

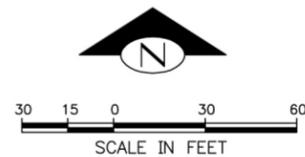
## Applicant Problem

Seattle level problems: Gap in West Duwamish Trail to connect to the King County Green River Trail Abrupt end of North/South Trails from the north boundary of Seattle to the south boundary of Seattle at the south end of the City.

Neighborhood Level problem: No connection between seven green-space public access sites along the Duwamish River in the South Park neighborhood. The west side of 8th Ave. S. in the block between S. Portland St. and S. Chicago St. is missing half the sidewalk with three poles in the middle of the sidewalk right-of-way. The east side of this block has heavy semi-truck traffic in and out of Independent Metals, making that side unsafe for walkers. Yet this is the block that accesses the public access park on the bank of the Duwamish River.

## Applicant Solution

This proposal has been selected by the South Park Transportation Committee for submission with the support of bikers from around the City familiar with bicycle access, and lacks thereof, in the south end of Seattle. Although this proposal is submitted by the South Park neighborhood via the Greater Duwamish District Council, implementation of the proposed project will benefit bikers, hikers and pedestrians throughout the City of Seattle.



The scope of projects can (and often does) fluctuate during SDOT analysis to take into account the fiscal realities of getting the work done. The staff working on the analyses stays in touch with applicants regarding the package that is sent back to the District Councils for ranking. It is probably rare that the originally intended scope is increased, rather than decreased, so we have laid out the optimum plan in this proposal. It would certainly be possible for this plan to be trimmed back if necessary and still address some of the problems identified.

The submitted South Park Map (NSF trail proposal southpark-map\_20121214.pdf) shows the three-block scope of this proposal connecting to a major project that is already scheduled for completion in 2013 through 2014. The two blocks on 8th Ave. S. will extend the West Duwamish Trail closer to the south boundary of Seattle and to the King County Green River Trail The next few paragraphs describe the Portland St. Trail project that connects to the project in this proposal.

There is \$2M for the West Duwamish Trail designated from Parks levy monies. The plan is to get from W Marginal Way to 8th Ave S. at the existing pocket park on the Duwamish River. See the photo of the access park provided (Port of Seattle Public Access Park – view to NNW). The beginning of this trail segment connects to the Trail that comes across the 1st Ave. S. Bridge to the intersection where this W. Duwamish Trail segment starts. See the photo of the soon-to-be trail on the soon-to-be paved S. Portland Street looking west from the start of this proposal's beginning at the intersection of 8th Ave. S. and S. Portland St (S. Portland St. looking west – site of West Duwamish Trail to be completed in

### PROJECT TYPE:

Trail

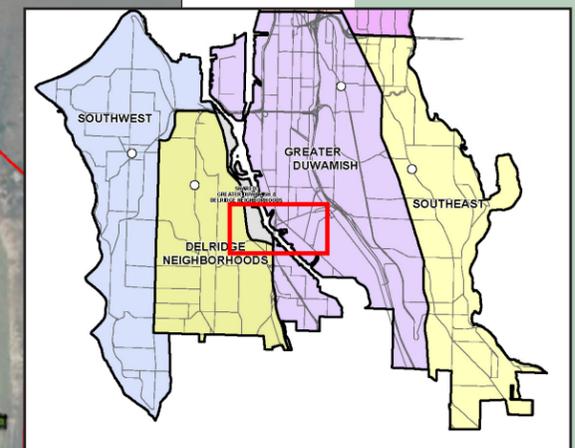
### APPROXIMATE LENGTH:

1,300 lf

### COST ESTIMATE:

S Portland Street to S Kenyon Street:  
\$575,000

8th Avenue S to Duwamish Waterway Park:  
\$425,000





# 2013-31 • West Duwamish Trail Extension

## 80<sup>th</sup> Avenue S from S Portland Street to S Kenyon Street. S Kenyon Street from 8<sup>th</sup> Avenue S to Duwamish Waterway Park

2013&2014). The original intention was to put the trail on S. Holden St. but there is significant truck traffic on that street. SDOT will instead use Portland St. WashDOT owns land that they have agreed can be used to connect from Holden and the highway intersection (near 2nd), to Portland and thence to 8th Ave S.

