

### Applicant Problem

A gap in the existing sidewalk needs to be addressed. The residents of the neighborhood including several hundred residents of the low-income housing in Magnuson Park are frequent walkers on the shoulder of Sand Point Way NE in order to access the park and the mini market.

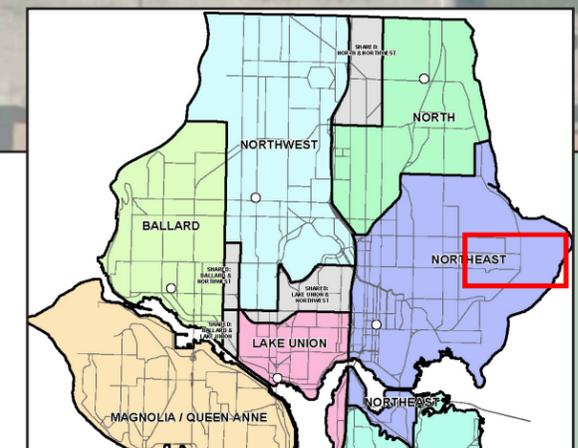
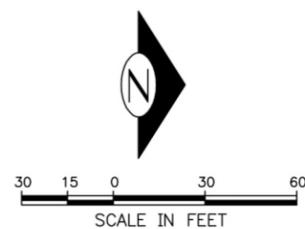
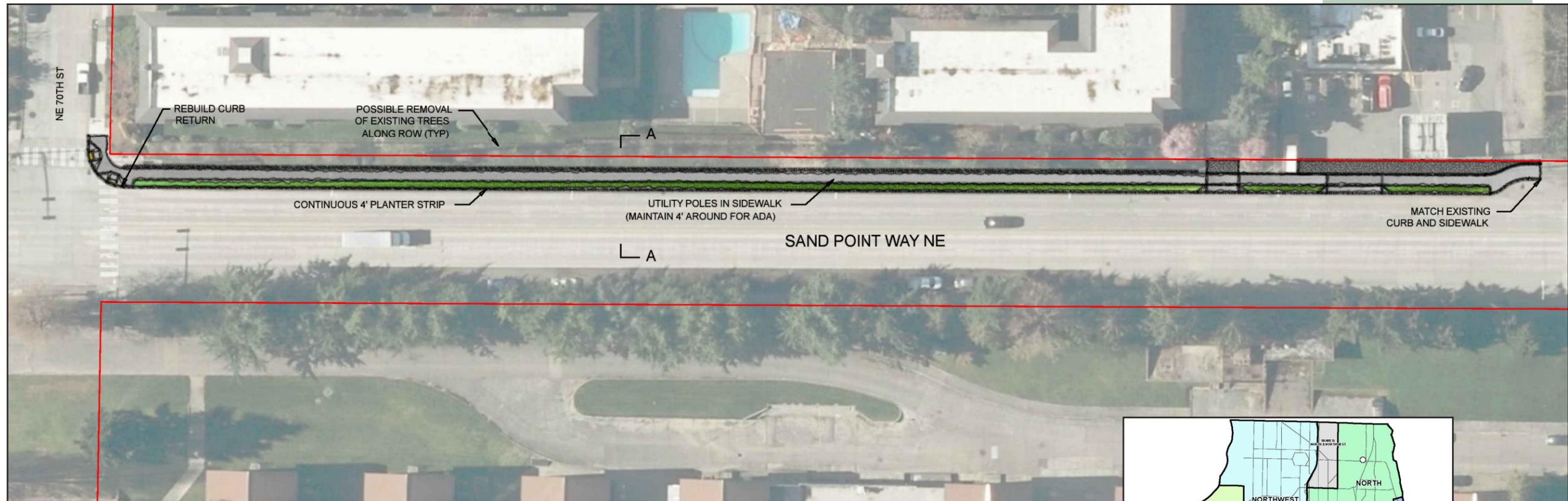
### Applicant Solution

SDOT has reviewed this project during the NSF/CRF process this year and submitted solutions and comments.

