

### Applicant Problem

There has never been a sidewalk to connect the overpass on 13th for the people to walk to it from the neighborhood. The sidewalk would remove the walkers from having to walk in the street.

### Applicant Solution

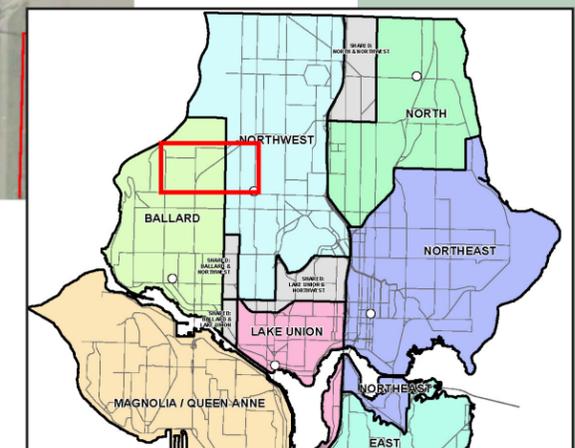
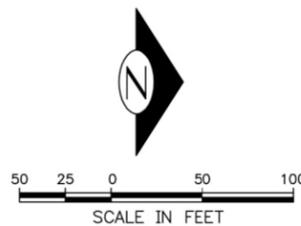
Build a side walk from the overpass on 13th Ave NW along the west side of the street to 100th.



MATCHLINE, SEE BELOW



MATCHLINE, SEE ABOVE



**PROJECT TYPE:**  
Sidewalk

**APPROXIMATE LENGTH:**  
Holman to NW 95th Street: 560 lf  
NW 95th Street to NW 100th Street: 1,290 lf

**COST ESTIMATE:**  
Holman Road to NW 95th Street: \$1,280,000  
NW 95th Street to NW 100th Street: \$985,000

**Total:**  
\$2,255,000

### Seattle Department of Transportation (SDOT) Review

#### PROJECT DESCRIPTION:

13th Avenue NW between Holman Road NW and NW 95th Street is a non-arterial roadway approximately 20-feet wide that is offset to the east of the right-of-way centerline. The current roadway configuration does not allow for on-street parking and no existing pedestrian facilities exist along this block. A ditch is located along the west side of the roadway, which provides stormwater conveyance. Utility poles with luminaires are also located along the west side of the roadway, which carry overhead power and communications. Utility markings for gas and water were observed in the field. The recently completed Crown Hill Park is located on the west of 13th Avenue NW and is situated several feet above the roadway elevation of 13th Avenue NW. Additionally the Small Faces Child Development Center is located at 13th Avenue NW and NW 95th Street.

13th Avenue NW between NW 95th Street and NW 100th Street is a residential roadway approximately 20-feet wide. Wide gravel shoulders exist on both sides of the roadway that provide on-street parking. No pedestrian facilities exist along this corridor. Utility poles with luminaires are located along the east side of the roadway and sanitary sewer manholes were observed located at the roadway centerline. No existing drainage infrastructure exists along this segment of 13th Avenue NW. Flooding problems have been reported at the intersection of 13th Avenue NW and NW 95th Street and along 13th Avenue NW.

The proposed improvements would add new curb, gutter, sidewalk and landscaping along the west side of 13th Avenue NW with sufficient roadway width to provide on-street parking. New trees would be provided in the landscape strips where feasible. Between Holman Road NW and NW 95th Street, a retaining wall would be required behind the proposed sidewalk to match grades with the recently completed Crown Hill Park. Grading is not an issue between NW 95th Street and NW 100th Street. Because 13th Avenue NW is offset from the centerline between Holman Road NW and NW 95th Street, approximately 18-feet of new asphalt pavement will be installed in order to install the new sidewalk at the proper location. Placing this amount of new pollution generating impervious surface for this block will trigger requirements for flow control and water quality treatment. Additionally,



Existing gravel shoulder and parking on the west side of 13th Avenue NW between NW 95th Street and NW 100th Street.

this project will be required to provide Green Stormwater Infrastructure (GSI) to the maximum amount feasible. It may be feasible to provide swales in the landscaped areas or to utilize porous concrete sidewalk; however, further geotechnical analysis would be required. This project would need to install a complete stormwater conveyance system along the west side of 13th Avenue NW as no existing system is located between NW 95th Street and NW 100th Street. Additionally, this project proposes to correct a flooding issue at the intersection of 13th Avenue NW and NW 95th Street by repaving the intersection to eliminate low spots and direct stormwater to new catch basins.