Issue: There is only asphalt between 5th and 7th and the rest of Portland Street is unpaved. Also, there is no drainage infrastructure on Portland. Good news: SPU is going to put in drainage on Portland St. and SDOT will use the bond monies to install the new Trail. Plus, SDOT has found additional money that will pave the three blocks of S. Portland St. where the trail is built. Time frame is trail finished in 2013, street paving and drainage both in 2014/15. The trail, which will be a mixed-use path, will be 10 feet wide, with 5 feet of space from buildings on the south side of the street. Lighting will be installed at 20 feet height – lower than street lights (40 feet) and higher than pedestrian lights (12 feet). There will be another 5-foot landscaped area between the trail and the driving lanes. The lanes will be about 22 feet wide. The remaining space between the driving lanes and buildings on the north side (about 15-18 feet) will remain as is.

This proposal will extend the Duwamish Trail two blocks further south and another block east from the project described above. (See the photo of East side of 8th Ave. S. showing truck entrance in&out of Independent Metals). These three blocks will connect the public access park on the riverbank to the Duwamish Waterway Park. See the photo looking west from near the Duwamish Waterway Park intersection at 10th Ave. S. and S. Kenyon St towards the intersection at 8th Ave. S. and S. Kenyon St. (Looking west on S. Kenyon St. between Duwamish Waterway Park - behind camera - toward 8th Ave. S.). Refer to the South Park map for this proposal's street improvements. This project will obviously increase public safety by having the driving lanes and the trail separately delineated, preferably with a landscaped area between the two as on S. Portland St.

The proposal also will install missing sidewalk and remove poles from the existing sidewalk in the one block southward from S. Portland St. to S. Chicago St. on the west side. Pedestrian safety will be significantly improved for those walking to the pocket park at 8th. See the photo Looking south along the west side of 8th Ave. S. showing missing sidewalk and additional poles to be removed. The length of the north-south block along 8th on the west side is 200 feet and the Right-of-Way is 60 feet. length of the north-south block along 8th on the west side is 200 feet and the Right-of-Way is 60 feet. be about 225 feet. See the photo showing West side of 8th Ave. S. looking NNW near intersection at S. Portland St. and 8th Ave. S. – half block with sidewalk overgrown with blackberries and with pole in center of sidewalk.

The total length of trail between Portland and Kenyon would be about 500 feet and the curb length would be about 450 feet. See the photo of the west side of 8th Ave. S. looking south in block between S. Chicago St. and S. Kenyon St. The Trail would be on the west side of 8th Ave. S. Although we would like the sidewalk on the north side of Kenyon St. completed as well, this would probably make the cost prohibitive. We are asking that signage be installed for both directions on this block to and from the Duwamish Waterway Park.

The proposed new trail segment will provide modest environmental benefits. Blackberry vines, an invasive non-native plant, need to be eradicated along the proposed trail route. Encouraging walking and biking in lieu of driving vehicles diminishes the emissions of vehicular exhaust into the Duwamish Valley air shed. The new trail will provide modest economic benefits by encouraging more visitors to South Park from other parts of Seattle. This may increase the patronage of the South Park retail merchants' businesses, especially on 14th Ave. S., which is just three blocks from the Duwamish Waterway Park.

This proposed project to extend the West Duwamish Trail is an obvious improvement to the character of the South Park neighborhood. The South Park neighborhood is a traditionally under-served neighborhood with the lowest average incomes, highest percentage racial diversity, and highest percentage of children under the age of 18 (86% of Concord International Elementary School enrollees receive subsidized meals). This project will spruce up a critical portion of the neighborhood connecting two small parks, the one being the Port of Seattle 8th Ave S. Public Access Park on the banks of the river and the other the Duwamish Waterway Park. As a note, the Duwamish Waterway Park, small as it is, is the largest park in the South Park neighborhood.

This proposed project will help establish a better “Sense of Place” for the South Park neighborhood. South Park has developed an ambitious plan, in concert with Seattle Parks Foundation, ECOSS and others, to construct a trail that connects in a zigzag fashion a string of seven green spaces along the southwest banks of the Duwamish River. The three blocks selected for this project are part of that larger plan. See the submitted South Park Map that shows these three blocks connected to the rest of the zigzag course. Below are descriptions of those other sites and the sources of funding committed or pending to complete these green spaces. This proposal will begin the connecting trail between them. Refer again to the South Park map. The 8th Ave S. Public Access Park to the Duwamish River is being enlarged via \$36k of Parks Bond moneys to add the Riverside Drive street end and connecting the two with a continuous path running the length of both. (See the “crooked” end of S. Holden St. on the South Park Map). This plan has been completed with South Park public input and is a joint effort of Seattle Parks and Recreation, Seattle Department of Transportation and the Port of Seattle (who will install \$200k of habitat restoration along the site's banks). See the photo Connecting path from Port of Seattle 8th Ave. S. public access park to Riverside Dr. public access park.