**PROJECT TYPE:**  
Sidewalk

**APPROXIMATE LENGTH:**  
760 lf

**COST ESTIMATE:**  
\$940,000



### Seattle Department of Transportation (SDOT) Review

#### PROJECT DESCRIPTION:

Sand Point Way NE between NE 70th Street and NE 74th Street is an arterial roadway consisting of two existing northbound and two existing southbound thru lanes with sidewalk located on the east side of the roadway. An existing drainage ditch is located directly adjacent to the travel lanes on the west side of the road that conveys stormwater runoff from Sand Point Way NE to a piped conveyance system project limits. Total right-of-way width for this segment of Sand Point Way is 80-feet; however, the apartment building that is adjacent to the roadway to the west is situated several feet higher than Sand Point Way. Existing utility poles are located at the back of the drainage ditch carrying power, communications and roadway luminaires. Additionally, Metro utilizes this corridor for several routes; however, no bus stops are located within the project limits.

This project is bordered by Warren G. Magnuson Park and this segment serves as a connection from the neighborhood residents to the park and other businesses located along Sand Point Way NE. The proposed project would maintain the existing travel lanes and install a new curb, 4-foot wide landscape strip, and 6-foot wide concrete sidewalk along the north side of the street tying into existing sidewalk at the north and south project limits. A retaining wall would be installed behind the sidewalk to match the existing grades. The improvements require the existing ditch be filled and replaced with a piped conveyance system located under the proposed sidewalk. This project will be required to utilize Green Stormwater Infrastructure (GSI) to the maximum amount feasible. Possibilities for implementing GSI are limited due to site constraints and roadway classification, but could consist of tree retention and new tree installation.

#### CONSTRUCTABILITY:

- Adjacent apartment property is situated higher than the elevation of Sand Point Way requiring the installation of a substantial retaining wall.
- The proposed drainage system will need to be located under the proposed sidewalk to avoid costly concrete panel replacement for the length of the project.

#### COMMUNITY ISSUES:

- No on-street parking will be provided along the new improvements on the west side of the road.
- The existing trees located along the right-of-way may be impacted during the wall construction.

#### BENEFITS

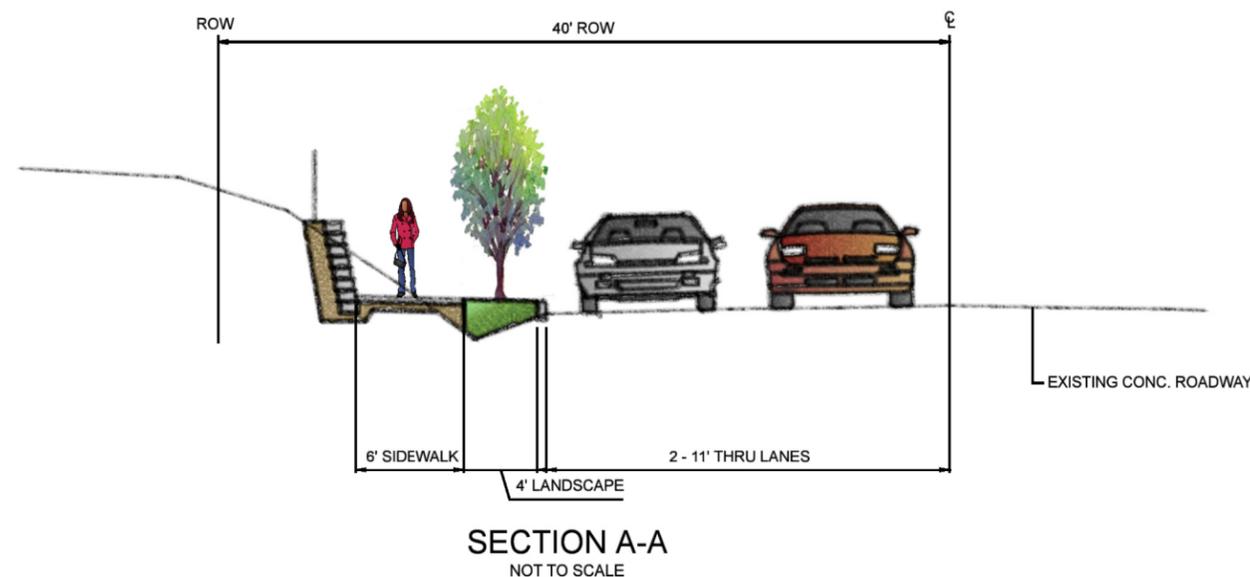
- Improved pedestrian safety and access to Metro transit stops.
- Improves connectivity to businesses and Magnuson Park.