#### CONSTRUCTABILITY:

- Existing utility poles would require relocation between Holman Road NW and NW 95th Street.
- Existing drainage infrastructure along this corridor is limited and a complete new system will need to be installed.
- Water quality and flow control facilities will be required for the installation of new sidewalk between Holman Road NW and NW 95th Street.

#### COMMUNITY ISSUES:

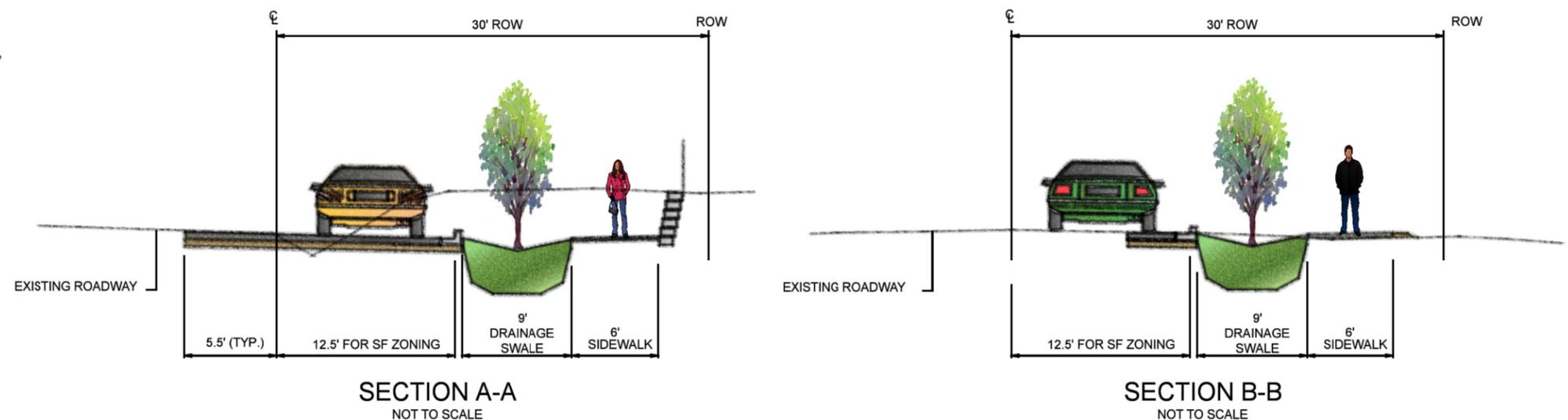
- Outreach may be required to minimize impacts to the park and school during construction.
- On-street parking configuration will change to standard residential on-street parking.
- Some encroachments are present within right-of-way north of NW 95th Street.

#### BENEFITS

- Pedestrian safety and visibility are increased with a defined walking area.
- Upgraded drainage will alleviate flooding issues that have been reported in this area.
- Improved pedestrian access to Crown Hill Park, and the NW Holman Road Business District and transit corridor.



A pedestrian walks in the street along 13th Avenue NW just south of NW 95th Street.