The “Elmgrove Parklet” is a small piece of property under contract for purchase by Seattle Public Utilities. It replaces public access to the Duwamish River at 7th Ave. S. SPU will soon build a stormwater treatment and pump station at 7th Ave. S., which will be another pleasant stop along the river. This fall, construction has started with a \$25k King County grant to put rain gardens on the four corners of the intersection at 12th Ave. S. and S. Southern St. In 2013, a \$60k Rose Foundation grant will install a green-street block from the intersection at S. Rose St. and 12th Ave. S. to the street end at the river. An Opportunity Fund proposal to use Park Bond money has been submitted to purchase property at the south end of the South Park Bridge that is under construction, with completion in early 2014. The property will become a Park/Plaza for events at the end of the 14th Ave. S. retail section of South Park.

Finally, the T-117 site is a “hot spot” of PCB pollution on the banks of the river. The Port of Seattle is eminently to begin \$18M of work in 2013 to clean this site. Following on the heels of the clean-up, a separate project to use 700 feet of this property and property further south will be constructed to do habitat restoration. A small piece of the north side of the T-117 site is intended for public access to the river and view of the new fish habitat.



## Seattle Department of Transportation (SDOT) Review

### PROJECT DESCRIPTION:

8th Avenue S between S Portland Street and S Kenyon Street is a 45-foot wide concrete roadway with on-street parking provided on both sides of the street. Due to the industrial land use in this area, there are high truck volumes on this street. The concrete pavement is generally in poor condition with severe cracking. Pedestrian facilities consist of sidewalk on both sides of the road; however there are several missing segments on the west side. Utility poles with luminaires are located on the west side of 8th Avenue S behind the existing curb. Sewer manholes were observed in several locations along this street and drainage infrastructure was observed at the intersections of S Portland Street and S Kenyon Street. The recently constructed W Duwamish Trail terminates at the intersection of S Portland Street and 8th Avenue S.

S Kenyon Street between 8th Avenue S and 10th Avenue S is a 25-foot wide concrete roadway with on-street parking provided on the south side of the street. This roadway serves both residential and industrial properties. Sidewalks are in place on both the north and south side of the street. A wide landscape strip with trees is located along the south side of the road. Utility poles with luminaires are located on the north side of S Kenyon Street and sewer manholes were observed along the roadway centerline. Drainage infrastructure was also observed along this roadway.

The proposed improvements would narrow 8th Avenue S between S Portland Street and S Kenyon Street to install a new curb and 10-foot wide concrete sidewalk/trail on the west side of 8th Avenue S to extend the W Duwamish Trail project scheduled for summer 2014 construction.

Upgraded ramps and drainage improvements are proposed at all of the intersections. On S Kenyon Street, new curb and 10-foot wide sidewalk/trail is proposed to replace the existing 5-foot wide sidewalk. Existing trees located in the planting strip may be impacted to install the wider sidewalk/trail. The improvements would terminate at the Duwamish Waterway Park. This project will be required to provide Green Stormwater Infrastructure (GSI) to the maximum amount feasible. Due to limited right-of-way, this will likely be limited to tree retention and new tree installation.

