2013-16 • Madison Street Sidewalk Repair

Madison Street between 7th Avenue and Broadway

Applicant Problem

The existing sidewalks need repair in twelve locations. Because First Hill has developed over the last century and Madison Street is a major artery leading downtown many of these sidewalks have been damaged by maturing trees causing heaving and they have been repaired by repeated application of asphalt patches. Half of the repair locations are bus stops that are suffering from wear and tear and some do not meet ADA standards.

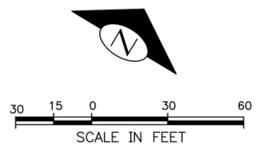
Applicant Solution

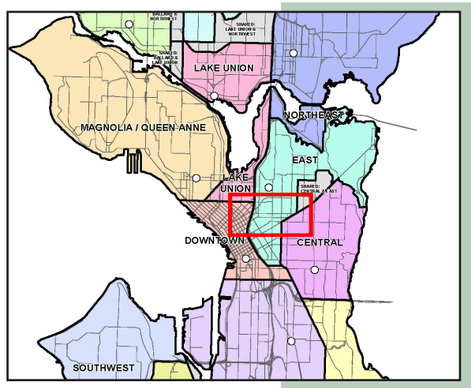
Our First Hill Community is seeking assistance from SDOT, property owners, developers and institutions to repair these twelve locations. In three cases we have been successful. One property owner at 1000 8th Avenue has completed a bus stop repair. The First Hill Streetcar Project has agreed to repair one bus stop. And our application for 2012 Neighborhood Projects Funds was selected to repair one sidewalk between 9th and Terry Avenues. We are submitting this Bridging the Gap application and we plan to apply to the 2013 Park and Street Fund for one location.

PROJECT TYPE:
Sidewalk Repair

APPROXIMATE LENGTH:
1,280 lf

COST ESTIMATE:
$275,000





2013-16 • Madison Street Sidewalk Repair

Madison Street between 7th Avenue and Broadway

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

Madison Street is a principal arterial roadway with fully developed frontages. This segment of Madison Street has high pedestrian volumes with many businesses, transit routes, and medical facilities located within the project limits. Some segments of sidewalk along this corridor are in poor condition and do not meet ADA guidelines. Existing street trees are located along this segment of Madison Street, which require removal to provide adequate walking space for pedestrians.

The project applicant has identified 12 locations for repairs. Several of these locations have or will be repaired as part of separate projects. The remaining locations have been shown as part of this NSF proposal. Repairs include sidewalk replacement, tree root pruning, tree removal, and sidewalk ramp upgrades. Depending on the overall size of this project, Green Stormwater Infrastructure (GSI) may be required to be implemented. Due to site constraints, this will likely be limited to tree preservation and new tree installation.

CONSTRUCTABILITY:

- Overhead trolley wires present a challenge for tree trimming and removal. Based on previous sidewalk repairs on this corridor, weekend and night work is expected.

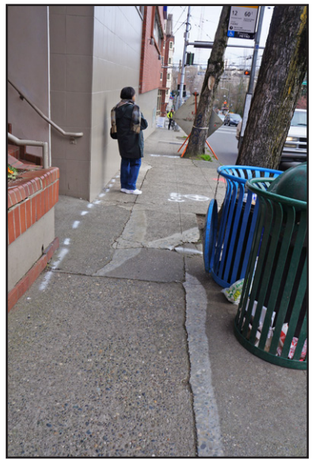
COMMUNITY ISSUES:

- Outreach to businesses will be necessary to coordinate adjacent sidewalk closures and driveway impacts.
- Metro stops may be temporarily impacted as part of sidewalk reconstruction.
- Tree removal may be a sensitive issue to adjacent property owners and neighborhood.

BENEFITS

- Increased pedestrian safety by eliminating sidewalk tripping hazards.
- Improved access by creating ADA compliant sidewalk and ramps.

Damaged sidewalk and non-compliant sidewalk ramp at the southwest corner of 8th Avenue and Madison Street.



A Metro bus stop with damaged sidewalk. Looking east on Madison Street near Broadway.

MATCHLINE, SEE PREVIOUS SHEET

2013-17 • 12th Avenue Curb Bulbs

Intersection of 12th Avenue and E Howell Street and 12th Avenue and E Olive Street

Applicant Problem

The problems at this location are well described in the enclosed 12th Avenue East Transportation Safety Report. The report was developed in 2011-2012 with a $17,000 grant through the Neighborhood Matching Fund Small and Simple Grant through the Department of Neighborhoods.