### Applicant Problem

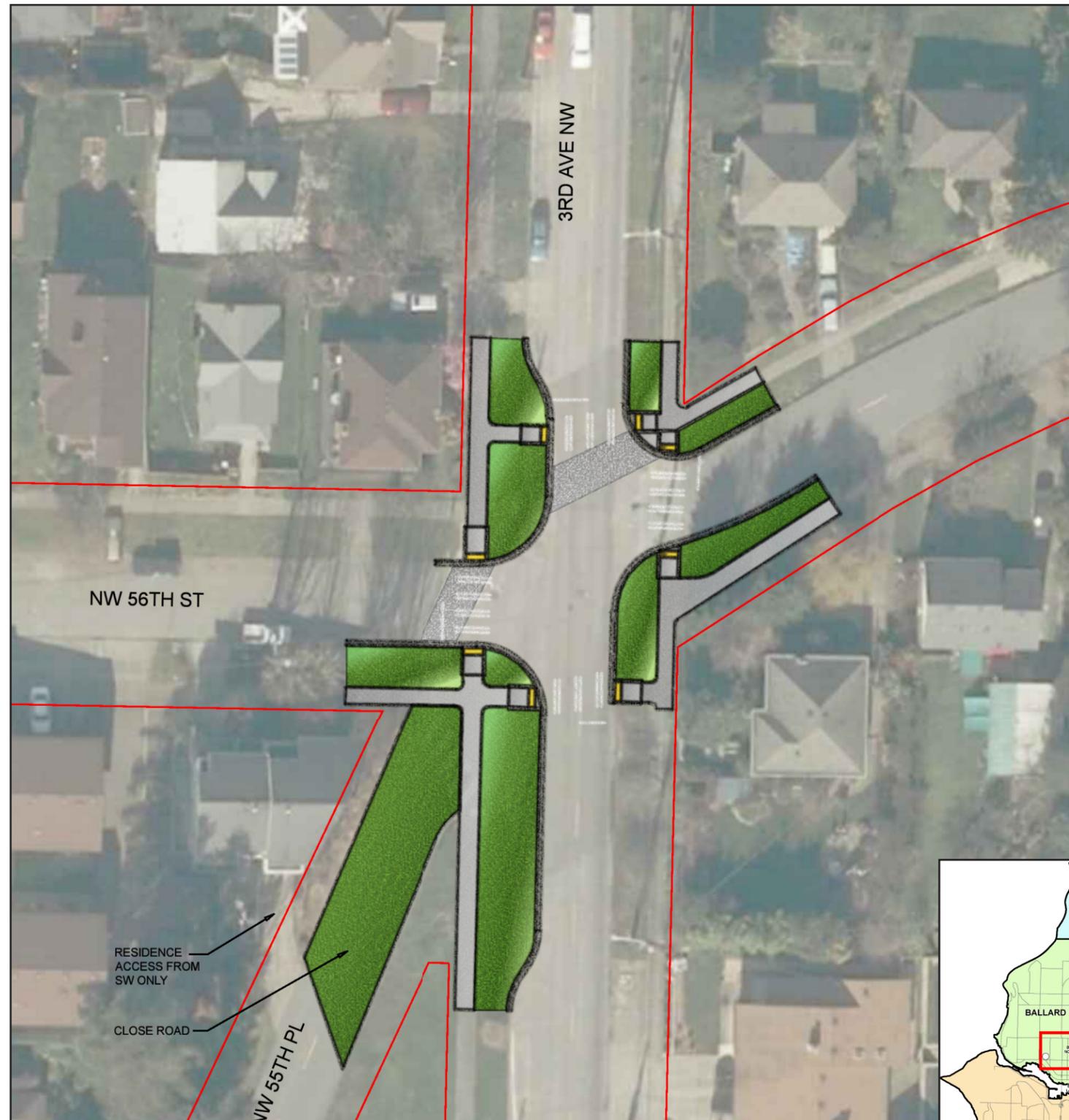
Because of the topography at this location, it is very difficult for cars travelling east on 56th to see traffic on 3rd. The diagonal street (NW 55th Place) adds distraction and confusion at the intersection as drivers are not sure of the right of way.

The intersection is only a block away from West Woodland Elementary School. During school hours it is very busy making it treacherous for kids and parents walking to and from school across the arterial of 3rd Avenue while navigating the cars who are looking for traffic on 3rd, NW 55th Place (the diagonal street), as well as watching for pedestrians and bicyclists.

### Applicant Solution

Curb bulb to square the west side of NW 56th Street & 3rd Ave NW. This would shorten the pedestrian crossing and reduce vehicular conflicts at the intersection. Curb bulb on the east side to reduce speed of vehicles turning right from 3rd Ave NW to NW 56th St. Install a “crossbike” to help bikes across 3rd Ave NW.

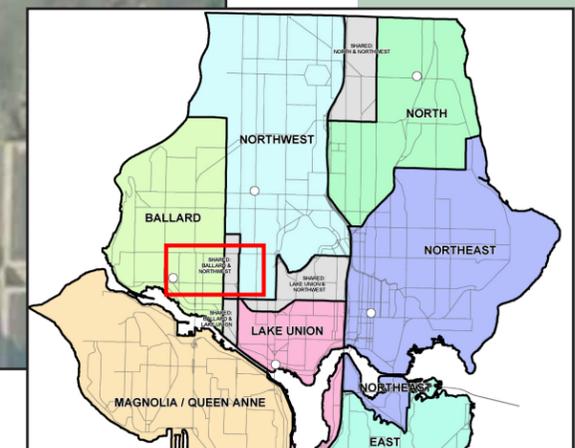
Pedestrian median island to create a two-stage pedestrian crossing across 3rd Ave NW. Signage indicating school zone on 3rd in both directions with a speed detector (similar to the one on 8th Avenue NW at NW 58th). Crosswalk sign over 3rd.



