



# N 105th St Sidewalk Improvement & Traffic Calming

N 105th Street between 3rd Ave NW and Greenwood Ave N

## Applicant Problem

The intersection of 105th, Greenwood, and Holman, despite its auto-centric design, is frequented by pedestrians of all abilities, as the area is home to lots of lower cost apartments. This intersection is also the junction for two frequent and highly used transit routes, the #5 and #40. The corridor of 105th described above connects this high pedestrian intersection to Viewland Heights Elementary School and also a trailhead for Carkeek park, as well as intra-neighborhood travel.

Presently, there is an asphalt path for part of the route, but it is incomplete and in a poor state of repair. It is not up to ADA standards. There are areas where property has extended into the public right of way, making pedestrians have to walk in the travel lane to access the school. Finally, traffic calming measures (chicanes? speed tables integrated with a crosswalk at Palatine Ave N?) must be added to 105th in this stretch, as cars coming downhill from the intersection can pick up a great deal of speed.

## Applicant Solution

Add a real sidewalk that is accessible to users of all abilities, to connect 3 major nodes: Carkeek Park, Viewland Heights Elementary School, and the 105th and Greenwood intersection businesses area.

## PROJECT TYPE

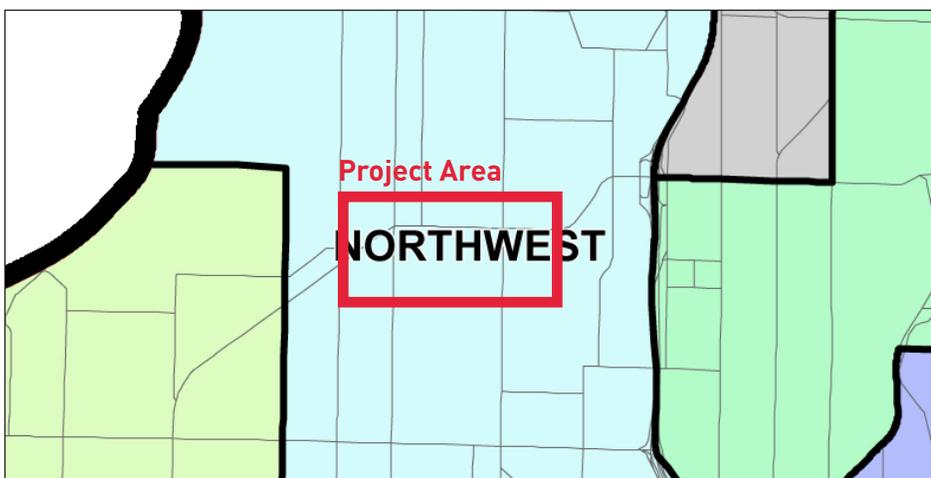
Corridor

## APPROXIMATE LENGTH

1,300 LF

## COST ESTIMATE

\$492,000



# Seattle Department of Transportation (SDOT) Review

## Project Description

NW 105th St is a non-arterial street with a 43-foot to 45-foot right of way (ROW). The existing pavement width is approximately 20 feet wide. Power poles are located on the south side of the street.

While this application requested an improved sidewalk on the north side of the street, SDOT is unable to recommend a feasible project on the north side of the street. This area is located in the Pipers Creek drainage basin and the existing drainage ditches on the north side of N 105th St convey water from Greenwood Ave N to 3rd Ave NW. They cannot be modified as part of this project and a standard sidewalk will not fit in the space between the existing ditch and the property line.

The proposed project for this street is instead a 5-foot asphalt sidewalk against the south property line with a 4.5-foot planting strip and wheel stops to delineate parking on the south side. The road width will be maintained as 20 feet wide. One speed hump per block will be added as an additional traffic calming measure. A standard concrete sidewalk with curb and planting strip on the south side of the street would cost more than can be funded by the NSF Program.

A combination of wheel stops, asphalt and paint will be added to the two gaps in the walkway network on the north side of the street to create a complete walking path on both sides of the street.

## Constructability

- Potential relocation of power poles within the project area.
- Construction of the new sidewalk may impact adjacent property owners and require adjustments to fences and driveways. Encroachments into the public right-of-way may be removed.
- Research will be needed to determine driveway access to the property on the northwest corner of Greenwood Ave N and N 105th St

## Impacts

- Some parking in the ROW will be removed or realigned as a result of this project. On-street parking will still be permitted on the south side of the street.

- Parking will be restricted near the intersections. While this parking is not legal, it may be perceived as parking loss.

## Benefits

- A continuous asphalt walk will be located on both sides of N 105th St.
- Speed humps may calm traffic.



