Brandon St has 2 thru lanes, 1 in each direction and allows for parking adjacent to the road at various locations throughout the street. Longfellow Creek crosses under SW Brandon St west of 26th Ave SW and there is a trail system south of SW Brandon St between 26th Ave SW and 29th Ave SW. There is also a wetland/ditch on the south side of SW Brandon St that begins east of 29th Ave SW and extends to Longfellow Creek. The roadway is not centered within the right of way and the north side of the roadway has limited space between the edge of pavement and right of way line.

The proposed improvements include the following:

- Construction of a new at-grade sidewalk along the south side of SW Brandon St between 30th Ave SW and 29th Ave SW, separated from the roadway by a drainage ditch
- Construction of a new concrete sidewalk with curb and gutter between Longfellow Creek Legacy Trail and 25th Ave SW
- Improvements to Longfellow Creek Legacy Trail between 29th Ave SW and 26th Ave SW to connect the new sidewalk sections to the east and west
- Upgrade to existing LED lighting to high wattage LED at 4 locations

SDOT coordinated with Seattle Public Utilities during the conceptual design phase to see whether natural drainage improvements were feasible in the project area. Due to a conflict with existing utilities, bioretention is not possible adjacent to the sidewalk segment between 29th Ave SW and 30th Ave SW. Between 25th Ave SW and 26th Ave SW, not enough water would be treated by a new bioretention system for it to be recommended as part of this project.

This project includes leverage funding from the SDOT Sidewalk Development Program.

Constructability

- Improvements to Longfellow Creek Trail between 29th Ave SW and close to 26th Ave SW will involve coordination with the Department of Parks and Recreation and environmental team.
- This project is located in proximity to an existing wetland area along the south side of SW Brandon St between 29th Ave SW and Longfellow Creek Legacy Trail and will likely require environmental coordination.
- The steeper grades east of 26th Ave SW on the south side of SW Brandon St may require some driveways to be re-graded/restored past the property line.

Impacts

- Adjacent property owners will see impacts to the area in front of their property
- Fences, trees, and shrubs may need to be removed depending on the final alignment of the sidewalk
- Parking will be permitted between the Longfellow Creek Trail and 25th Ave SW, but will be adjusted so that it does not conflict with the new sidewalk
- Potential impacts to wildlife with higher wattage LED lights
- A utility pole and fire hydrant may need to be relocated

Benefits

- Increased safety and accessibility for pedestrians
- Added connections to the Longfellow Creek Legacy Trail

