



2013-22 • 42nd Avenue S Neighborhood Safety Project

42nd Avenue S. between S. Hudson Street and S. Dawson Street

Applicant Problem

The 5000 block of 42nd Ave. S. is a sloped asphalt street that has an uneven gravel strip along the east side of the block leading to a sidewalk at the same grade. Cars typically speed up and down the hill, often swerving into the gravel strip to avoid oncoming vehicles. Cars routinely park in the gravel strip and on top of the sidewalk. As a result, the street is unsafe for pedestrians. Because of the slope and lack of curbs to channel runoff into existing drains, the gravel strip floods and then erodes during much of the year. There are 14 houses on the east side of the 5000 block of 42nd Ave. S., including at least 9 households with children and at least 2 with elderly residents. One is a home daycare with small children. The block serves as a connector to bus stops on Rainier Ave. S., a Group Health clinic, a DESC housing facility and the nearby ORCA elementary school. The block is located in the Columbia City Urban Village and located one block from the Columbia City Business District.

Applicant Solution

Add curbs and a planting strip along the east side of 42nd Ave. S. Then add a layer of soil and street trees in the planting strip area to prevent flooding and erosion problems. Adding curbs on the east side would narrow the street to 25' including parallel on-street parking on both sides of the street. Precedents for this project can be found throughout the city (for example, recent similar projects on 18th Ave. S. and 25th Ave. SW.).

PROJECT TYPE:

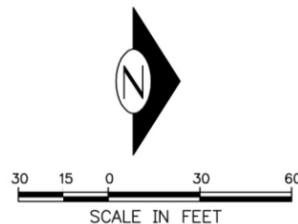
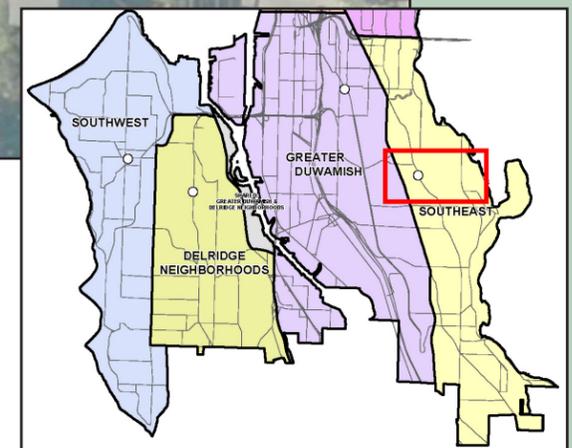
Curbs

APPROXIMATE LENGTH:

630 lf

COST ESTIMATE:

\$440,000



Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

42nd Avenue NE between S Hudson Street and S Dawson Street is a local roadway with an overall roadway width of approximately 22-feet providing two thru lanes. A gravel shoulder is located along the east side of 42nd Avenue, which is used for parking. Existing sidewalk is located to the east of the gravel shoulder. Additionally, curb, landscaping and sidewalk are located along the west side of the street. Stormwater runoff has created a natural channel along the east side of the street between the edge of the asphalt roadway and gravel shoulder causing erosion and flooding in some areas. The existing asphalt pavement is cracking along the eroded channel. Some inlets were observed on the east side of the roadway in the field; however, it was not determined if the conveyance system was functioning properly. Utility poles are located on both sides of 42nd Avenue with roadway illumination provided at the intersections. This corridor serves as a connector to the businesses and transit facilities located on Rainier Avenue S.

The proposed improvements would add new curb and gutter along the east side of the roadway to provide a total street width of 25-feet. This roadway section allows for one thru lane and on-street parking on both sides of the street. The new curb and gutter, along with drainage improvements will correct the existing erosion and flooding

issues. Additionally, much of the sidewalk along the east side of the road is in poor condition and will be replaced. The remaining area along the east side of the road between the new curb and sidewalk will be landscaped with trees and grass. 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 due to the profile grade of 42nd Avenue NE.