Existing shoulder of Sand Point Way NE looking north.



Existing ditch and utility poles located in the shoulder. Looking north along Sand Point Way NE.



## Applicant Problem

Children are forced into the street due to cars parking on the side of the road. The streets in question are a designated walk to school route for Wedgewood Elementary, but have no sidewalks. They have become the primary east/west vehicular route between 25th Ave NE and 35th Ave NE north of NE 95th Street and NE 75th Street, but there are no sidewalks save on part of one side of NE 85th St, east of 30th Ave NE.

A speed study conducted on NE 83rd street, which is attached to this application, shows that 57% of vehicles speed on that street. Moreover, vehicular travel is dramatically increased at certain times of the day due to parents picking up and dropping off students at Wedgewood Elementary School.

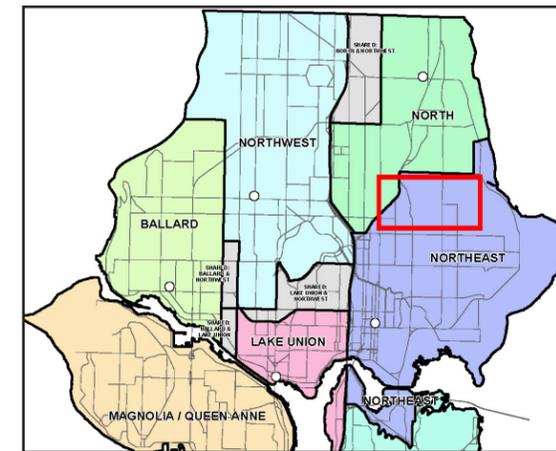
Because there are no sidewalks or curbs, children are forced into the street due to cars parking on the side of the road, and often in front of the crosswalk across NE 85th St, blocking access to the crosswalk. Walking to Wedgewood Elementary is simply unsafe.

## Applicant Solution

This project was the recipient of Neighborhood Street Fund dollars in 2011, which went towards the design and engineering of the project. Although not complete, plans already exist for this project, and are submitted with this application. In short, they include a sidewalk system connecting NE 83rd Street at Ravenna Ave NE with 85th Ave NE at NE 30th Street. In addition, the crosswalks nearest Wedgewood Elementary will be improved, bolstering the safety of children approaching school

from the east. Our hope is that the new sidewalks will not only provide a safe route for the pedestrians, but will also calm traffic by narrowing the roadways. In addition, the sidewalk system proposed will connect directly to the sidewalk just constructed on Ravenna Avenue NE, a project which was funded through the Neighborhood Street Fund. We have been pursuing alternative funds for the project and were recently pleased to find out that the portion of the project on NE 85th St and 28th Ave NE has been recommended for federal funding under WSDOT's Safe Routes to School program. Although not final, we should know about the security of the funding this spring. The report is available at

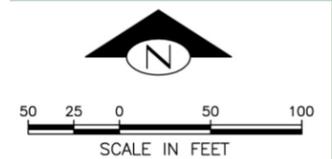
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**PROJECT TYPE:**  
Sidewalk

**APPROXIMATE LENGTH:**  
1775 lf

**COST ESTIMATE:**  
\$1,130,000



## Seattle Department of Transportation (SDOT) Review

### PROJECT DESCRIPTION:

The Wedgewood PTA initiated the Wedgewood Elementary Children and Neighbors (WE CAN) project to address school safety directly in front of the school. This project aims to calm traffic and provide separated pedestrian facilities along some of the walking routes to school. In addition to physical improvements, the WE CAN Safety Project would involve a redesign of traffic procedures for drop-off and pick-up at Wedgewood Elementary, as well as community outreach and education regarding pedestrian and traffic safety. The project has already received partial funding through two city sources. A campaign to get more kids walking and biking was initiated with help from a grant by the Seattle Department of Neighborhoods in 2011. In 2012, the Seattle Department of Transportation granted funding for design of new sidewalks on Northeast 85th Street, 28th Avenue Northeast and Northeast 83rd Street. Design is expected to be completed in early 2014. The source of construction funding for these sidewalks is to be determined. The estimated cost to construct the entire project is more than \$1 million. Construction could be phased with phase 1 to include Northeast 85th Street and 28th Avenue Northeast – the streets closest to the school. SDOT is anticipating receiving a Safe-Routes-to-Schools grant to fund phase 1 construction (notification will be in June 2013). The grant will be for \$388,000 and Safe-Route-to-School match would be \$15,000.

