



2013-25 • SW Holden Street and Highland Park Way SW Signal

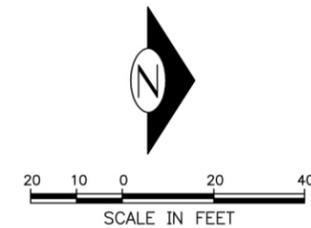
Intersection of SW Holden Street and Highland Park Way SW

Applicant Problem

The entire intersection is oversized and amorphous: it is difficult for drivers to see oncoming traffic coming up the hill, to see where cars are meant to travel, where people are meant to cross, and which way to look for traffic before pulling out onto Highland Park Drive. The Holden/Highland Park Drive intersection is a notoriously frustrating intersection for people commuting out of West Seattle. It is so frustrating for some, that they cut through the neighborhood in an effort to beat the line of backed up traffic. This cut through traffic is usually traveling way too fast on the residential streets. We were reminded recently by a visually impaired neighbor that pedestrians have no safe crossing at this intersection, and it is especially difficult for her to get across to the bus stop.

Applicant Solution

A signal to help traffic flow and define pedestrian crossings would solve the problem. However, this could be an opportunity to create an amazing sense of place and a great gateway for the Highland Park neighborhood if this were to become Seattle's first roundabout intersection. A roundabout would have the added benefit of cost reduction over time compared to a signal.



