



2013-07 • NE 127th Street Sidewalk

NE 127th Street between 25th and 27th Avenue NE

Applicant Problem

People have to walk in the street.

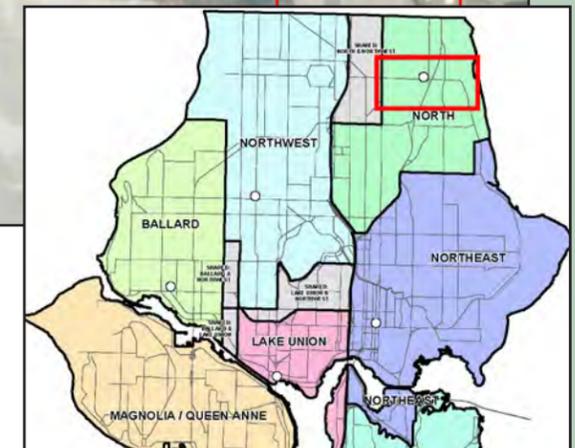
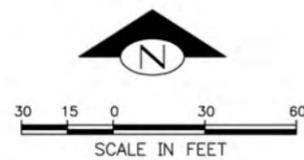
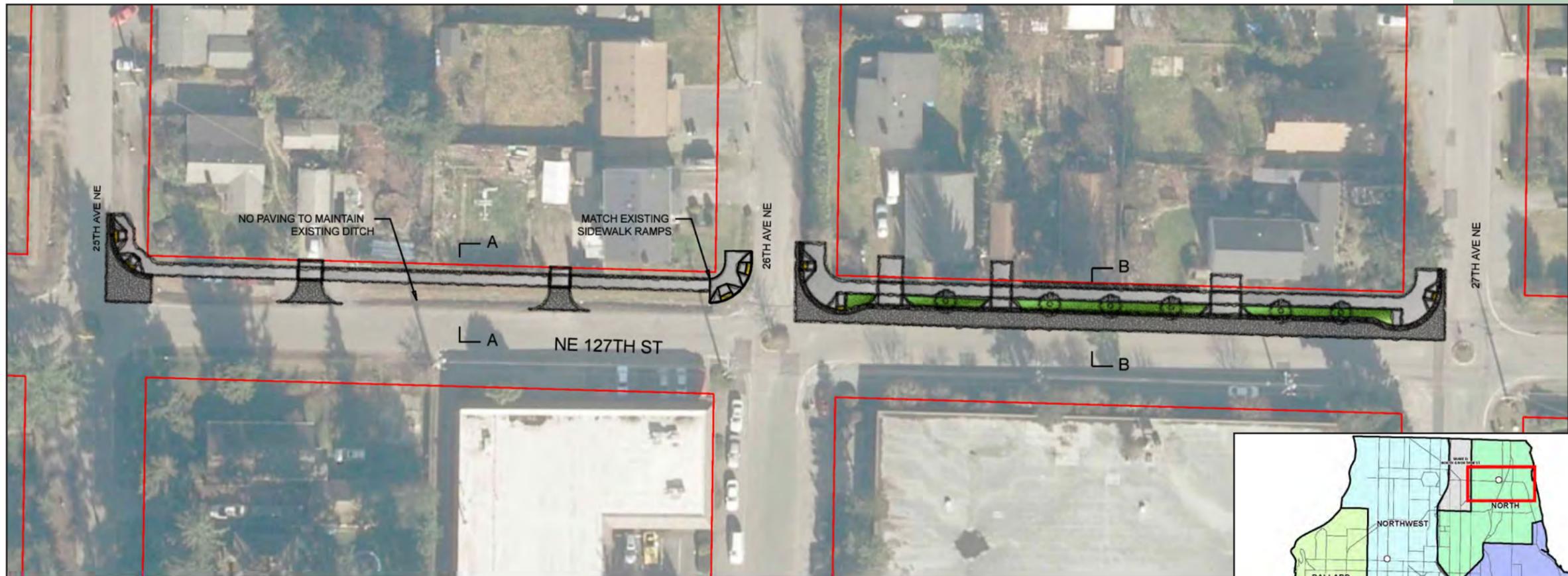
Applicant Solution

To connect existing sidewalk.