### CONSTRUCTABILITY:

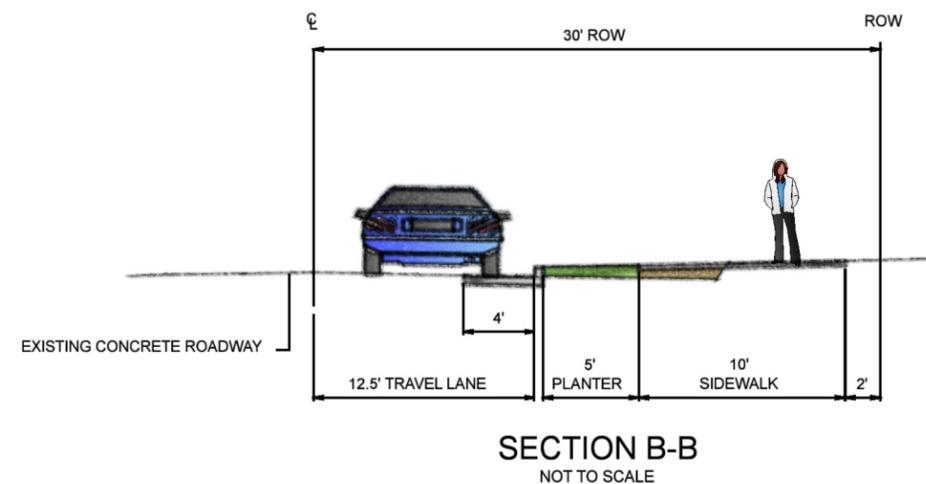
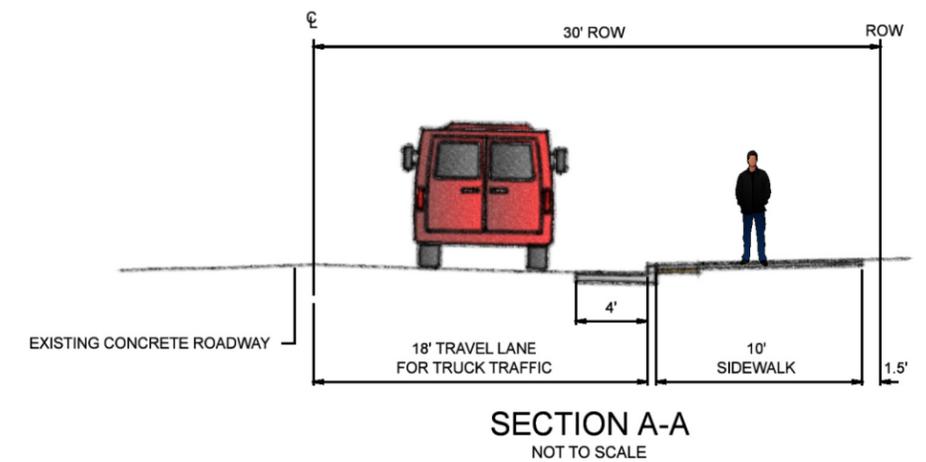
- Existing pavement condition may present a challenge when installing new curb. Some additional pavement replacement may be necessary.
- The existing utility poles on the west side of 8th Avenue S may need to be relocated to provide an unobstructed 10-foot wide path.

### COMMUNITY ISSUES:

- Some parking may be removed along 8th Avenue S in order to provide a wider sidewalk/trail.
- High truck volumes may present a traffic control challenge during construction.

### BENEFITS

- This project would provide a connection between the Duwamish Waterway Park and the W Duwamish Trail as outlined in the Bike Master Plan.



Missing segments of sidewalk on the west side of 8th Avenue S.



Existing sidewalk on the south side of S Kenyon Street proposed to be widened for shared bicycle and pedestrian use.

### Applicant Problem

Carleton Avenue South runs along the heart of Georgetown's residential section. Carleton Avenue is an especially wide residential street but the parking strips are quite narrow. Increasing the width of the parking strip is cost prohibitive due to drainage costs. Narrowing the span of the street would calm traffic that uses this wide street as a thoroughfare.

### Applicant Solution

Wanting to make the avenue more intimate and wanting to increase the greenery, the idea of a median was suggested. Knowing that widening planting strips would be incredibly expensive due to drainage costs, a media could provide many of the desire effects - traffic calming, more pedestrian friendly environment, greenery and an increased urban canopy.

PROJECT TYPE:

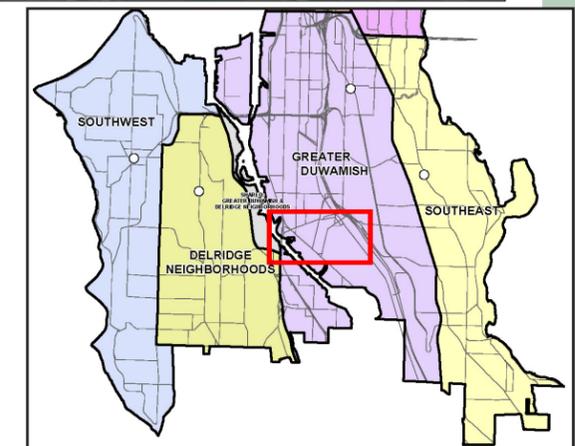
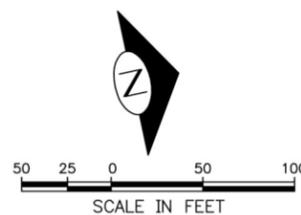
Median

APPROXIMATE LENGTH:

2,600 lf

COST ESTIMATE:

\$1,130,000



### Seattle Department of Transportation (SDOT) Review

#### PROJECT DESCRIPTION:

Carleton Avenue S between S Bailey Street and E Marginal Way is currently configured as a two-way, two-lane roadway with on-street parking provided on both sides of the street. Oxbow Park is located along the project limits. This segment of Carleton Avenue S is classified as a local street and has an existing curb to curb width of 42-feet with 60-feet of right-of-way available. The pavement was observed to be in very poor condition along this corridor with the asphalt above the concrete panels severely cracked and deteriorating. The corridor is illuminated with roadway luminaires located on the east side of the road. Existing piped drainage infrastructure exists along the length of the project site.