The existing project area consists of NE 83rd Street from 25th Avenue NE to 28th Avenue NE, 28th Avenue NE from NE 83rd Street to NE 85th Street, and NE 85th Street from Wedgewood Elementary to 30th Avenue NE. All three streets are currently configured as two-lane roadway with unimproved shoulders on both sides of all of the streets that are currently used for parking. The proposed improvements would add curb, gutter and a six-foot wide concrete sidewalk to the north side of NE 83rd Street. These improvements would continue north along the west side of 28th Avenue NE

with the installation of new curb, gutter, landscape strip and six-foot wide sidewalk. Sidewalk is proposed along the Wedgewood Elementary frontage located on NE 85th Street and curb bulbs are proposed at the intersections to improve pedestrian visibility and safety. Drainage upgrades are also proposed as part of this project, which has been developed to the 60% design level as of spring 2013.

### CONSTRUCTABILITY:

- Construction in a school zone impacts traffic circulation at pick up and drop off times and may require limited construction hours. This project would ideally be constructed during the school's summer break.
- Existing storm drainage in the area is limited and a new conveyance system will need to be constructed.
- Driveways on NE 83rd St will need to be rebuilt to match into the new sidewalk.

### COMMUNITY ISSUES:

- The 60% design outreach has been completed.

### BENEFITS

- Improves pedestrian and school safety at Wedgewood Elementary School by creating a buffer between pedestrians and vehicles.
- Improves pedestrian safety along a school walking route and at school crossings by installing sidewalk and curb bulbs.
- Improves access to and from transit stops on Ravenna Boulevard.
- Reduces vehicle speeds in front of the school by narrowing the street to a standard residential street width of 25-feet.



Looking north along 28th Ave NE toward Wedgewood Elementary.



Wedgewood Elementary frontage looking east along NE 85th Street near 28th Ave NE.



# 2013-11 • NE 50<sup>th</sup> Street Sidewalk

## NE 50<sup>th</sup> Street between 33<sup>rd</sup> Avenue NE and 30<sup>th</sup> Ave NE, and 30<sup>th</sup> Ave NE between NE 50<sup>th</sup> Street and NE Blakeley Street

### Applicant Problem

N.E. 50th Street is a busy road that provides one of the main connections between the southern portion of the Bryant residential neighborhood and the commercial areas along N.E. Blakeley St. and at the University Village. It also provides a key connection for the neighborhood to the Burke Gilman Trail crossing near N.E. Blakeley St. The Street runs down hill from 35th Ave. N.E. to where it intersects with 30th Ave. N.E. (which when walking, riding or driving appears to be N.E. Blakeley St.). At 30th Ave. N.E. pedestrians can turn left and walk a short distance to N.E. Blakeley St. – also without sidewalks. And just across N.E. Blakeley St. is the Burke Gilman Trail. This route is busy with pedestrians, bikes and cars - yet there are no sidewalks on the south side of the lower portion of the Street between 33rd Ave. N.E. and 30th Ave. N.E., and on the East side of 30th Ave. N.E. between N.E. 50th Street and N.E. Blakeley St. The situation is aggravated because the upper half of the Street between 35th Ave. N.E. and 33rd Ave. N.E. does have sidewalks – which means that pedestrians are drawn to this route along the sidewalks but then have to navigate the unimproved area along the lower part of the hill.

There are many problems with the unimproved area. Pedestrians have to walk too closely to the road in many spots because cars have parked in the areas where a sidewalk would be located or the edge of the ROW has been landscaped in such a way that pedestrians are pushed to the edge

of the roadway. In addition, the lack of sidewalks leaves a rough, uneven surface for walking, and creates uncertainty as to the proper route. Drivers also feel uncomfortable when using the Street because there is no clear path for pedestrians. Drivers going up the hill routinely move over into the oncoming traffic lane to give a wider berth to pedestrians – which is not a safe driving practice, especially below the crest of the hill where it is difficult to see whether cars are coming the opposite direction. Photographs of this area will be provided as supporting documentation for this application.