Problems and recommended solutions for two of the intersections—Howell and Olive—evaluated during the grant are described in detail in the report and can be summarized as:

1) Poor pedestrian safety - intersections are not accessible for people with disabilities, poor visibility and signage for pedestrians and cars, increasing pedestrian volumes as a result of improved transit and construction, car travel speeds increasing from Pike/Pine towards John;

2) Not conducive to vibrant street life - current sidewalk space not inviting for the active pedestrian streetlife that drives economic development and safety in the neighborhood, latent pedestrian demand;

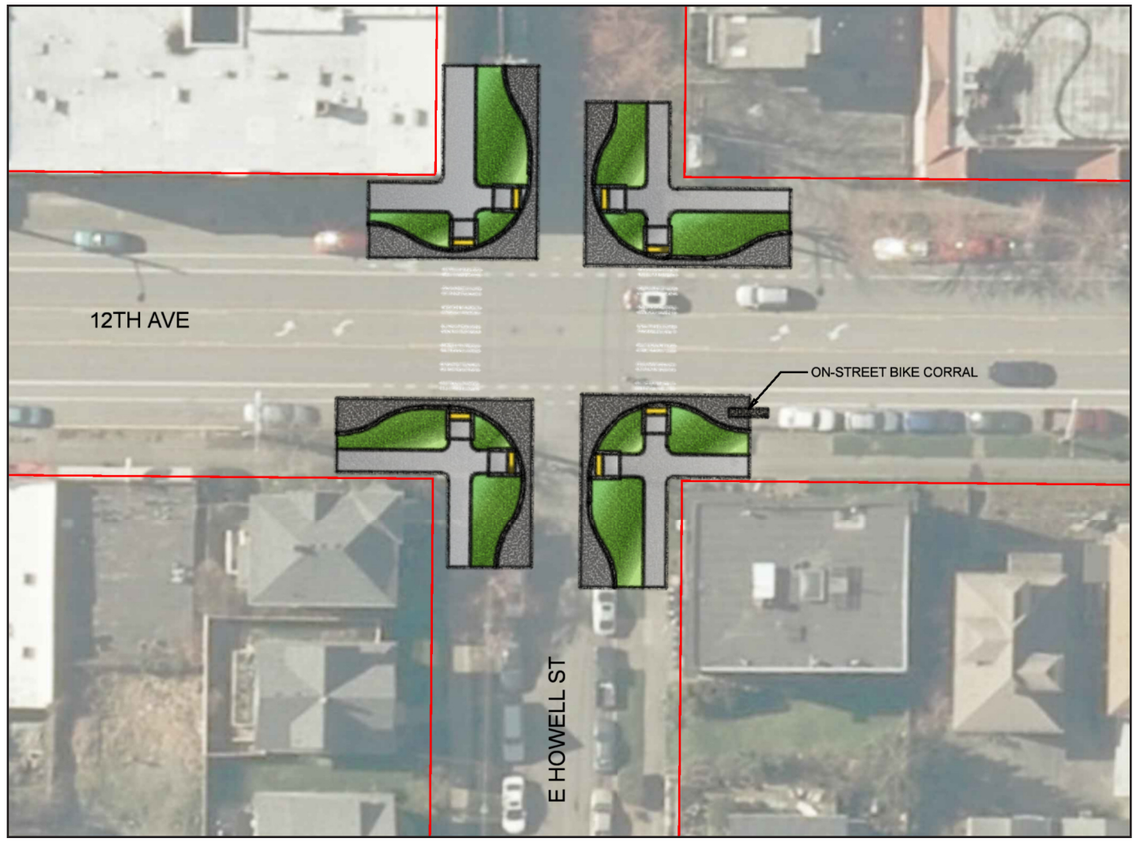
3) Lack of sense of place or connection to important nearby destinations such as Cal Anderson Park, the Capitol Hill Light Rail Station, and the Pike/Pine business district core;

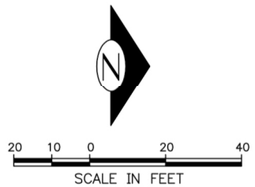
4) Pollution generated from stormwater runoff on the right of way hardscape

Applicant Solution

We propose implementing recommendations at the Howell and Olive intersections for improved safety from the 12th Avenue East Street Safety Report (see pages 18-21 for specific details related to these intersections) as well as additional lighting and way-finding improvements—including, curb bulbs that reduce crossing distance, improve the ability of pedestrians to see oncoming car traffic and be seen by that traffic. These curb bulbs would include code compliant curb cuts and ramps and green stormwater features to slow and filter stormwater before it enters the sewer system.