PROJECT TYPE:
Sidewalk

APPROXIMATE LENGTH:
665 lf

COST ESTIMATE:
\$410,000



Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

NE 127th Street between 25th Avenue NE and 27th Avenue NE is an existing 20-foot wide road serving single family residences along the north side of the street and commercial businesses along the south side of the street. A paved shoulder along the south side of the street provides some on-street parking for the adjacent businesses. A flat unpaved shoulder exists on the north side of the road between 26th Avenue NE and 27th Avenue NE which provides some additional on-street parking. Overall right-of-way width available is 60-feet. A drainage ditch is located directly north of the roadway between 25th Avenue NE and 26th Avenue NE, which conveys stormwater to the east to a piped system beginning at 26th Avenue NE and continues east to the project limits at 27th Avenue NE. Existing luminaires are mounted to utility poles located on the south side of the street. Existing pedestrian facilities within the project are limited to a segment of sidewalk and accessible ramps constructed at the NW corner of NE 127th Street and 26th Avenue NE. This project is one block away from the Lake City Public Library and is approximately three blocks from Olympic Hills Elementary School.

The proposed improvements will provide a six-foot wide concrete sidewalk on the north side of the street for the length of the project with accessible curb ramps at all of the project intersections. The existing drainage ditch between 25th Avenue NE and 26th Avenue NE is proposed to remain with some potential upgrades to provide green stormwater infrastructure. Between 26th Avenue NE and 27th Avenue NE, the roadway will be paved to a half-street width of 16-feet, which will provide sufficient roadway width for on-street parking, but is narrower than the 20-foot width that zoning dictates. The narrower roadway width allows for the installation of a landscape strip on this block, where new trees may be installed. Some

small modular block retaining walls may also be necessary between 26th Avenue NE and 27th Avenue NE as some of the residences sit lower than the roadway. 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:

- Residences sit below the roadway elevation between 26th Avenue NE and 27th Avenue NE which will require small retaining walls to be installed along the right-of-way limit and full driveway reconstruction.
- On-street parking will be impacted temporarily during construction.

COMMUNITY ISSUES:

- There are some private encroachments into the available right-of-way between 26th Avenue NE and 27th Avenue NE that will require some coordination with adjacent property owners.
- A flat grass area sometimes used for parking behind the existing ditch will no longer be available for parking.

BENEFITS

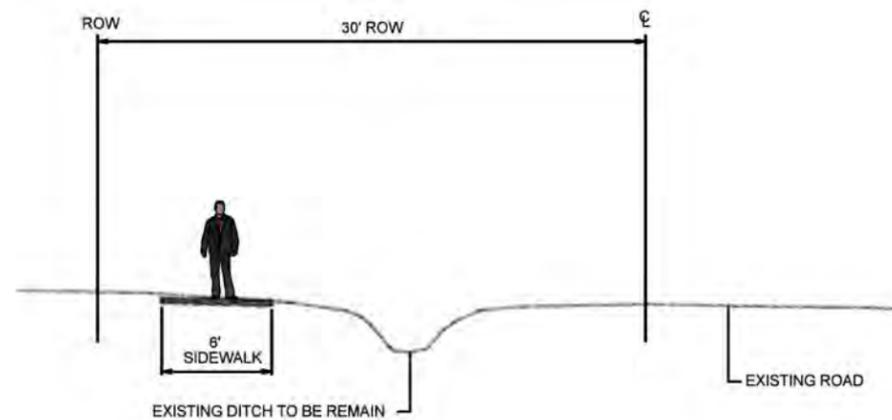
- Increases pedestrian accessibility and safety with the installation of new sidewalk.
- Improved connectivity between Olympic Hills Elementary School and the Lake City Public Library.