PROJECT TYPE:
Intersection Improvements

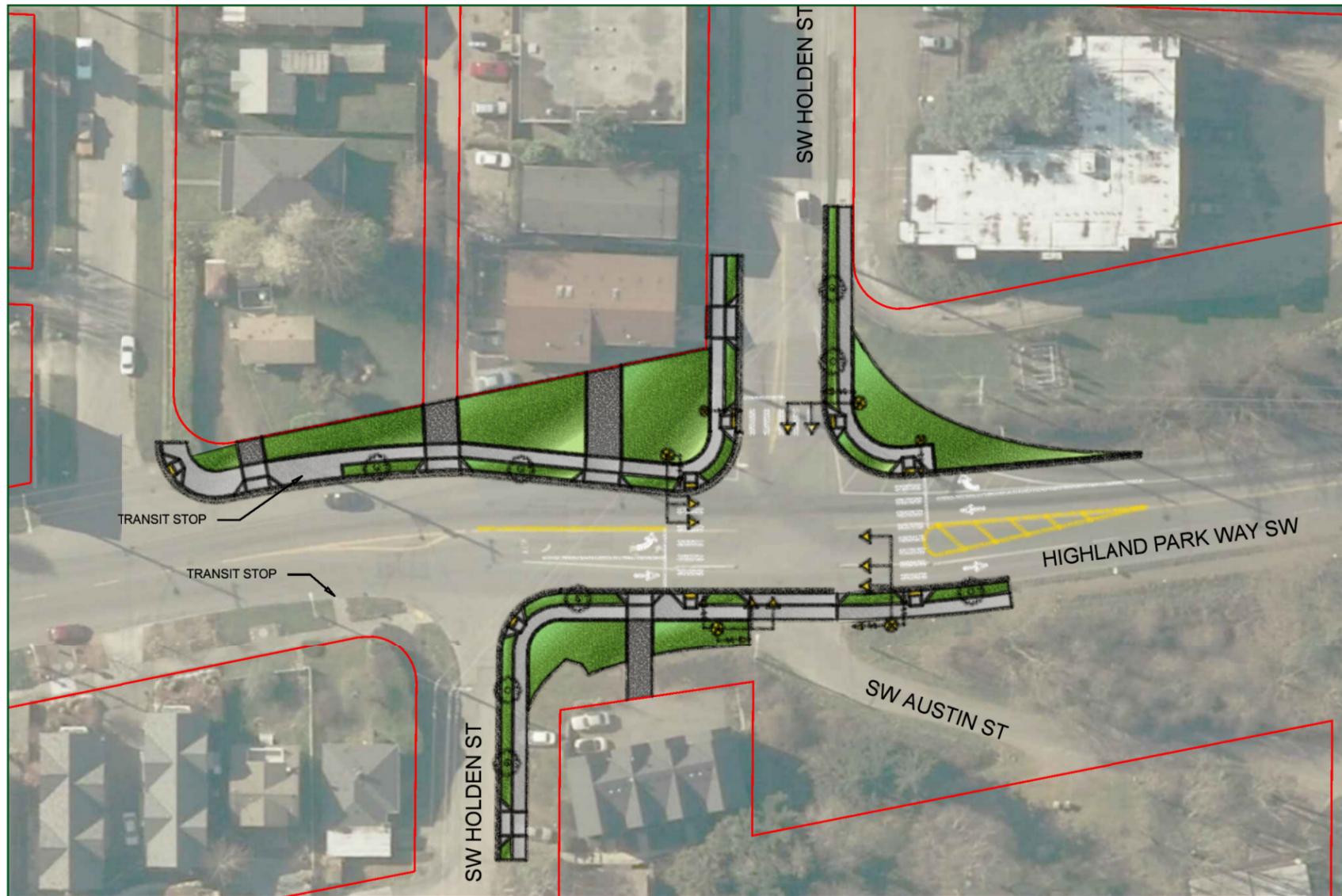
APPROXIMATE LENGTH:
450 lf

COST ESTIMATE:
Roundabout Option:
\$2,140,000
Signal Option: \$1,330,000



2013-25 • SW Holden Street and Highland Park Way SW Signal

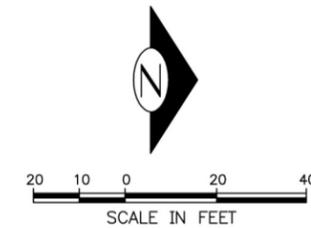
Intersection of SW Holden Street and Highland Park Way SW



Looking east along SW Holden Street toward the intersection.



Looking north along Highland Park Way toward the intersection.





2013-25 • SW Holden Street and Highland Park Way SW Signal

Intersection of SW Holden Street and Highland Park Way SW

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

The intersection of Highland Park Way SW, SW Holden Street, and SW Austin Street currently operates as a two-way stop with stop controls on SW Holden Street and SW Austin Street. Highland Park Way SW and SW Holden Street are classified as arterial roadways. The current intersection geometry provides a much larger paved footprint than is necessary for the types of vehicles that use this intersection, which creates longer distances for pedestrians to navigate when crossing the intersection. There are currently no marked crosswalks at this intersection. Sidewalks are currently installed on both sides of the street on the west, south and east legs of this intersection, but are not installed on the west side of Highland Park Way SW north of the intersection. Existing utility poles with luminaires are located along both sides of Highland Park Way SW and along the north side of SW Holden Street. Existing drainage infrastructure was observed at this project site.

The proposed NSF project would install a roundabout at this location. New curb, gutter and sidewalk would be installed and the intersection would be repaved to construct the intersection improvements. New roadway lighting would be installed around the perimeter of the roundabout and existing utility poles may need to be relocated to facilitate this installation. Landscaping or grass could be provided in areas in the newly created green spaces. A complete new drainage system is anticipated to fit the new grading and curb location. It is anticipated that the amount of new and replaced roadway pavement would require this project to provide stormwater detention and water quality facilities. Additionally, the project would be required to implement Green Stormwater Infrastructure (GSI) to the maximum extent feasible. GSI features could consist of new tree installations or potentially some small swales depending on the final grading.