### Applicant Solution

The proposed project would solve these problems through the installation of sidewalks on the south side of N.E. 50th Street between 33rd Ave. N.E. and 30th Ave. N.E., and on the East side of 30th Ave. N.E. between N.E. 50th Street and N.E. Blakeley St. The Burke Gilman trail is located across N.E. Blakeley St. The goal of the project is to create a safe sidewalk connection between the top of the hill at 35th Ave. N.E. down N.E. 50th Street to 30th Ave. N.E. and then to provide a short sidewalk connection to the Burke Gilman trail. The Burke Gilman trail offers pedestrian and bike connections to the rest of the City, and more specifically to this area, the trail is a safe place to cross over the road to access the University Village.

PROJECT TYPE:

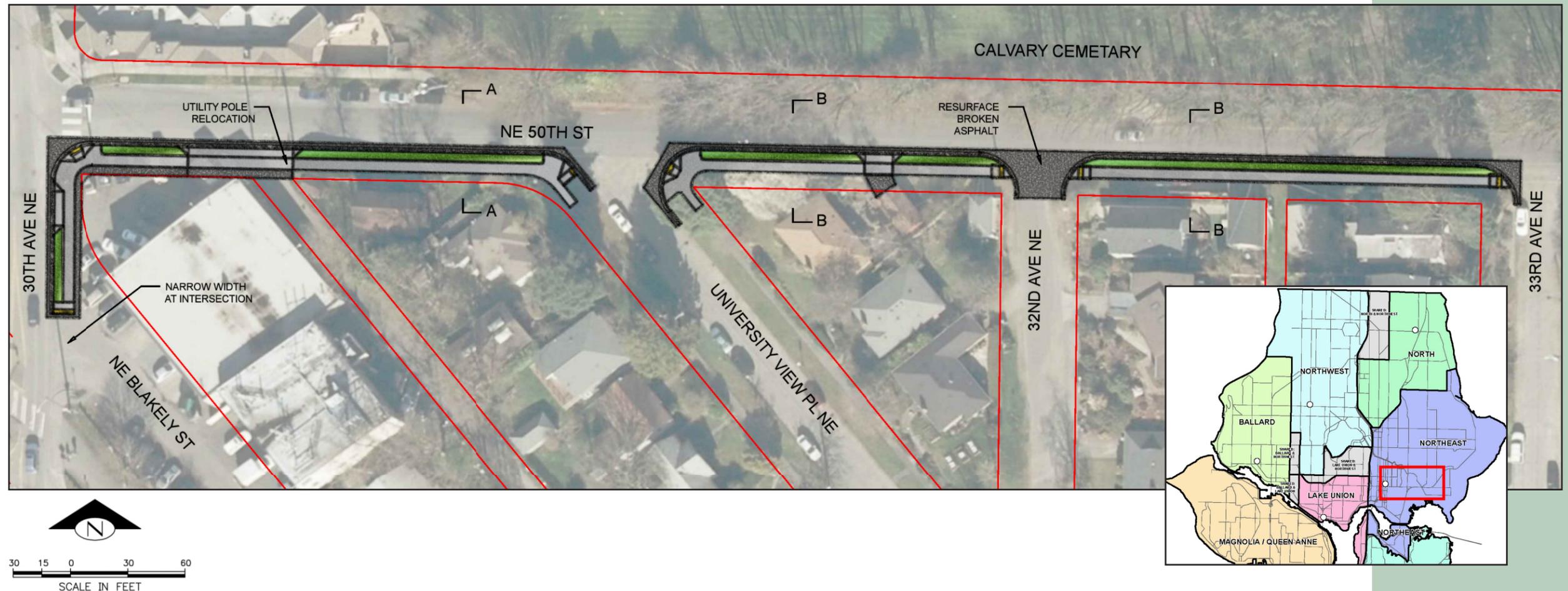
Sidewalk

APPROXIMATE LENGTH:

860 lf

COST ESTIMATE:

\$560,000



### Applicant Solution (continued)

We anticipate that the cost of sidewalks for this complete route may exceed the grant limits. In that case, our priority is to bridge the gap in sidewalks along N.E. 50th Street between 33rd Ave. N.E. and 30th Ave. N.E. This is the most dangerous part of the route because pedestrians are forced to the edge of the Street in several spots. We view this as a critical first step to creating the full connection along N.E. 50th Street to the Burke Gilman trail and the rest of the N.E. Blakeley St. corridor. We also intend to follow up this project with a fuller planning process for the N.E. Blakeley St. corridor.