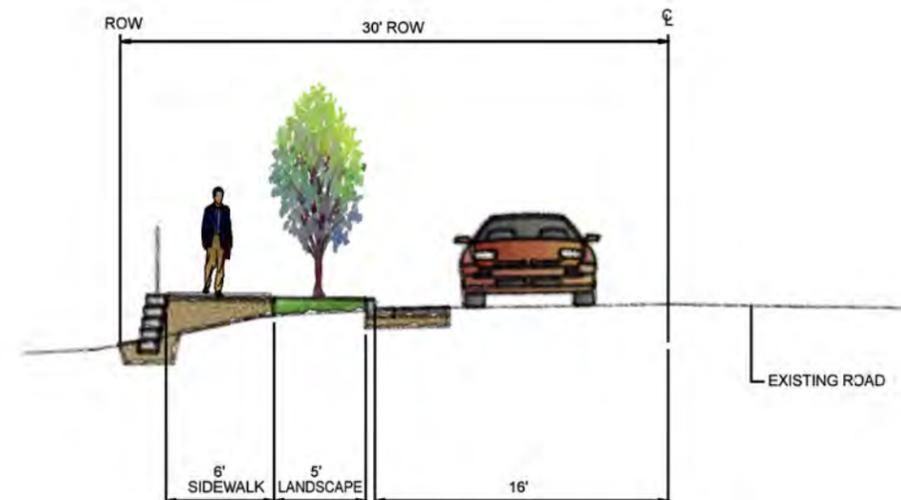
Looking west along NE 127th Street at 27th Ave NE



Looking west along NE 127th Street at 26th Ave NE



SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE

Applicant Problem

There is no safe walking route from the NE Seattle neighborhood of North Cedar Park to the intersection of Lake City Way and NE 145th street. A one block sidewalk would connect two existing sidewalks and provide at least one good path for residents to walk to Lake City Way NE where all the buses stop. As seen in the picture, there is no room for a person to walk because of a deep drainage ditch. Cars must swerve over the center line to not hit a pedestrian walking down to Lake City Way. The other side of NE 145th street is over grown, the telephone poles are very close to the street, and it is outside of Seattle city limits. Further, with the increased traffic on Lake City Way and the NE 145th intersection, many drives are cutting through the neighborhood. This situation combined with pedestrians running to catch their buses to work and school is increasing the chance of a pedestrian-vehicle accident.

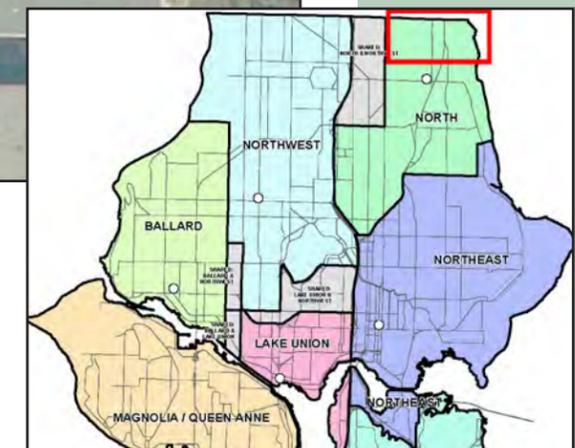
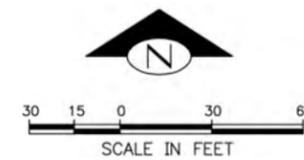
Applicant Solution

The solution to this problem is a one block sidewalk over the drainage ditch. The blocks east and west of the ditch are already plumbed with a drain pipe that reaches to the block which needs the sidewalk. Therefore a one block connection of the drain pipe and a sidewalk would solve the problem.

PROJECT TYPE:
Sidewalk

APPROXIMATE LENGTH:
310 lf

COST ESTIMATE:
\$265,000



Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

NE 145th Street between 35th Avenue NE and 36th Avenue NE is an arterial roadway located at the northern City Limits. Along this block of NE 145th Street, the roadway is approximately 21-feet wide providing eastbound and westbound thru lanes. Stormwater runoff is collected in a drainage ditch located on the south side of the road, which then discharges to a piped conveyance system located at the southern project limit. Utility poles are present on both sides of the road, with roadway illumination provided by utility pole mounted luminaires on the north side of the road. The existing asphalt pavement was observed to be in poor condition with alligator cracking for the southern half of the eastbound lane.