The alternative improvement for this site is a signalized intersection if the roundabout improvements are determined to not be achievable. A complete signal warrant analysis has not yet been completed for this intersection.

CONSTRUCTABILITY:

- New drainage will be necessary for both options to match the proposed curb.
- Traffic control will be a challenge for both options given the traffic volumes at the intersection.
- Roadway retrofitting may be necessary for the roundabout option.
- Utility pole relocations may be necessary for both options.

COMMUNITY ISSUES:

- Community consent and outreach will be needed for the roundabout alternative (Seattle's first roundabout)

BENEFITS

- Both options reduce the amount of pollution generating pavement providing an environmental benefit.
- Crossing lengths are shortened for both options increasing pedestrian safety.



2013-26 • Brandon Green Superhighway

SW Brandon Street between 16th-17th Avenue SW, 21st-23rd Avenue SW, and 30th-34th Avenue SW

Applicant Problem

East-west mobility is a challenge in West Seattle due to topography, dead-end streets, and a general lack of connections. The Puget Ridge, Delridge, Highland Park, Highpoint, and Fairmount Park neighborhoods in particular are close geographically but very isolated in practice. This has a detrimental effect on not only on mobility, but on businesses in the community, for example: restaurants in the Brandon node of Delridge are entirely inaccessible to residents who live just a few blocks east, except by a long, circuitous route. The barriers between neighborhoods stifle community partnership, as residents respond to these geographical barriers.

Applicant Solution

The Brandon Green Super Highway concept centers around the creation of three new bike/ped staircases or paths along currently unimproved sections of the Brandon St. right-of-way: between 16th & 17th, between 21st & 23rd, and between 30th & 34th. Together with the existing pedestrian stairway at Fairmount Park, these would result in a straight, unbroken 1.5 mile bike/ped route from South Seattle Community College to the east, all the way to the California business district to the west, and serving all communities in-between.