CONSTRUCTABILITY:

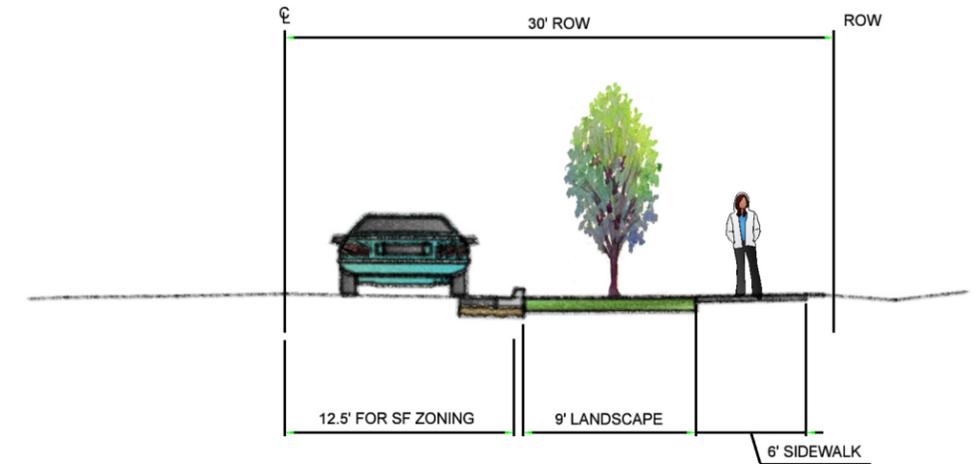
- On-street parking will be impacted temporarily during construction.
- Some recently constructed sidewalk may be able to remain depending on final grading.

COMMUNITY ISSUES:

- The roadway will be narrowed to a standard residential street width.
- Temporary impacts to driveways during construction.

BENEFITS

- The narrowed roadway will provide a traffic calming effect.
- The new curb and gutter with a drainage system will alleviate the current erosion issue.



Existing shoulder of 42nd Ave S. looking north near S. Farrar Street.



Eroding shoulder caused by stormwater runoff. Looking north along 42nd Ave S.

2013-23 • Rainier Beach Pedestrian Enhancements

Rainier Avenue S between Seward Park Avenue S and Ithaca Place S

Applicant Problem

Main problems to be addressed by this project (NSF):

- Cross section C: The curb to curb width from 57th Avenue South to Ithaca Place South is approximately 60 feet with an undefined, painted edge on the south side. In this section the sidewalk does not meet minimum ADA widths of four feet. In fact, a utility pole is located within the curb to curb space, protected only by the painted edge line. Parking is permitted only on the north side of the street.
- Cross section B: The curb to curb width from Seward Park Avenue South to 57th Avenue South is 57 feet. This widened section does not provide a buffer between pedestrians and moving traffic. Parking is restricted in this area between the two signalized intersections.
- Crosswalk conditions at the intersection 57th and Rainier are poor. There is only one crosswalk that crosses Rainier. The crosswalk crossing 57th is unsafe due to a free right hand turn lane.
- Although the posted speed limit is 30 mph through the proposed project area, the speed limit increases to 35 mph east of Ithaca Place South to the south city limit. Northbound speeds are a concern since drivers are not making the transition from 35 mph to 30 mph in what is the heart of a Rainier Beach commercial area. This has been an area of focused police enforcement with the Rainier Traffic Safety Study which funded a radar speed sign to reinforce the reduced speed limit.

Main problems addressed in already funded project (Pedestrian and Bicycle Funding Grant):

- Rainier Avenue South between 52nd Avenue South and Ithaca Place South is a four-lane, one-third mile long roadway section that continues as a five-lane roadway to the northwest and as a three-lane roadway to the southeast. A four lane roadway is one of the most hazardous for pedestrians trying to cross since they have to negotiate traffic in both directions to find an acceptable gap. Three and five-lane roadways provide a refuge area for pedestrians in the two-way left turn lane.