No pedestrian facilities exist along this segment of NE 145th Street, which serves as a connection from the North Cedar Park neighborhood to businesses in Lake City and transit facilities on Lake City Way NE. Currently, pedestrians walk in the roadway to avoid the existing drainage ditch located adjacent to the roadway.

The proposed improvements would install a new curb, gutter, and six-foot wide concrete sidewalk to satisfy the community's desire to fill the gap in the existing pedestrian infrastructure. A planted landscape strip will be provided where feasible. Two 12-foot wide thru lanes will be maintained; however, on-street parking is not proposed due to existing lane use and limited space. Due to the poor condition of some of the pavement, a half lane repair is proposed for the eastbound lane. This project proposes to fill an existing drainage ditch and install a piped conveyance system for this block connecting to an existing piped system; Seattle Public Utilities encourages projects filling ditches to replace them with green stormwater solutions. Additionally, this project will be required to utilize Green Stormwater Infrastructure (GSI) to the maximum amount feasible. Possibilities for implementing GSI could consist of tree retention, new tree installation, and a narrow swale to replace the existing ditch.

CONSTRUCTABILITY:

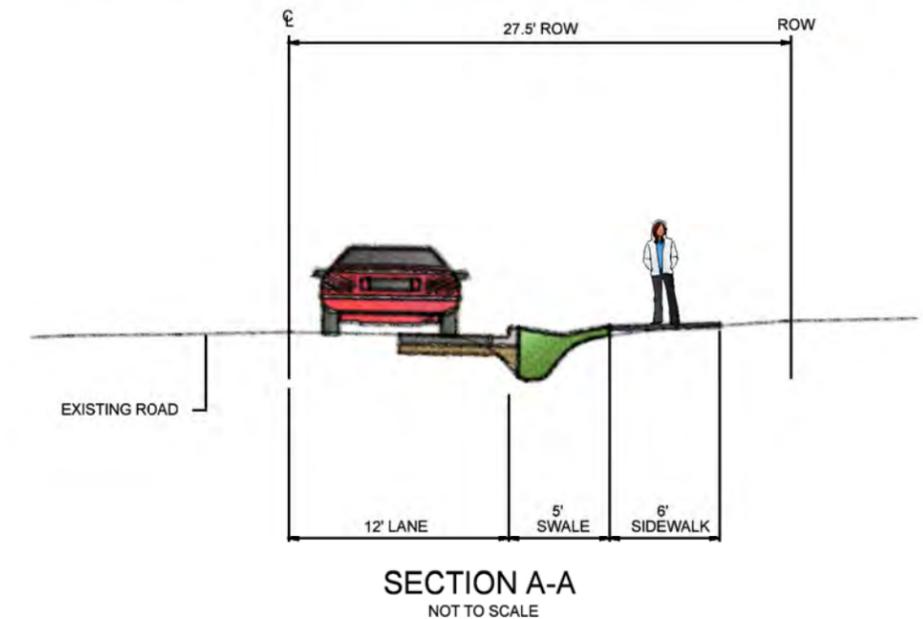
- Traffic control may present an issue as some of the paving work will require a closure for the eastbound lane.

COMMUNITY ISSUES:

- This project satisfies the community's desire to construct a missing pedestrian connection along NE 145th Street.
- No on-street parking is proposed along this block of arterial roadway to allow for tree retention and new landscaping (no on-street parking is currently provided).

BENEFITS

- Improves pedestrian safety and connectivity along an arterial corridor with the installation of sidewalk with landscaped buffer.
- Improves connectivity of the residential neighborhood to businesses and transit on Lake City Way.



Looking east along NE 145th Street at 35th Ave NE.



Pedestrian walking in the travel lane, of NE 145th St, looking west.

Applicant Problem

NE 110th Street is an Arterial Street that is not only used by vehicles, but numerous pedestrians walking to and from the 3 schools located within a one (1) mile radius. There are no existing sidewalks on the blocks mentioned above (39th-40th & 35th-36th). This is the 5th year that this portion of sidewalk be addressed and has been voted # 1 in past years.