Improvement of these intersections will allow for wheelchairs to use the sidewalks on these blocks (rather than the street) and thus link the upcoming accessible transit hub to the already accessible Pike/Pine portion of 12th Avenue. In addition, improved lighting and way-finding signage are proposed to help visually connect 12th Avenue to Cal Anderson Park and the Capitol Hill Transit Station.

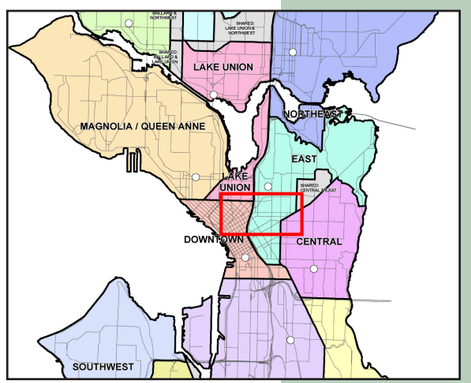


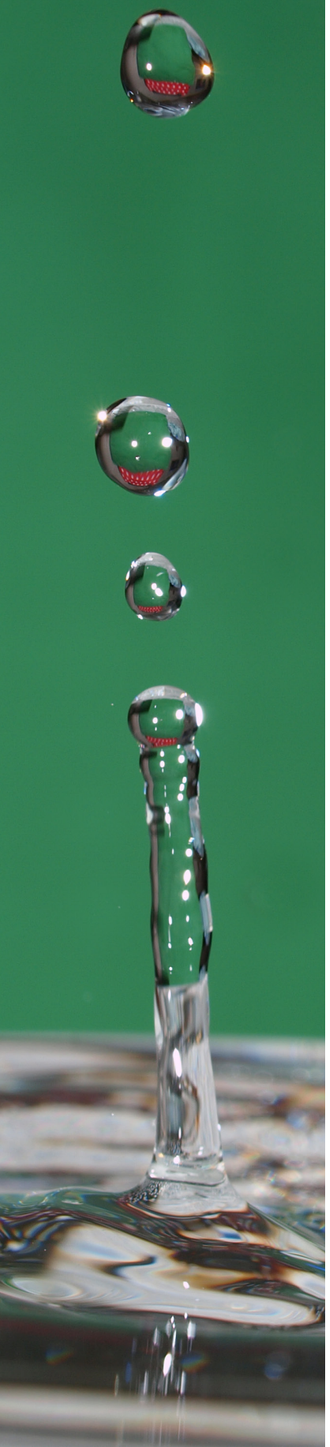


PROJECT TYPE:
Pedestrian Improvements

APPROXIMATE LENGTH:
750 lf

COST ESTIMATE:
$385,000





2013-17 • 12th Avenue Curb Bulbs

Intersection of 12th Avenue and E Howell Street and 12th Avenue and E Olive Street

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

The intersections of 12th Avenue E at E Howell Street and E Olive Street currently operate as two-way stop controlled four-way intersections. 12th Avenue is a minor arterial roadway with two thru lanes, a two-way left turn lane, bicycles lanes on both sides of the street, and on-street parking on both sides of the street. E Howell Street and E Olive Street are two lane residential streets with on-street parking provided on both sides of the street. Crosswalk markings across 12th Avenue E are installed at E Howell Street; no marked crosswalks exist at E Olive Street. Both intersections are in close proximity to Cal Anderson Park and the crossings serve as a connection to the residences and businesses east of 12th Avenue E. Utility poles with luminaires are installed on both sides of 12th Avenue and along the south sides of E Howell Street and E Olive Street. Drainage infrastructure is in place at both intersections.

The proposed improvements would construct curb bulbs at all four corners of the intersections of 12th Avenue and E Howell Street and 12th Avenue and E Olive Street to improve pedestrian visibility and decrease crosswalk lengths. The operation of the intersections would remain unchanged with the current condition. A new bike corral will be installed at the northeast corner of the intersection of 12th Avenue and E Howell Street to help organize bicycle parking at this intersection. This project will be required to implement Green Stormwater Infrastructure (GSI) to the maximum extent feasible. GSI features will likely consist of tree retention and potentially a raingarden at the new curb bulb locations.