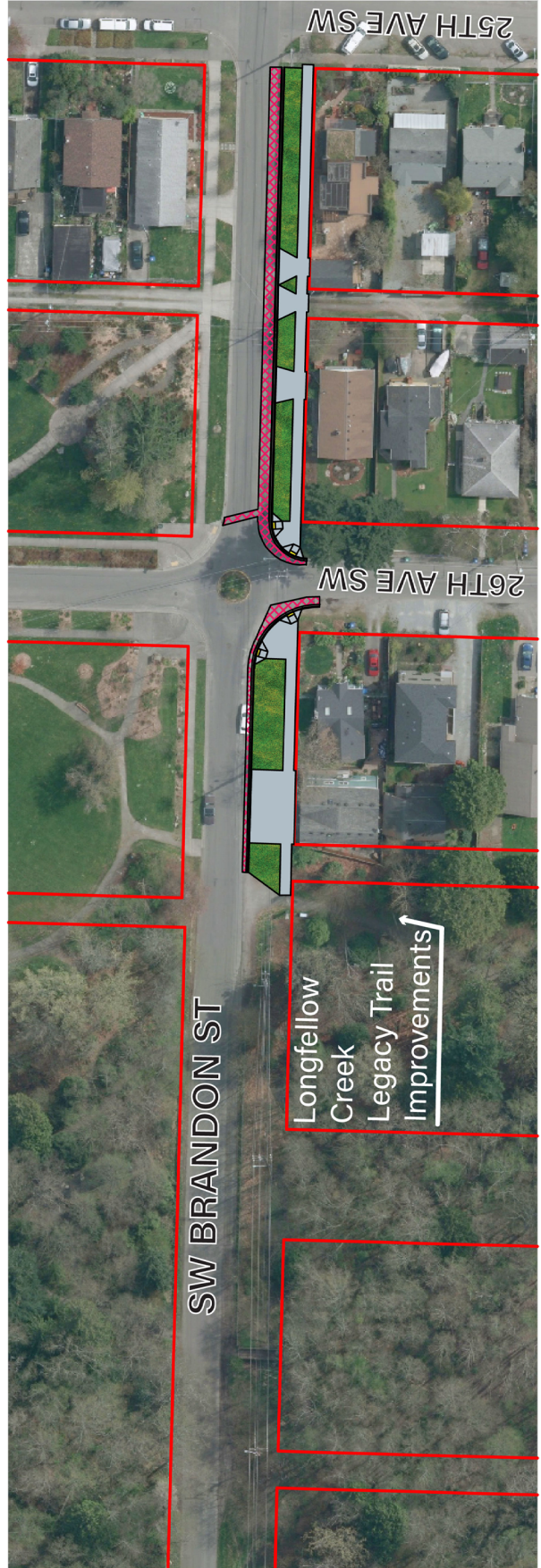
SEE BELOW LEFT



SW BRANDON ST

29TH AVE SW

30TH AVE SW



SW BRANDON ST

26TH AVE SW

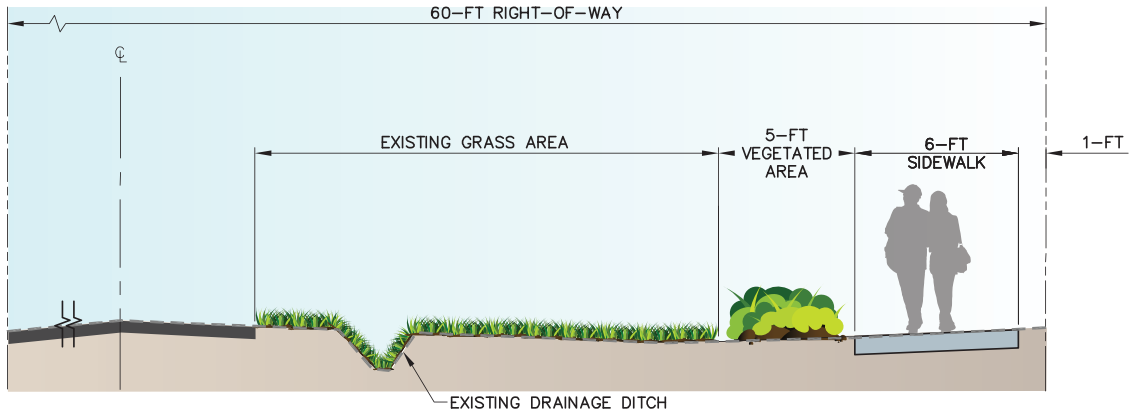
25TH AVE SW

Longfellow
Creek
Legacy Trail
Improvements

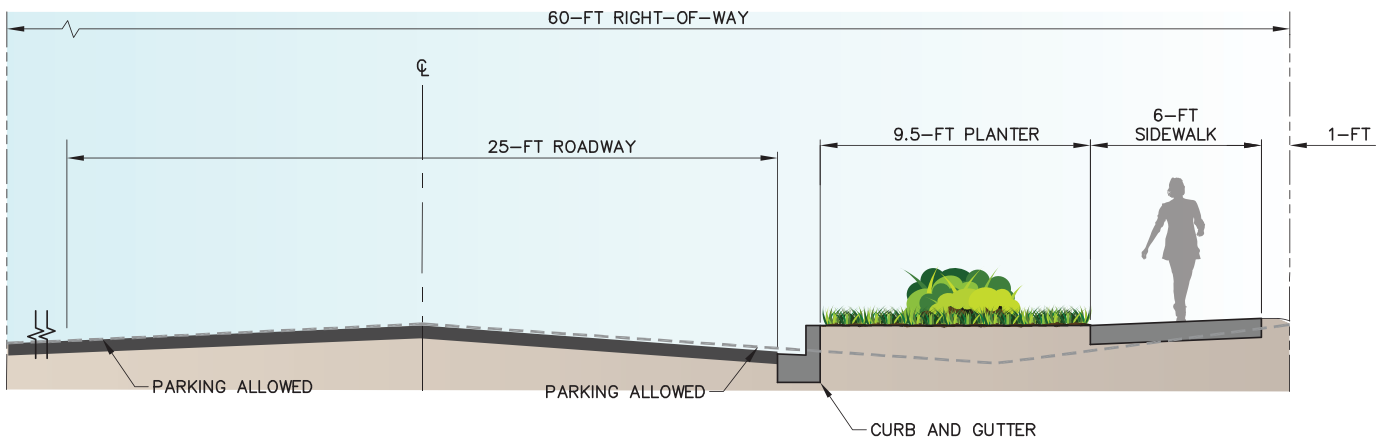


SCALE IN FEET

SEE ABOVE RIGHT



2016-109 (BRANDON ST EAST OF 30TH)
TYPICAL SECTION
 N.T.S.



2016-109 (BRANDON ST EAST OF 26TH)
TYPICAL SECTION
 N.T.S.