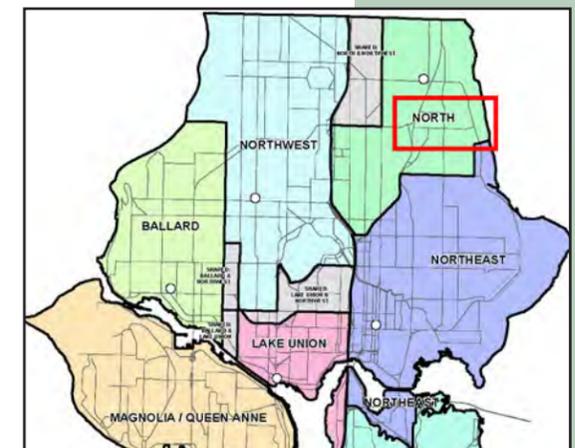
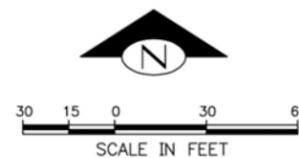
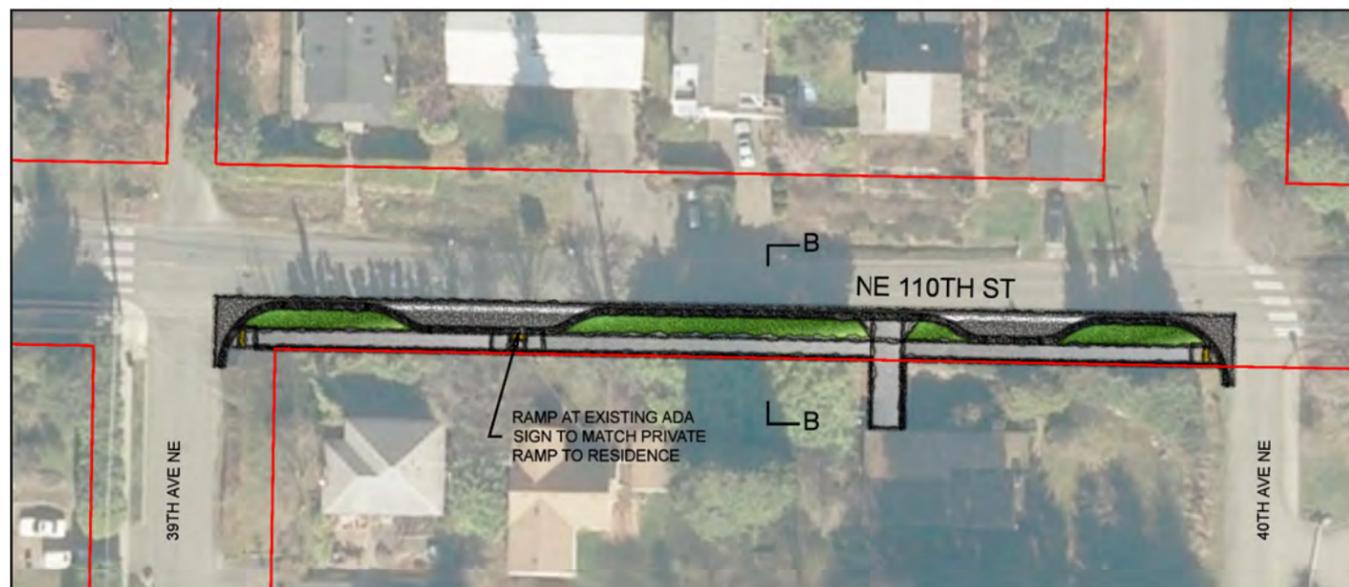
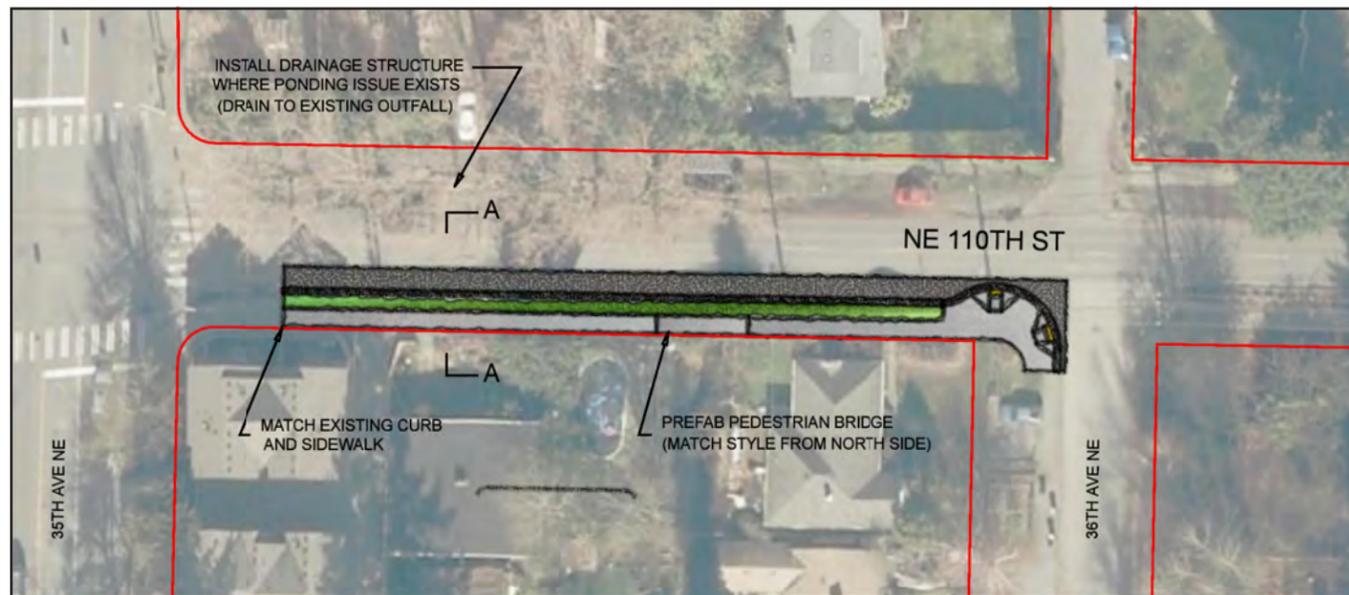
Applicant Solution