This route would provide a safe and needed connection between the 21st Ave and 26th Ave greenways, which are currently being designed by SDOT. With the eventual addition of greenway treatments along the length of SW Brandon, this route would become a vital east-west connection between the neighborhoods and communities of West Seattle.

This is a large proposal, and may not be suitable for implementation all at once. If building the project in phases is more manageable, we suggest the following timeline:

Phase 1 (2013): 21st-23rd: this offers a connection between West Seattle's first two greenways, gives a large part of Puget Ridge access to metro route 120, and increases access to businesses at the Brandon Node.

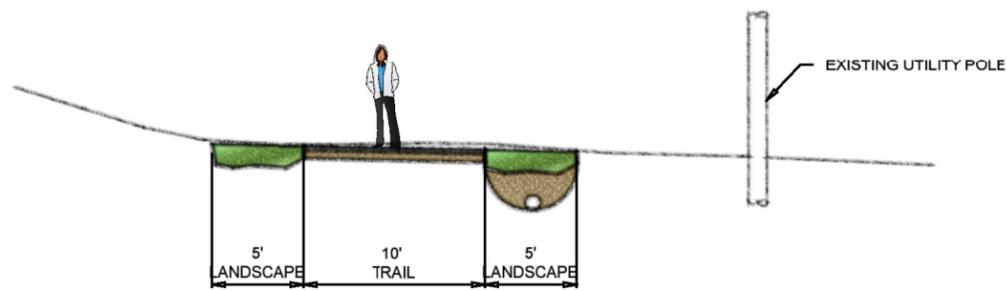
Phase 2 (2014): 30th-34th: this connects Delridge and Puget Ridge to Fairmount Park and the California business district.

Phase 3 (2015): 16th-17th: this short stretch will complete the route, giving access to the Community College and the Duwamish Green Belt trail system.

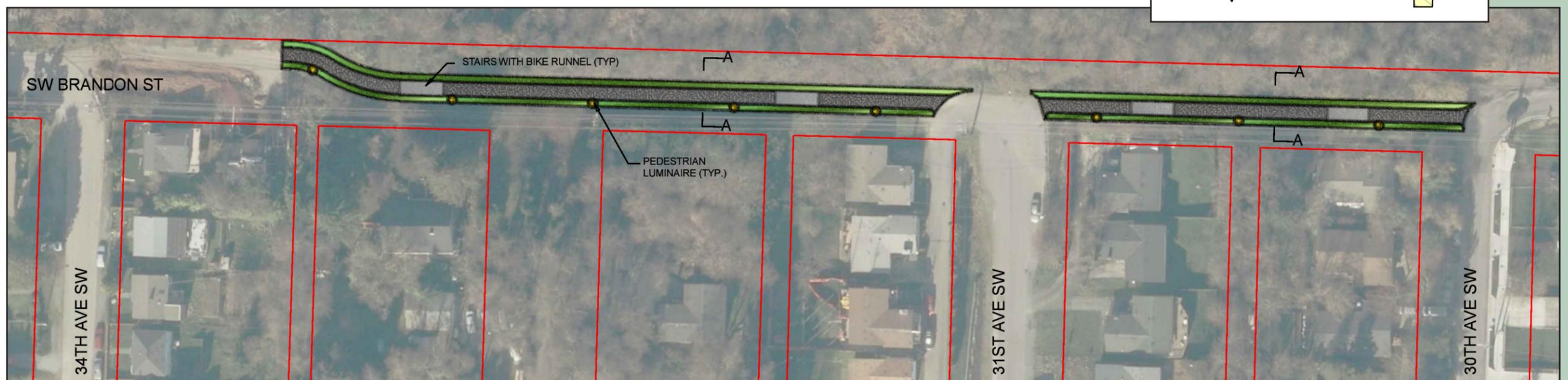
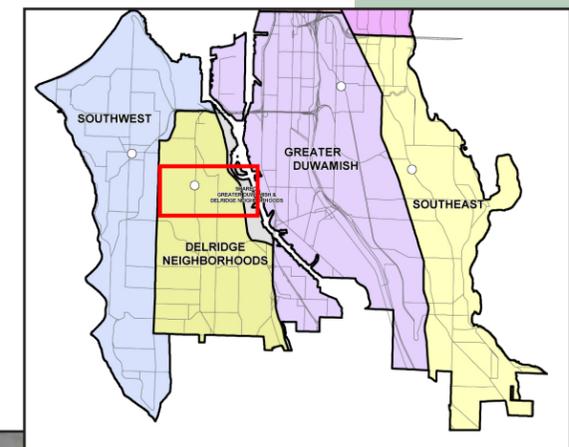
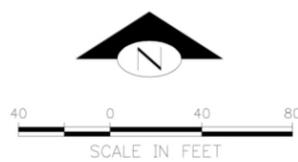
PROJECT TYPE:
Trail