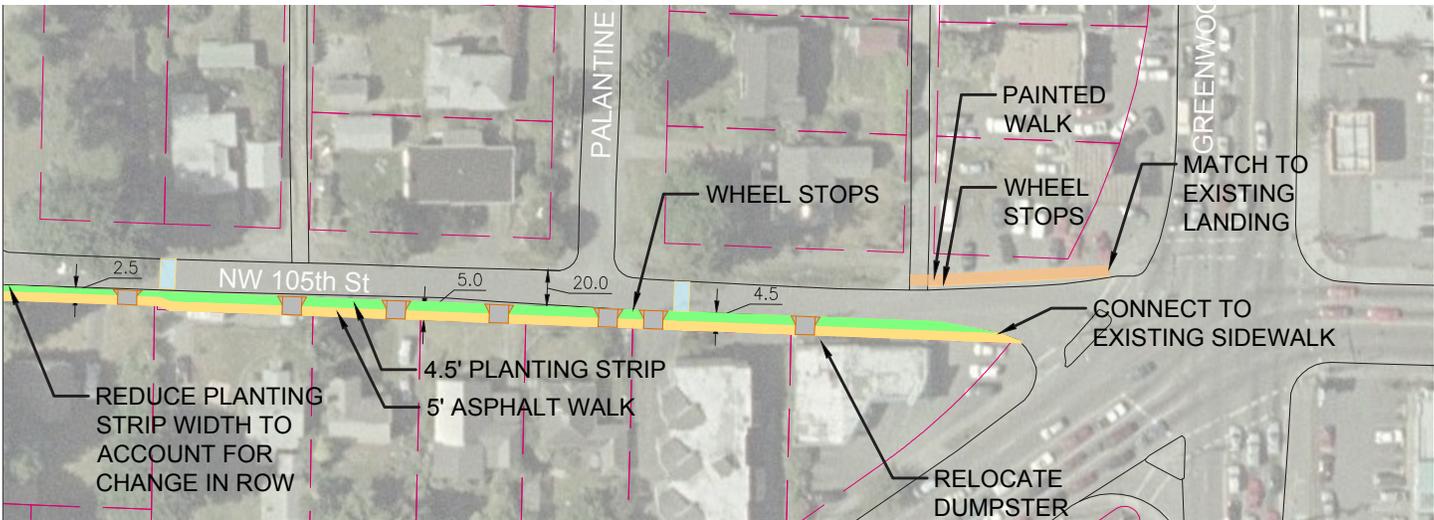
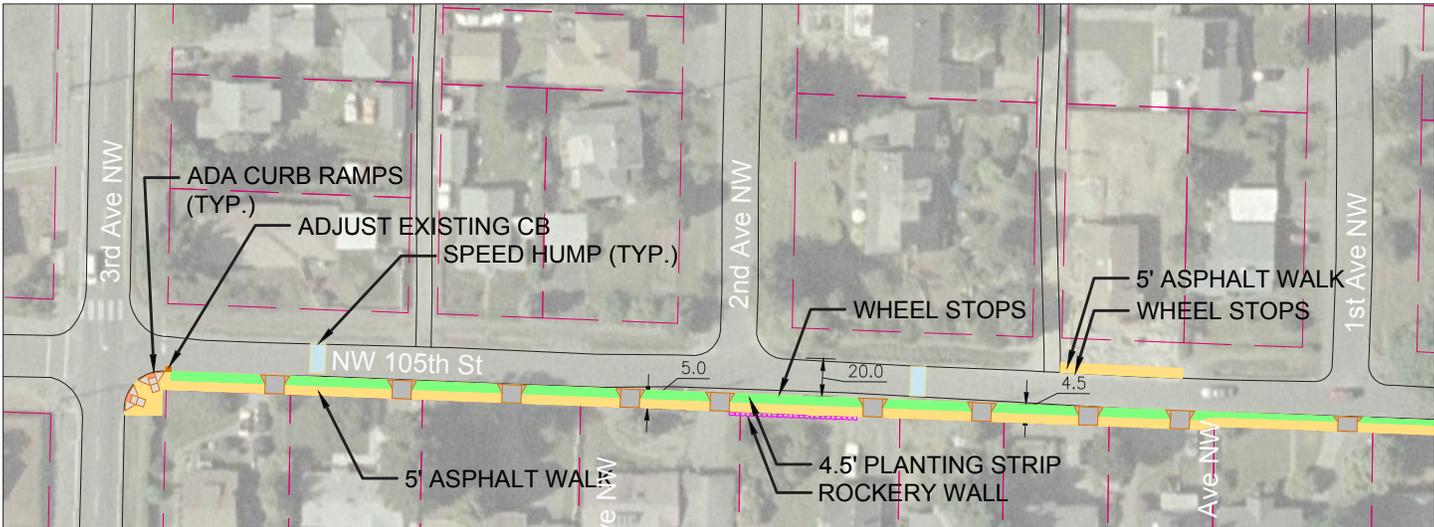
*Existing ditches along the north side of N 105th St.*



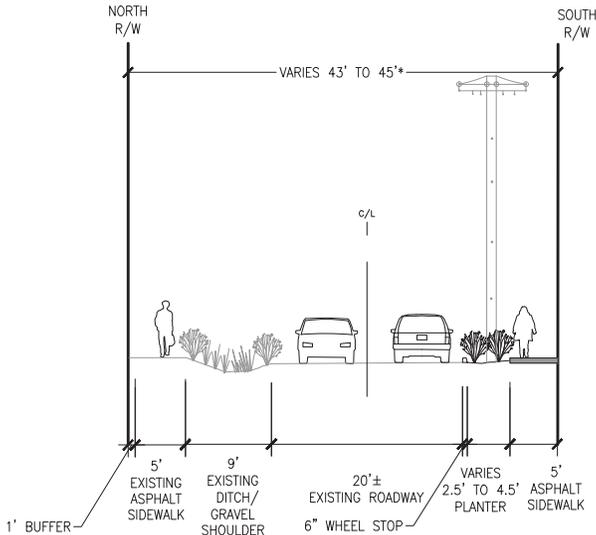
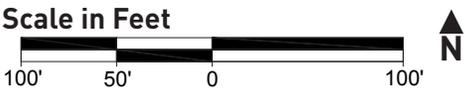
*Power poles and existing vegetation on the south side of N105th St.*



*Missing section of asphalt walk on the north side of N 105th St.*



Proposed Improvements along N105th St.



Proposed N 105th St. cross section