Placing the much needed sidewalks to complete the already existing sidewalks on NE 110th Street to increase the safety of the pedestrian traffic.

PROJECT TYPE:
Sidewalk

APPROXIMATE LENGTH:
630 lf

COST ESTIMATE:
\$970,000



Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

NE 110th Street between 35th Avenue NE and 36th Avenue NE and between 39th Avenue NE and 40th Avenue NE is an arterial roadway configured with an eastbound and westbound thru lane. Unpaved shoulders provide on-street parking on both sides of NE 110th Street between 35th Avenue NE and 36th Avenue NE and on the south side of NE 110th Street between 39th Avenue NE and 40th Avenue NE. The unpaved shoulders between 35th Avenue NE and 36th Avenue NE experience flooding, which requires pedestrians to walk in the driving lanes to avoid the ponding stormwater. This block also contains a crossing of Thornton Creek. Between 39th Avenue NE and 40th Avenue NE, residences sit well below the roadway elevation and some driveways appear to be potentially unusable due to grade. No existing stormwater conveyance system was observed along the south side of both blocks. The roadway is illuminated with utility pole mounted luminaires located on the south side of NE 110th Street.

Several schools are located within a mile radius of the project site, including Nathan Hale High School and John Rogers Elementary School located on either end of the project. This project site is one block away from Meadowbrook Park and Meadowbrook Community Center. Pedestrian facilities along these two blocks consist of an existing asphalt path located on the north side of NE 110th Street between 35th Avenue NE and 36th Avenue NE. No pedestrian facilities exist between 39th Avenue NE and 40th Avenue NE.

This project proposes to install new curb, gutter and six-foot wide concrete sidewalk on the south side of NE 110th Street along with landscape strips of varying width where feasible. A prefabricated pedestrian bridge is proposed for the Thornton Street crossing to match a similar bridge located on the north side of NE 110th Street. On-street parking will be provided along the improvements for both blocks; however parking between

39th Avenue NE and 40th Avenue NE is proposed to be limited to the two existing accessible spaces in order to maximize the landscaped areas that provide a buffer for pedestrians. A new drainage conveyance system is proposed for both blocks and additional drainage will be provided at the locations of the flooding issues. 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.