**PROJECT TYPE:**  
Pedestrian Improvements

**APPROXIMATE LENGTH:**  
200 lf

**COST ESTIMATE:**  
\$300,000



### Seattle Department of Transportation (SDOT) Review

#### PROJECT DESCRIPTION:

The existing intersection of NW 56th Street, 3rd Avenue NW, and NW 55th Place is a five-way intersection with stop controls at NW 56th Street and NW 55th Place. 3rd Avenue NW is a two-way, two lane arterial roadway with on-street parking provided on both sides of the street. NW 56th Street is a local two-way, two lane local roadway with parking provided on both sides east of the intersection. NW 55th Place is an arterial roadway and approaches the intersection skewed, and at a steep grade, which limits sight distance to vehicles and pedestrians at the intersection. Space is not provided for on street parking on NW 55th Place. Existing sidewalks are located along both sides of 3rd Avenue NW and NW 56th Street. No pedestrian facilities are located along NW 55th Place. West Woodland Elementary School is located one block west of this intersection and the Greenwood Triangle Park is located at the southwest corner of the intersection. Utilities observed at the intersection consist of overhead power and communications, sewer, and storm drainage.

The proposed improvements would close NW 55th Place and convert the intersection to a four-way stop controlled intersection. The arterial route would be changed from NW 55th Place to NW 55th Street located south of this site. Curb bulbs would be installed on 3rd Avenue NW and new ADA-compliant curb ramps would be installed on all corners and upgraded drainage would be provided due to the new intersection geometry. The closure of NW 55th Place at the intersection provides the opportunity to increase the amount of green space at the Greenwood Triangle Park. There is one parcel with access provided from NW 55th Place that would need to be maintained. This project will be required to utilize Green Stormwater Infrastructure (GSI) to the maximum amount feasible. Generally this could consist of new tree plantings and some small raingardens.

#### CONSTRUCTABILITY:

- The asphalt overlay at the intersection is in poor condition. The intersection may require resurfacing.

#### COMMUNITY ISSUES:

- Outreach will be necessary for the modification of the arterial route and for the residence that has access off of NW 55th Place.
- Some parking will be eliminated along 3rd Avenue NW.
- Maintenance of added green space will need to be investigated.

#### BENEFITS

- Improved intersection operation with a more standard 4-way intersection.
- This project will provide a benefit of a more organized intersection with safer, shorter pedestrian crossings.
- The closure of NW 55th Place at the intersection will provide additional green space for the Greenwood Triangle Park.



Looking north at the intersection from the 3rd Avenue N sidewalk.



Looking southwest at NW 55th Place.



### Seattle Department of Transportation (SDOT) Review

#### PROJECT DESCRIPTION:

The intersection of 36th Avenue NW and NW 62nd Street is currently configured as a five leg intersection with two legs on the south side of the intersection separated by a vegetated median. 36th Avenue NW is classified as a collector-arterial roadway and serves as a connection from the residential area to the Burke-Gilman Trail and the waterfront. Adams Elementary School is located approximately four blocks to the east of the project. On-street parking is provided on all legs of the intersection except for the south leg of the 36th Avenue NW arterial. Sidewalks exist at the intersection; however, curb ramps are missing at the intersection.

This project proposes to add two curb bulbs, new curb ramps, and a median cut-through island to improve pedestrian access. In order to construct the median improvements, the centerline stripe of 36th Avenue NW will be shifted to the west. Approximately two on-street parking spaces on the north leg of 36th Avenue NW will be eliminated as a result of the centerline shift. A storm drainage system exists at the project site, and two new drainage structures and associated drain pipe are expected as part of this project. Due to the size of this project, it is anticipated that this project would be exempt from any stormwater flow control or water quality requirements.

The project applicant has also requested landscaping improvements along 38th Avenue NW near the Burke-Gilman Trail to eradicate knotweed and other invasive plants. A separate cost estimate has been prepared for landscaping improvements along 38th Avenue NW.

#### CONSTRUCTABILITY:

- Some of the existing concrete panels are in poor condition and may require replacement in order to construct the intersection improvements.
- Knotweed removal can be very labor intensive and requires substantial maintenance in order to prevent resurgence.

#### COMMUNITY ISSUES:

- Two on-street parking spaces are proposed to be removed on the north leg of the intersection.

#### BENEFITS

- Pedestrian safety and accessibility will be improved by shortening the crossing length of the south leg of the intersection and adding ADA compliant curb ramps.



Overgrown vegetation along 38th Avenue NW. Looking south.



Looking south at the intersection of NW 62nd Street and 30th Avenue NW.