- West of the proposed project, parking is not allowed along the five-lane section and only on the north/east side east of Ithaca east of the proposed project in the existing three-lane section.
- Cross section A: The curb to curb width from 52nd Avenue South to Seward Park Avenue South/57th Avenue South in the heart of the Rainier Beach commercial area is 52 feet, with four lanes and two parking lanes. The narrow substandard lane widths create issues for King County Metro transit operations, including trolley buses along this corridor and for the business community as there is a high demand for pedestrian crossings and on-street parking. Patrons driving to the commercial area park over the curb and partially on the planting strip/sidewalks because the 17-foot curb lane is too narrow for people to comfortably exit their vehicles. This has caused damage to the sidewalk and mature street trees.
- There are no bike lanes or sharrows in the project limits even though this is a connection for the popular Lake Washington Loop.

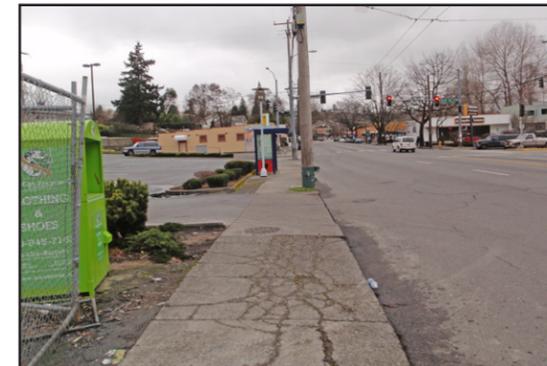
Applicant Solution

Specifically we are seeking a large NSF grant to install a sidewalk, including curbs, on the south side of Rainier Ave S from Seward Park Ave S to Ithaca Pl S; repair existing sidewalks in the area; increase width of south side corner sidewalks at 57th and Rainier (curb extensions); add landscaping where feasible; add median islands where feasible; add three “brick stamped” crosswalks at 57th and Rainier. The Rainier Beach Community Club will match this grant with \$10,000 in funds to be used for landscaping in the project. The Southeast Transportation Study covered traffic calming, bicycle improvements, and pedestrian improvements. SDOT has funding for the traffic calming and bicycle improvements; however that funding does not include any of the civil improvements along the corridor.

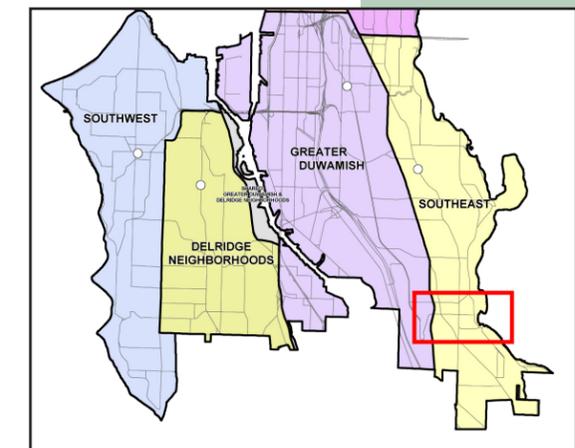
As described above this proposal focuses on some missing elements regarding pedestrian safety that the current funds do not cover. The project for traffic calming and bicycle improvements (as funded by the Pedestrian and Bicycle Safety Grant) starts in 2014. We propose that the most efficient use of funds would be to implement both projects at the same time (this proposed NSF and the Pedestrian and Bicycle Safety grant project).



Looking northwest at the intersection of Rainier Avenue S and 57th Avenue S.



Existing damaged sidewalk on Rainier Avenue S. Looking west just west of 57th Avenue S.