CONSTRUCTABILITY:

- The project is located in an environmentally sensitive area with a crossing of Thornton Creek and steep slopes located between 39th Avenue NE and 40th Avenue NE.
- Steep grades will require walls to be constructed between 39th Avenue NE and 40th Avenue NE.

COMMUNITY ISSUES:

- Approximately four on-street parking spaces are proposed to be eliminated between 39th Avenue NE and 40th Avenue NE that will require public outreach.
- Existing ADA parking will be preserved.

BENEFITS

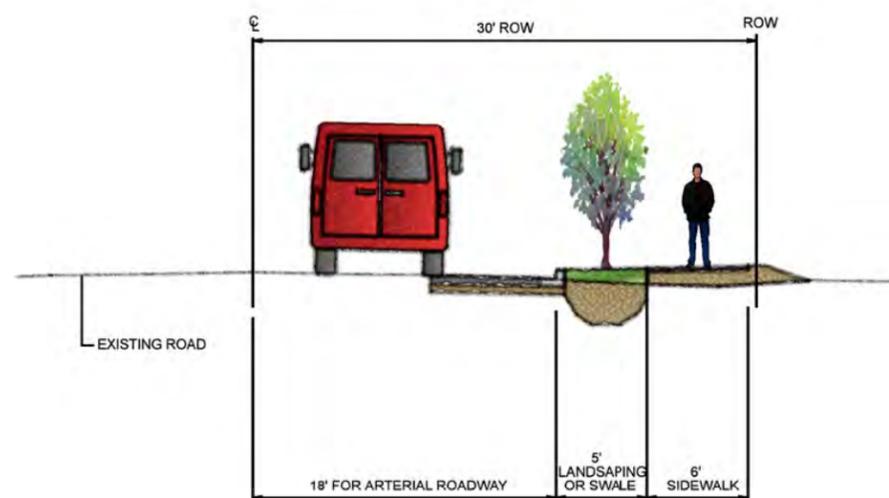
- Improves pedestrian safety along routes to Nathan Hale High School and John Rogers Elementary School.
- Resolves flooding issue near 35th Avenue NE.



Existing shoulder with accessible parking. Looking east near 39th Ave NE.

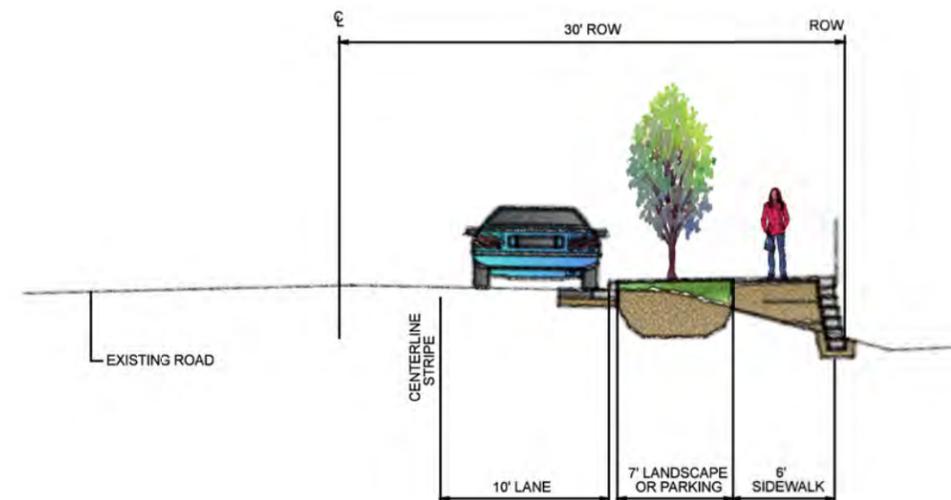


Pedestrians walking in street to avoid flooded shoulder. Looking west near 35th Ave NE



SECTION A-A
NOT TO SCALE

35th Avenue NE to 36th Avenue NE



SECTION B-B
NOT TO SCALE

39th Avenue NE to 40th Avenue NW