The pedestrian facilities on this site consist of six-foot wide sidewalks on both sides of Carleton Avenue S with two-foot wide landscape strips in most areas. Some segments of the existing sidewalk were observed to be in poor condition due to damage from tree roots and settling. Several areas of the sidewalk have been shimmed with cold mix asphalt. This corridor is currently a Metro bus route serving route #65.

The proposed improvements address the community's desire for traffic calming along this corridor by installing a six-foot wide landscaped median to reduce the overall roadway width. The proposed roadway will provide 11-foot wide northbound and southbound thru lanes and seven-foot wide parking on the north and south sides of the street. The median plantings will likely be limited to shrubs and groundcover due to the combined sewer trunk line that is located along the roadway centerline. The proposed improvements will provide the environmental benefit of reducing pollution-generating impervious surface, which will reduce the amount of stormwater runoff leaving the project site. Breaks in the median islands will be provided as necessary for alley access or other needs.

#### CONSTRUCTABILITY:

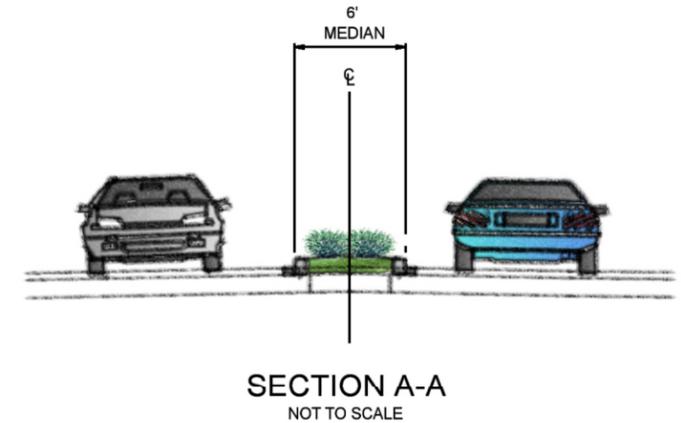
- Removal of concrete pavement below new medians will be necessary to provide drainage for the new median landscaping.
- The existing combined sewer line is located under the proposed landscaping and will likely preclude the installation of any street trees in the median.
- The poor condition of the existing asphalt above the concrete panels may require additional asphalt removal and replacement.
- Overhead wires cross Carleton Avenue S at several locations that may limit new tree installation.

#### COMMUNITY ISSUES:

- Existing on-street parking and Metro bus routes will be impacted temporarily during construction of this project.
- An agreement will be needed with the community for landscaping maintenance.
- Coordination with Seattle Fire will be necessary to ensure access to fire hydrants is maintained.

#### BENEFITS

- Reduces traffic speeds on the residential street by narrowing the travel lanes.
- Improves bicycle safety by reducing vehicle speeds.
- Environmental benefits by replacing pollution generating roadway area with landscaping.



Looking south at S. Warsaw Street



Pavement in poor condition on Carleton Avenue S.



# 2013-33 • Georgetown Festival Street

## 12<sup>th</sup> Avenue S between S Bailey Street and S Vale Street

### Applicant Problem

This intersection and area serves as the unofficial hub of Georgetown's Business District. There are many events that occur here, including Artopia, Georgetown Carnival, Georgetown Musicfest and Honkfest. There are a few problems with this intersection: there is a wide span for pedestrians to cross and there lanes are unmarked and undefined which can lead to confusion for all modes of transportation. There are blind spots so possible conflicts between users can occur. It is not as pedestrian and bike friendly as it could be.