PROJECT TYPE:

Sidewalk

APPROXIMATE LENGTH:

540 lf

COST ESTIMATE:

\$515,000

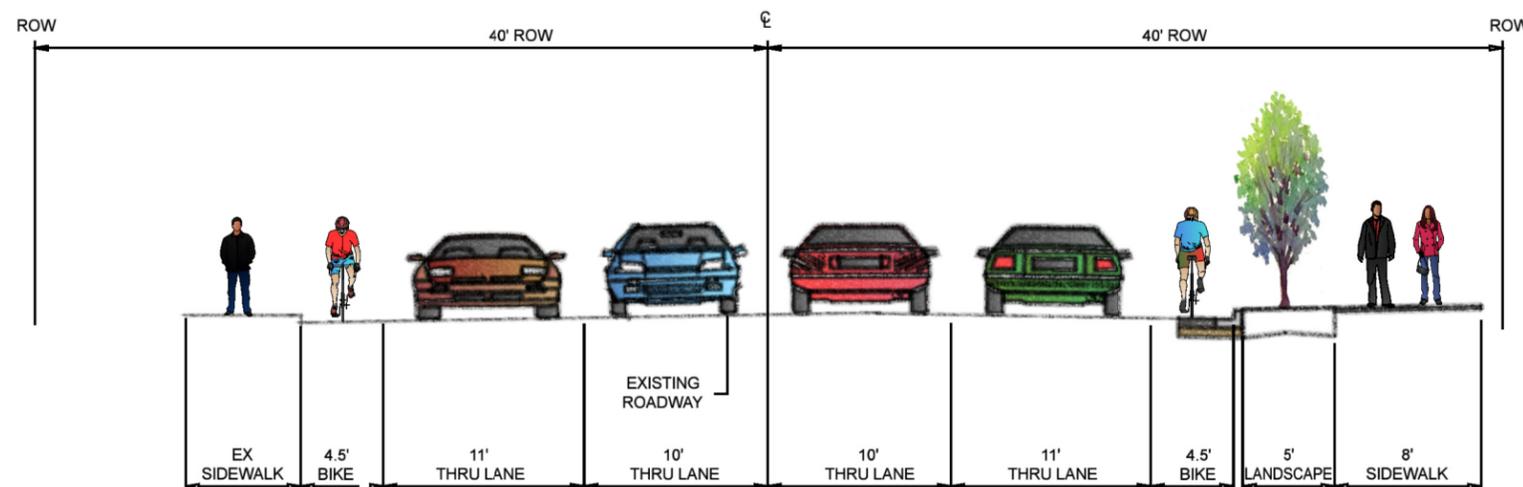
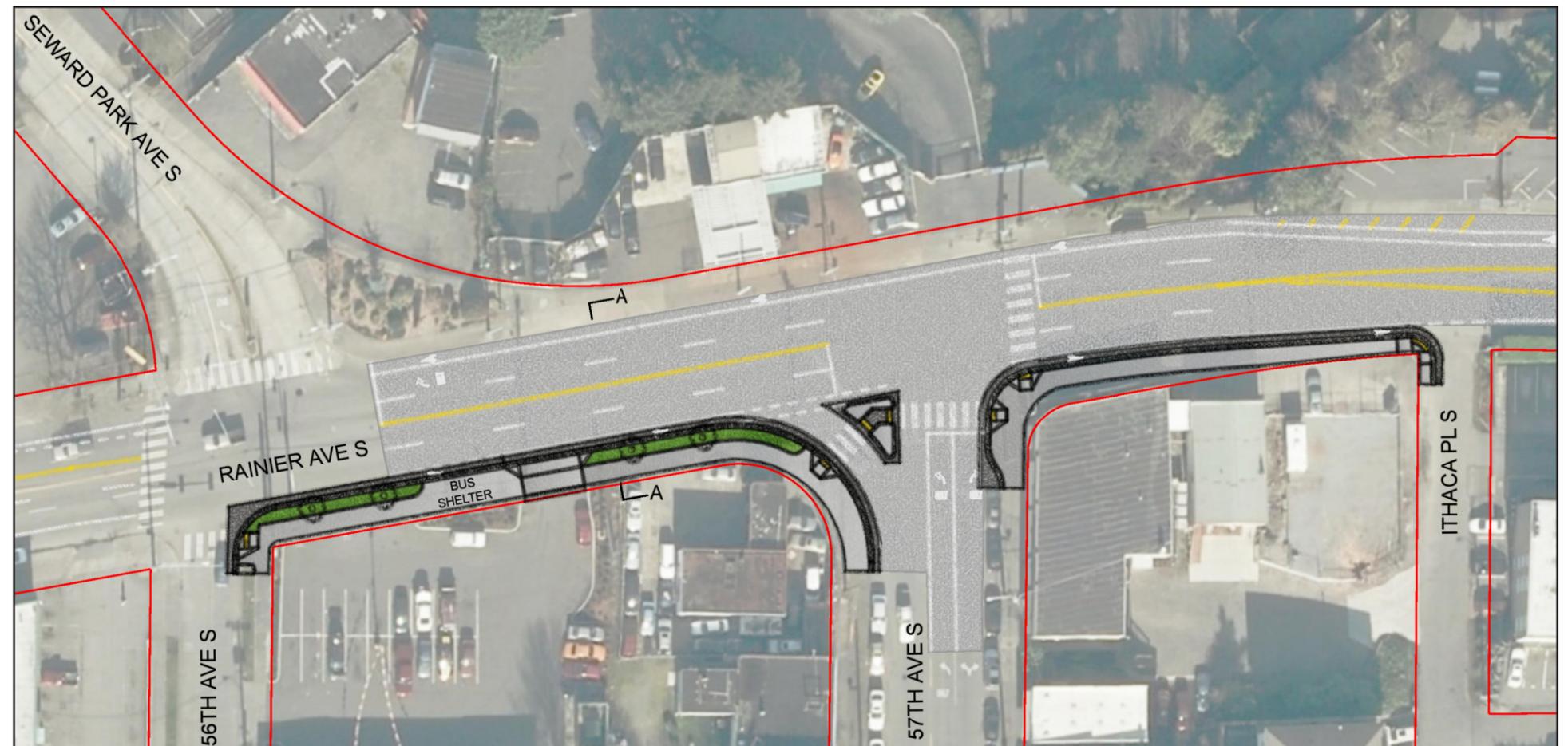
2013-23 • Rainier Beach Pedestrian Enhancements