APPROXIMATE LENGTH:
Phase 1: 21st-23rd: 280 lf
Phase 2: 30th-34th: 840 lf
Phase 3: 16th-17th: 255 lf

COST ESTIMATE:
Phase 1: 21st-23rd: \$520,000
Phase 2: 30th-34th: \$1,280,000
Phase 3: 16th-17th: \$490,000



SECTION A-A
NOT TO SCALE



Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

SW Brandon Street is discontinuous between 16th Avenue SW and 17th Avenue SW, 21st Avenue SW and 23rd Avenue SW, and 30th Avenue SW and 34th Avenue SW and is currently unimproved. These segments of unimproved area are heavily wooded and steep. Overhead power lines are located along all of these segments. SPU records indicate that there is no drainage infrastructure present at these three locations; however, field verification was not performed due to the dense vegetation present at these locations.

The proposed project would install a new 10-foot wide asphalt multi-use path to provide a complete bicycle and pedestrian connection along SW Brandon Street. Stairways with bicycle runnels will need to be installed throughout the proposed trail due to the existing grades. Pedestrian scale illumination will be installed along the entire length of the new path and new landscaping will be provided on both sides of the new trail. This project will be required to implement Green Stormwater Infrastructure (GSI) to the maximum extent feasible. GSI features will likely consist of new tree installations along the trail as other GSI techniques tend to be infeasible with steep slopes.

CONSTRUCTABILITY:

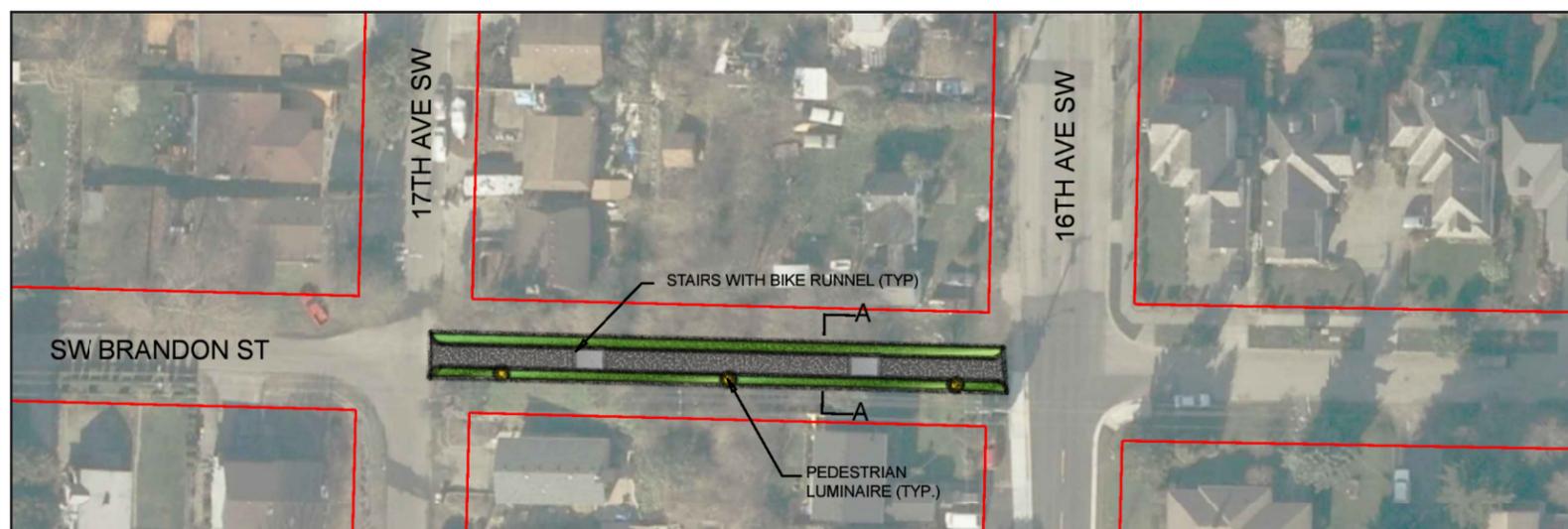
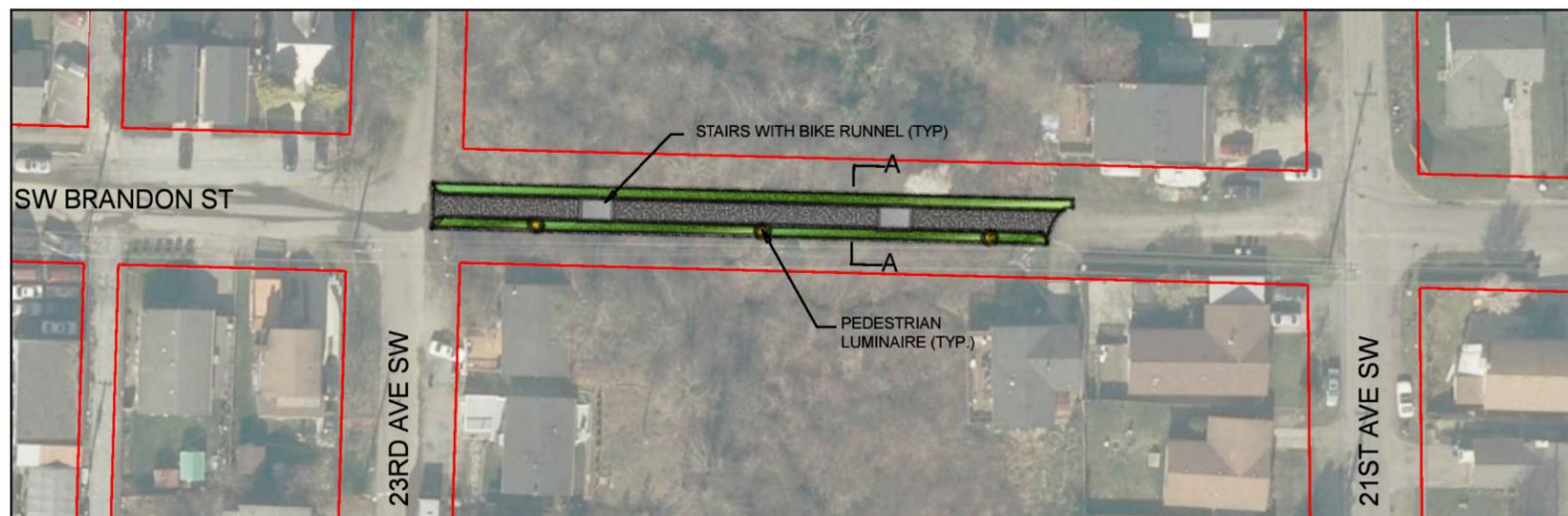
- Significant existing grades along these unimproved areas will be a challenge.
- A complete new drainage system will need to be installed.
- A complete new illumination system will need to be installed.