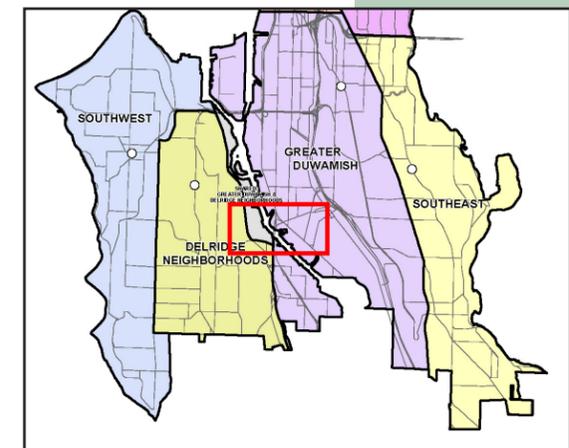
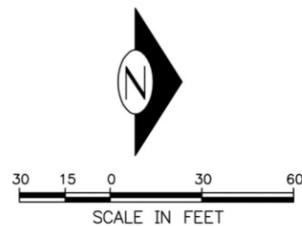
### Applicant Solution

Our goal is to integrate traffic calming and create a more bicycle and pedestrian-friendly space that can be closed easily for neighborhood festivals throughout the year. Possible elements as budget and space allow include: mill and overlay 12th Ave S / S Vale Street from Airport Way S to S Bailey Street with decorative red brick-stamped asphalt; repair and widen the sidewalks; add pedestrian-scale lighting, install an on-street bike corral, add tree pits and street trees.

**PROJECT TYPE:**  
Pedestrian Improvements

**APPROXIMATE LENGTH:**  
520 lf

**COST ESTIMATE:**  
\$1,320,000



### Seattle Department of Transportation (SDOT) Review

#### PROJECT DESCRIPTION:

12th Avenue S between S Bailey Street and S Vale Street is a 42-foot wide roadway with on-street parking provided on both sides of the street. The existing pavement is asphalt overlaid on bricks and is in poor condition. Existing pedestrian facilities on the site consist of sidewalks on both sides of 12th Avenue S. Some settling issues are present for the sidewalk on the south side of 12th Avenue S. Existing utility poles with luminaires are located behind the existing curb on the west side of 12th Avenue S and existing drainage infrastructure was observed. This location hosts many community events.

The proposed improvements would remove the existing asphalt pavement and install new asphalt stamped with a brick pattern. Additionally, the roadway would be narrowed at S Vale Street to provide widened sidewalks and landscaping where feasible. Portions of damaged sidewalk will be replaced where settling is a problem. Pedestrian scale lighting could be installed on existing utility poles or in areas where sidewalk is being reconstructed. The new curb installation will require some drainage modifications anticipated to be new inlet installations. This project will be required to implement Green Stormwater Infrastructure (GSI) to the maximum extent 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.

#### CONSTRUCTABILITY:

- Brick pavement under the existing asphalt may be in poor condition and could require full depth pavement in some areas.

#### COMMUNITY ISSUES:

- Outreach to businesses will be necessary to coordinate adjacent sidewalk closures and repaving work.
- Parking spaces will be removed in order to narrow the roadway at the intersection of 12th Avenue S and S Vale Street.

#### BENEFITS

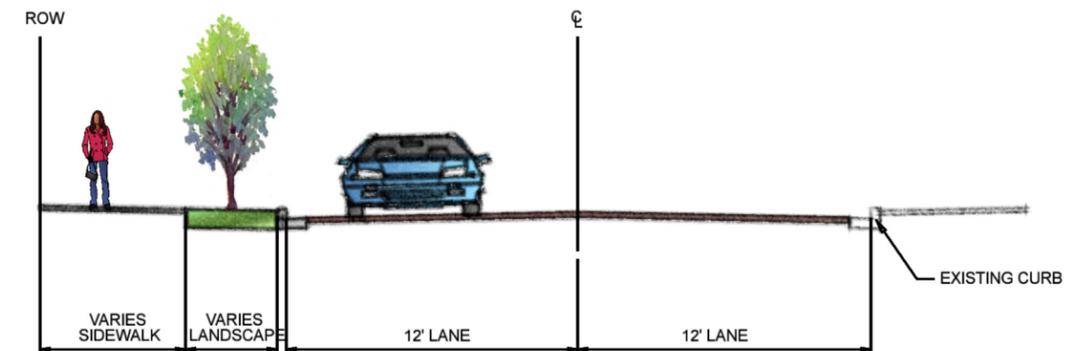
- Pedestrian safety and visibility will be improved as a result of a narrowed roadway at 12th Avenue S and S Vale Street.
- The stamped asphalt treatment will provide aesthetic benefits especially for special events where the road may be closed.



Sidewalk settlement on the south side of 12th Avenue S near S Vale Street.



Damaged sidewalk and missing curb ramps on the north side of 12th Avenue S



SECTION A-A  
NOT TO SCALE