These sidewalk improvements would substantially further the objectives of the Pedestrian Master Plan. The project would satisfy Objective 1 because these improvements are recognized as a high priority in the Pedestrian Master Plan. In addition, these improvements are listed as Action Strategy Projects in the University Area Transportation Action Strategy report dated January 29, 2008. These improvements would further Strategy 1.1 by promoting walking in our neighborhood. A critical part of creating a walking ethic is to connect neighborhoods with businesses. The N.E. Blakeley St. corridor and the University Village are important commercial destinations for the residents in our neighborhood, but the lack of pedestrian amenities encourages driving. These sidewalk improvements would provide a key pedestrian route to connect people with businesses. The proposed sidewalk improvements would also substantially further Objective 2 by improving the walkability of the street. Specifically, the project would serve Strategies 2.1 and 2.2 by clearly defining the walkable zone, removing a barrier to pedestrian travel, and creating walking connections to the major destinations of the N.E. Blakeley St. corridor and the University Village. There are also fantastic opportunities to support Strategies 2.3 and 2.4 through the use of alternative sidewalk designs and integrating the sidewalks into an area that already benefits from a nice tree canopy. It is equally clear that the sidewalk improvements would serve Objective 3 by dramatically improving pedestrian safety. Objectives 4 through 6 will also be served by the project. This will occur because N.E. 50th Street can be converted to a complete street with comfortable walking conditions and landscape buffers, can become a vibrant public space that invites people to walk between their residences to local businesses, and can motivate more people to walk for transportation between destinations, for recreation

through connections to the wider community and the Burke Gilman Trail, and for improved health.

In addition, this project has strong community support. It has been endorsed by the Ravenna-Bryant Community Association, which passed a motion to file this application. In addition, the public made comments about N.E. 50th Street in the recent Seattle Children’s Livable Streets Initiative Final dated January 7, 2011. Here is one: “We are often asked about walking between the hospital and Report University Village in Family Resource Center, sometimes by parents who have already tried and failed to find their own way or use a map. I walk this route every day, and I always see many others using it, too. It’s mostly a very pleasant and relaxing amble, but in places it’s intimidating and uncomfortable. For those who don’t know what’s on the other side, these bad spots are real barriers. Please consider these 2 or 3 bits of sidewalk that would make a real difference for some families at the hospitals, and some of the hospital’s neighbors.”

Here is another: “All the way down NE 50th, the last stretch to the Village presents the biggest obstacles. There is a good crossing at the Burke-Gilman trail but first, you have to get through a three-way intersection where there is no obvious walking path. This is the opposite of a Dutch-style naked street. The path for high-speed vehicle is clearly indicated, while the pedestrian path from NE 50th to the BGT is unmarked, unpaved, and generally well hidden. We need a raised sidewalk from NE 50th, across NE Blakeley to the BGT.”

Here is a third comment: “I frequently commute on foot from Bryant/ to University Village and UW via NE 50th alongside the cemetery. This stretch of NE 50th between Metropolitan Market neighborhood 35th NE and NE Blakeley has no sidewalks, is hilly and slippery when wet, has lots of car traffic, and has no egress along the northern side because of Calvary Cemetery. On football game days, it is very busy and dangerous. Possible to nominate it for a sidewalk?? My commute options to UW for work are busing, walking, and driving. I do all three, but walking gets dangerous along that stretch in the winter wet and dark.” Photographs of the area slated for improvements and excerpts from the most relevant citations to existing plans will be provided as supporting documentation for this application.



Pedestrian walking on shoulder. Looking west at University View Place NE.



Parking encroachment into right-of-way. Looking east at 30th Ave NE.