COMMUNITY ISSUES:

- Maintenance of trail landscaping will be necessary to prevent overgrowth.
- The new trail will require stairs due to existing steep grades and will not be ADA compliant.
- Several driveways and street ends will need to be reconfigured to provide an entrance to the proposed trail at the roadway dead-ends.

BENEFITS

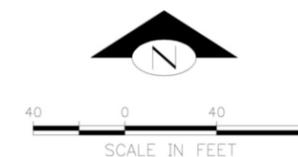
- Increased mobility for bicyclists and pedestrians.



Location of the proposed trail entrance at SW Brandon Street and 30th Avenue SW. Looking west.



Location of the proposed trail entrance at SW Brandon Street and 34th Avenue SW.





2013-27 • 23rd Ave SW Pedestrian Improvements

23rd Avenue SW from Brandon Street SW to Juneau Street SW, and connecting streets from 23rd Avenue SW to Delridge Way SW

Applicant Problem

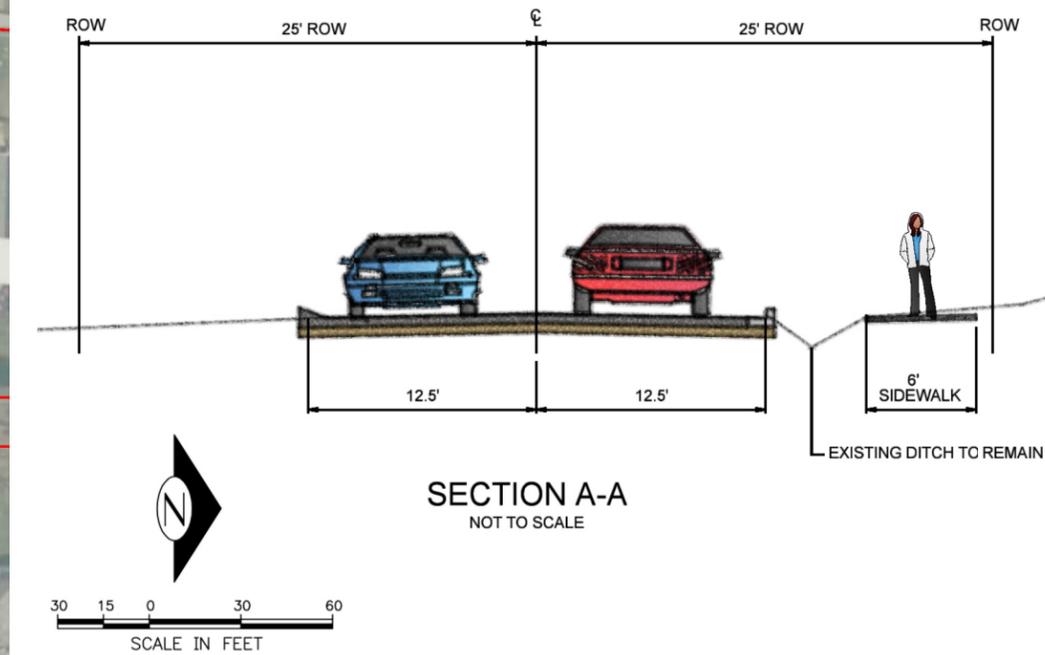
Project area is in what is commonly called the Brandon Node, an NC Zoned business district that was developed through the Neighborhood Planning process. Project area is also adjacent to the Seattle Public Schools K-5 STEM School at Boren. Efforts are ongoing to improve the business district, the STEM School and surrounding areas pedestrian mobility. These improvements to the street-grid are sought for public safety, Crime Prevention Through Environmental Design and aesthetics. The project also seeks to buffer and help mitigate impacts from a sixty-six unit supportive housing project that is currently under construction at 5444 Delridge Way SW. Northbound vehicle traffic coming off of Puget Ridge via Croft

Place SW has a history of cutting-through on the substandard street known as 23rd Ave SW to by-pass two blocks of what can be congested northbound traffic on Delridge Way SW. The 5400 block of 23rd Ave SW does not have any curbs or sidewalks or infrastructure to mitigate the impact of storm water from the street. Sloping topography to the East of 23rd Ave SW produces a lot of run-off water that migrate to the toe of the slope and then accumulates on the street edge(s) where it then migrates westward to the properties on the West side of 23rd Ave SW. Currently, the majority of storm water drains towards the west side of the streets to properties below street level causing frequent water related issues. The east side of the street is lined with houses all with impervious driveways and has no infrastructure to adequately capture this storm water. This issue also impacts the 5600 block of 23rd Ave SW, but the east hillside does not have houses.

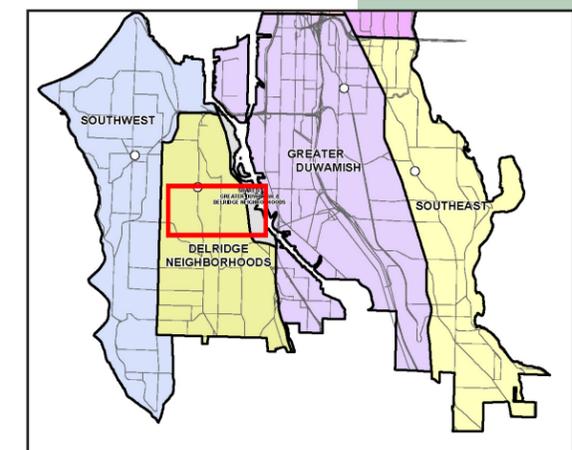
PROJECT TYPE:
Pedestrian Improvements

APPROXIMATE LENGTH:
23rd Avenue SW: 1,300 lf
S Juneau Street: 250 lf
S Findlay Street: 270 lf
SW Brandon Street: 260 lf

COST ESTIMATE:
23rd Avenue SW: \$1,475,000
S Juneau Street: \$250,000
S Findlay Street: \$540,000
SW Brandon Street: \$770,000
Total: \$3,035,000



Standing water is accumulated on the east edge of 23rd Avenue SW.