CONSTRUCTABILITY:

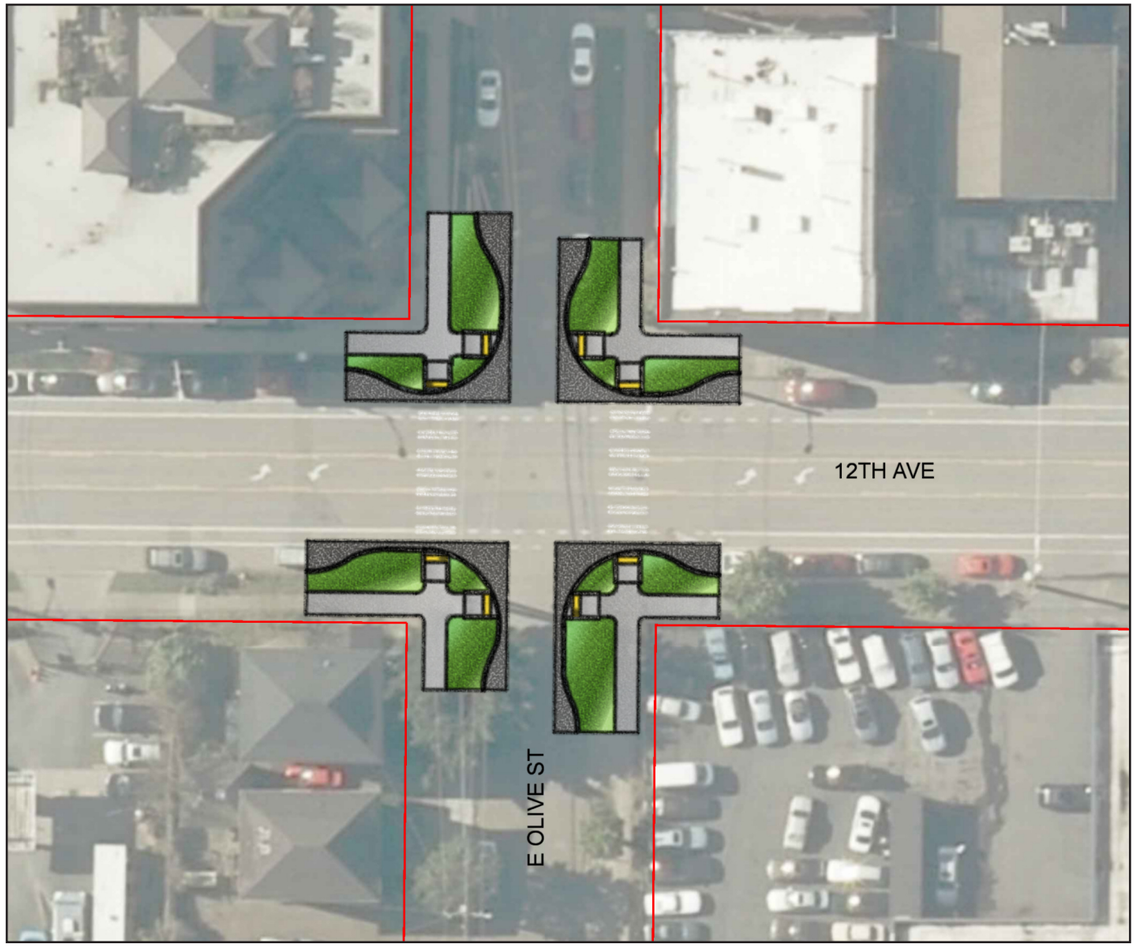
- Some minor re-grading may be necessary to ensure the new curb ramps are ADA-compliant.
- Some utility covers are located near the curb bulbs locations that may require adjustments to the curb bulb geometry.

COMMUNITY ISSUES:

- There will be a perceived loss of parking for the curb bulb installations. Parking with little or no separation to the crosswalk is commonplace at these intersections.

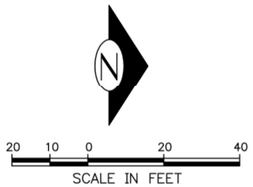
BENEFITS

- Increased safety for pedestrians with shorter crossing distances.
- This project will provide a net reduction in pollution generating impervious surface, which will be a benefit to the environment.



Existing crosswalk at 12th Avenue and E Howell Street looking east.

Existing intersection configuration looking north at 12th Avenue and E Howell Street.