### Seattle Department of Transportation (SDOT) Review

#### PROJECT DESCRIPTION:

NE 50th Street between 30th Avenue NE and 33rd Avenue NE is a local street currently configured as a 21-foot wide two lane road. An unpaved shoulder exists on the south side of the street, which is utilized for parking and as a path for pedestrians. This segment of NE 50th Street provides a connection from the Bryant residential neighborhood to commercial areas at University Village and the Burke-Gilman Trail. Pedestrian facilities along this corridor are limited to sidewalk installed at the frontage of a mixed use building on the northeast corner of NE 50th Street and 30th Avenue NE. The site is bordered by Calvary Cemetary to the north with a tree-lined steep slope located adjacent to the northern roadway edge, which is currently signed for no parking. The south side of NE 50th Street between NE 50th Street and University Place NE is zoned for commercial use and parking for some of the businesses is currently encroaching on public right-of-way. Generally, the roadway is sloped to the west at approximately 6-7%. Utility poles with roadway luminaires are located on the south side of the road. Private features such as fences, landscaping and structures have been constructed in the public right-of-way along the south side of the street. No existing drainage infrastructure was observed on NE 50th Street during visits to the site.

The proposed improvements consist of installation of new curb, landscape strip and six-foot wide concrete sidewalk on the south side of NE 50th Street between 30th Avenue NE and 33rd Avenue NE. Existing sidewalk is already constructed east of 33rd Avenue NE. The proposed improvements would extend south on 30th Avenue NE to the intersection of 30th Avenue NE and NE Blakeley Street. On-street parking is proposed along NE 50th Street between 30th Avenue NE and University View

Place NE. On-street parking is not proposed for the remaining segment. This project would install a new piped drainage system to collect stormwater and convey it offsite. This project will be required to utilize Green Stormwater Infrastructure (GSI) to the maximum amount feasible. Generally, GSI along this corridor will be limited to new tree plantings. Porous concrete sidewalk potentially could also be used; however, further geotechnical analysis would be required to determine its feasibility.

#### CONSTRUCTABILITY:

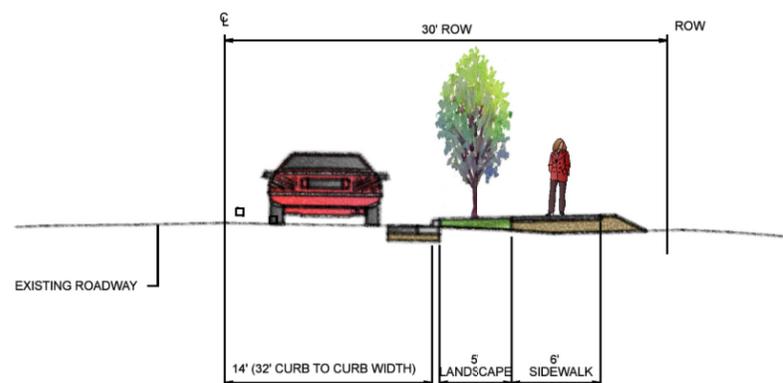
- Due to the profile grade of NE 50th Street, ADA requirements may be difficult to fully achieve. Longer ramp lengths are expected and specials designs may be required.
- Business parking and access may be intermittently impacted during construction.
- Some utility pole relocations are anticipated.

#### COMMUNITY ISSUES:

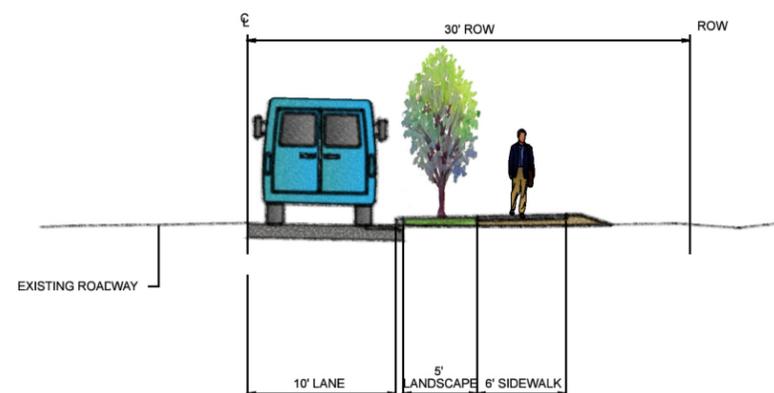
- Some private encroachment on the south side of NE 50th Street will require outreach to property owners.
- NE 50th Street will be narrowed and on-street parking will be eliminated east of University View Place NW.

#### BENEFITS

- Improved pedestrian access and safety with the installation of new sidewalk and ramps.
- Connects the residential neighborhood to businesses at University Village and the Burke-Gilman Trail.



SECTION A-A  
NOT TO SCALE



SECTION B-B  
NOT TO SCALE