MATCHLINE, SEE NEXT SHEET



2013-27 • 23rd Ave SW Pedestrian Improvements

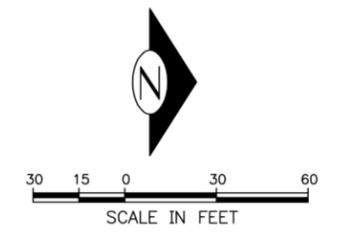
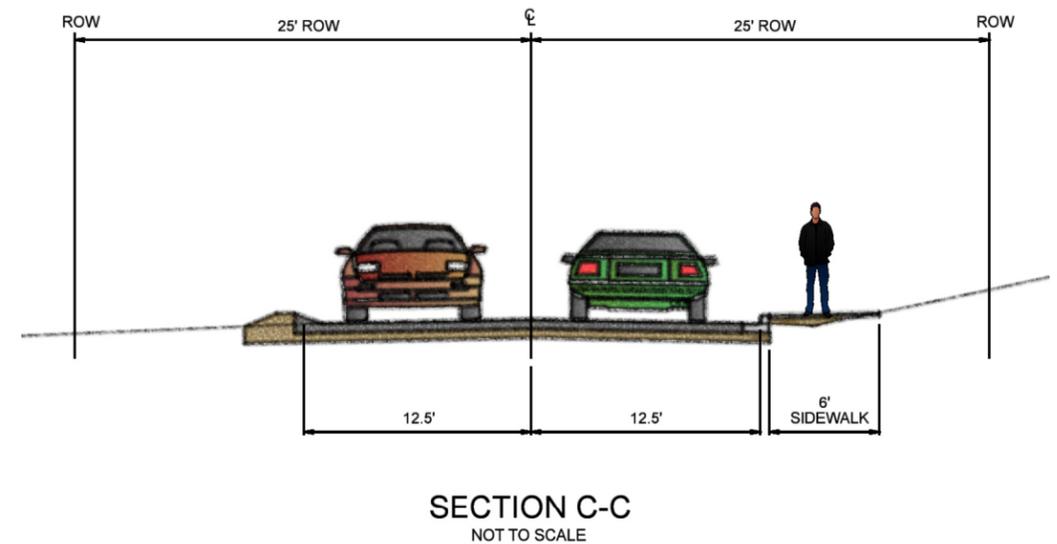
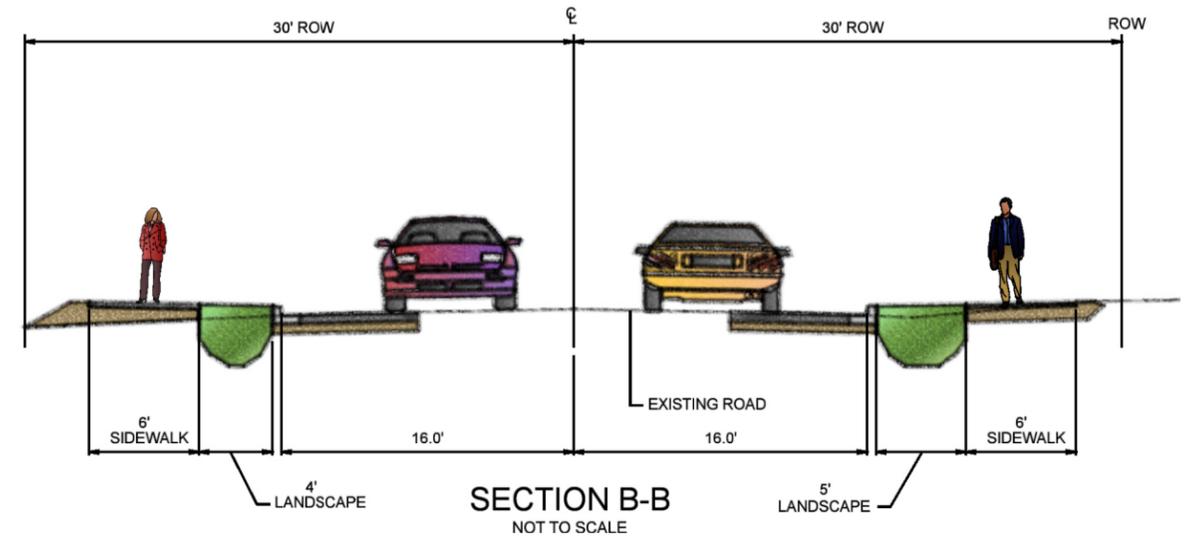
23rd Avenue SW from Brandon Street SW to Juneau Street SW, and connecting streets from 23rd Avenue SW to Delridge Way SW