2013-18 • 19th Avenue E and E Lynn Street Improvements

19th Avenue E between E Lynn Street and E Blaine Street

Applicant Problem

The arterial curve at 19th & Lynn is a dangerous intersection for pedestrians, especially those going to nearby Montlake Elementary School. An adjacent mud path between the intersection and the dead end at 19th & Blaine is a natural short cut for bikes and pedestrians but is steep, slippery and blocked by a guardrail -- causing many to divert through the nearby church parking lot.

Applicant Solution

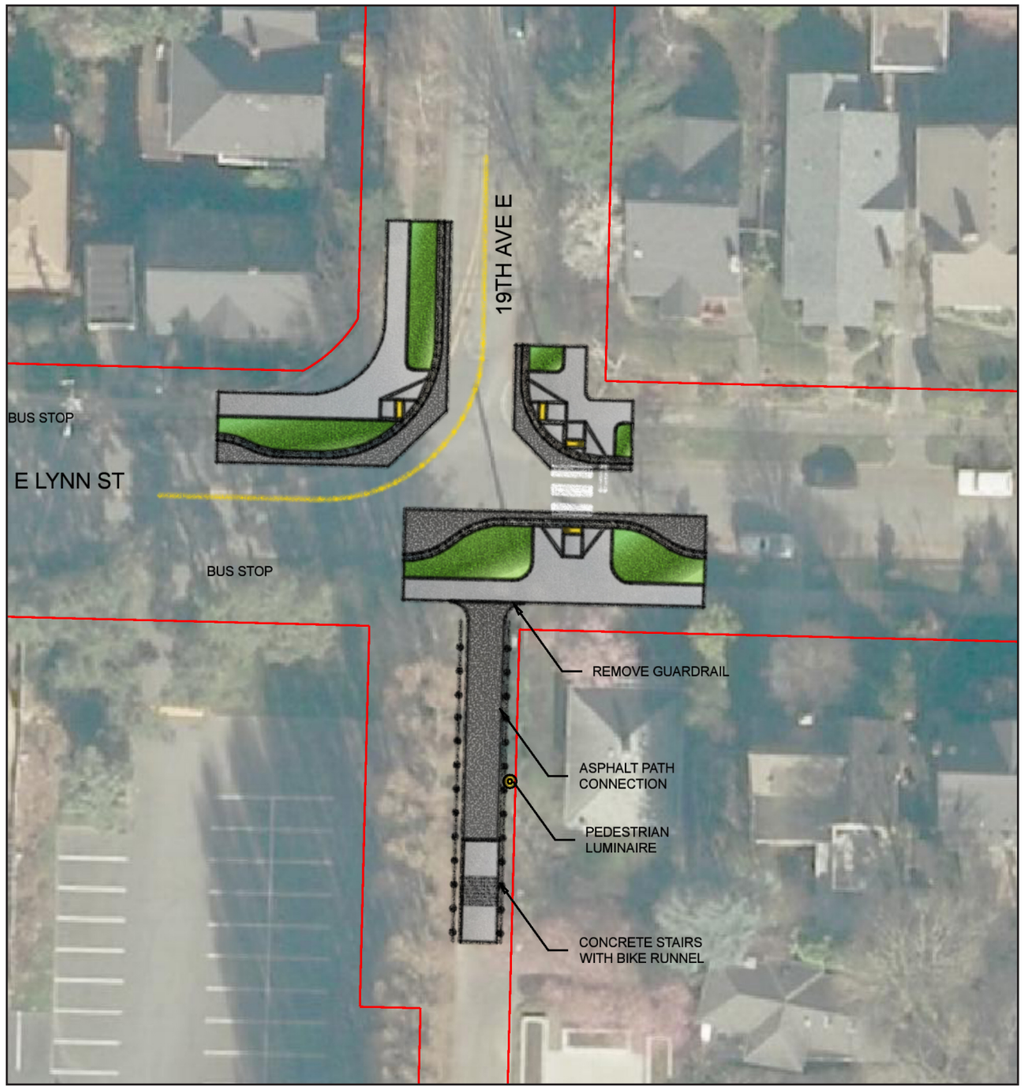
Add crosswalks at 19th & Lynn by making the intersection an all-way stop.