Applicant Solution

To solve the existing drainage issues and bring the project area up to Complete Streets standards, we are proposing installation pedestrian enhancements, curbs and infrastructure to mitigate storm water runoff from the slope to the East and 23rd Ave SW itself. Landscaped plantings and improved lighting are requested as part of the scope of the project. The narrowness of the 23rd Ave ROW may limit planting strip/street-tree installation. In lieu of this, the installation of public art would help to increase the vitality of the project. These enhancements would help to delineate private property from the public realm and would ease some of the undesired behavior that is known to occur in this area. These behaviors include illegal dumping, loitering/drug dealing, car rancing, etc. To address the cut-through traffic issue on 23rd Ave SW it is requested that a traffic circle or choker-bulb be installed at the intersection of 23rd Ave SW and SW Juneau and or the inclusion of speed cushions along the length of 23rd Ave SW from Juneau to Findlay. The 5600 block of 23rd Ave SW does not have curbs or sidewalks (for pedestrian safety) or infrastructure to mitigate the impact of storm water from the street. Currently, the West side of the street has been developed with single family homes. The East side of this section of street has incurred less development, but has a number of remaining vacant parcels that will eventually see future development. With development of these properties very likely to occur in the coming years (as Seattle's available land decreases and housing demands increases), we are concerned that unless proactively addressed, infrastructure issues currently being experienced by residents of the 5400 block of 23rd Ave SW will be mimicked by residents 5600 block of 23rd Ave SW.

Additionally, we are requesting connecting curb sidewalks on the 23rd to Delridge east/west connections. Currently, there are not sidewalks.

Priorities are as followed: 23rd Ave SW 5400 block 23rd Ave SW 5600 block 23rd Ave to Delridge east/west connections.



Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

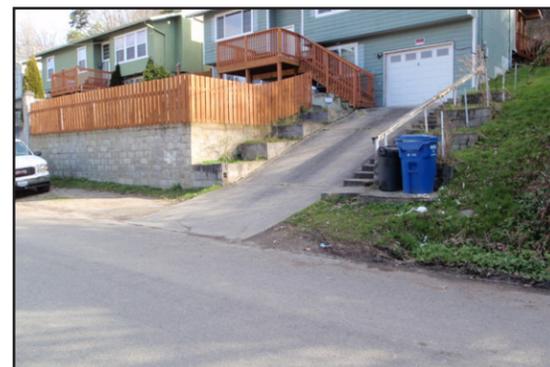
23rd Avenue SW is currently a 20-foot wide asphalt non-arterial roadway with no formal pedestrian facilities. Gravel shoulders provide on-street parking on both sides of the road where existing ditches are not present. Flooding has been reported along this roadway, where stormwater infrastructure is limited to a roadside ditch located on the east side of 23rd Avenue SW from SW Juneau Street to SW Findlay Street. Timber utility poles with luminaires are located along the west side of 23rd Avenue SW and sewer manholes were observed at the roadway centerline. A water manhole is located at the center of the intersection of 23rd Avenue SW and SW Juneau Street and two electrical manholes are located on the east side of 23rd Avenue SW near the 5619 residence.

The cross streets of S Juneau Street, S Findlay Street, and S Brandon Street between 23rd Avenue SW and Delridge Way SW are non-arterial roadways approximately 20-feet to 22-feet wide with on-street parking provided on at least on side of the street. Pedestrian facilities exist on both sides of S Juneau Street; however, no formal pedestrian facilities exist for the remaining two roadways. Utility poles are located on each of these roadways. Illumination is provided on S Juneau Street and S Brandon Street. No drainage infrastructure is located along these streets. The project is located near Boren Middle School, South Seattle Community College, and Puget Ridge Playground.

The proposed improvements would provide new curb and sidewalk along the south side of 23rd Avenue SW, while maintaining the existing drainage ditch where feasible to provide a 25-foot wide roadway. A new stormwater conveyance system is proposed with new drainage structures on both sides of the street. On-street parking will be permitted on both sides of 23rd Avenue SW. Pavement in poor condition will be replaced. For the cross-streets of S Juneau Street, S Findlay Street, and S Brandon Street, new curb, sidewalk and planting strips will be installed to provide 32-foot wide roadways. New drainage structures and stormwater conveyance systems will be installed on each of the roadways.

CONSTRUCTABILITY:

- The existing pavement is in poor condition in many places and large portions will need to be completely replaced.
- A significant stormwater detention structure and water quality facilities are anticipated due to the amount of replaced roadway. Locating these facilities will be a challenge.



A residence with an existing steep driveway located along the east side of 23rd Avenue SW.

- A complete conveyance system will need to be installed.
- Several steep driveways are located along this corridor, which could be difficult to match with the proposed improvements.

COMMUNITY ISSUES:

- Access will be limited during the construction and will need to be coordinated with residents.
- There are some encroachments on right-of-way that will need to be addressed.

BENEFITS

- This project would improve pedestrian access by providing sidewalk and curb ramps.
- This project would alleviate flooding issues.
- Traffic calming will be provided by narrowing the roadway and providing on-street parking, which will discourage cut-through traffic.