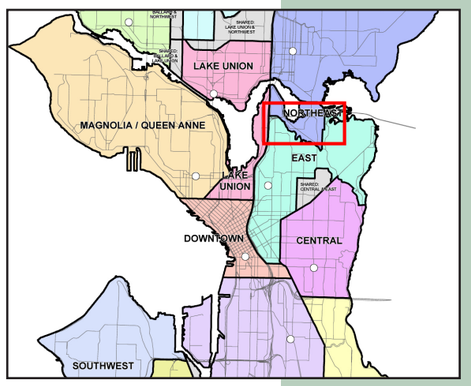
Regrade, pave and landscape the mud path to make into a usable trail.

PROJECT TYPE:
Crosswalk

APPROXIMATE LENGTH:
270 lf

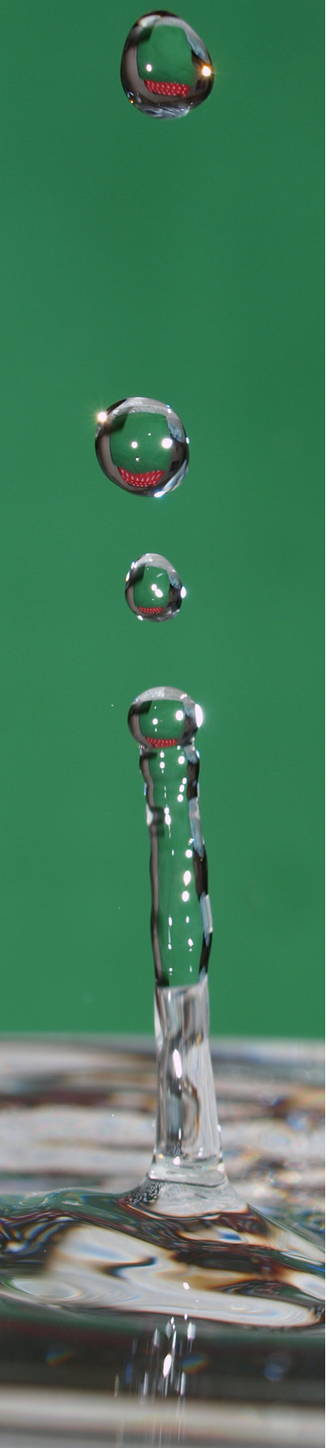
COST ESTIMATE:
$275,000





2013-18 • 19th Avenue E and E Lynn Street Improvements

19th Avenue E between E Lynn Street and E Blaine Street



Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

The intersection of 19th Avenue E and E Lynn Street currently operates as a single-direction stop controlled tee intersection. The majority of vehicular traffic turns from 19th Avenue E to E Lynn Street or vice-versa as the east leg of E Lynn Street is a residential roadway. All three legs of the intersection are two-lane, two-way streets. On-street parking is provided on both sides of E Lynn Street just beyond the intersection. No on-street parking is provided along 19th Avenue E in this vicinity. An unofficial pedestrian path is located on the south leg of the intersection behind some guardrail that connects this intersection to the dead-end 19th Avenue E to the south. Metro route 25 travels through this intersection with a bus stop located just west of the intersection. This site is located near to Montlake Elementary School and St. Demetrios Greek Orthodox Church. Exiting utility poles with luminaires are located along the north side of E Lynn Street and along the east side of 19th Avenue E. Drainage infrastructure is in place at this site.

The proposed improvements would install a new curb bulb on the south side of the intersection and construct a trail, stairs with a bike runnel, and a pedestrian luminaire to connect to the 19th Avenue E dead-end to the south of the intersection. New curb and sidewalk will be installed at the remaining corners to reduce the overall size of the intersection to minimize crosswalk lengths and to encourage lower speeds through the predominant turning movement. A crosswalk will be marked at the east leg of the intersection. Curb ramps will not be provided for the west leg of the intersection. The intersection will continue to operate as single-direction stop controlled. 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 in the new planting strips or potentially a small swale at the southern curb bulb. The use of porous concrete sidewalk may be an option on this site; however, further geotechnical analysis would need to be completed.

CONSTRUCTABILITY:

- Grading of the trail will be challenging and will require stairs and handrail.

COMMUNITY ISSUES:

- The new trail will require stairs due to existing steep grades and will not be ADA compliant. A bike runnel will be installed for cyclists to push their bikes up the stairs.

BENEFITS

- Increased safety for pedestrians with shorter crossing distance.
- This project will provide a net reduction in pollution generating impervious surface, which will be a benefit to the environment.
- Provides direct pedestrian connection to E Blaine Street.

Existing dirt path between E Blaine Street and E Lynn Street.

Existing intersection configuration at 19th Avenue E and E Lynn Street.