Rainier Avenue S between Seward Park Avenue S and Ithaca Place S

Applicant Solution (continued)

Rationale for this proposal's improvements (Neighborhood Street Fund):

- Gateway elements such as landscaped medians, landscaped sidewalks, curb extensions, and "brick" crosswalks slow motorists as they enter Rainier Beach.
- Wider sidewalks improve pedestrian safety (and vehicular safety as the existing utility pole would be within the sidewalk area.)
- Crossing islands allow pedestrians to only have to negotiate traffic in one direction while crossing
- Curb extensions reduce the crossing distance and provide better visibility for both the driver and pedestrians to see each other. Rationale for already funded improvements (Pedestrian and Bicycle Safety Grant):
- Bike lanes create a safer space for bicyclists to ride and also visually reminds drivers of the multi-use roadway.
- Reducing the number of vehicle lanes reduces the number of conflict points between vehicle and pedestrians, vehicle to bicycles, and vehicles to vehicles, especially at intersections.
- Having one through lane in each direction helps keep actual speeds close to the posted speed limits since the leading car sets the pace.
- Providing buffer spaces with bike lanes and on-street parking creates a safer and more pleasant walking environment.



SECTION A-A
NOT TO SCALE



2013-23 • Rainier Beach Pedestrian Enhancements

Rainier Avenue S between Seward Park Avenue S and Ithaca Place S

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

Rainier Avenue S between Seward Park Avenue S and Ithaca Place S is currently configured as a two-way, four lane corridor. Sidewalks exist on both sides of Rainier Avenue S; however, many locations are in poor condition and do not meet current ADA standards. On-street parking is provided on the north side of Rainier Avenue S between 57th Avenue S and Ithaca Place S. Metro route 7, runs along Rainier Avenue S and 57th Avenue S through this site with existing stops located between 56th Avenue S and 57th Avenue S. Overhead trolley wires are located along this route. Existing luminaires are located on both sides of Rainier Avenue S. Existing drainage infrastructure was observed at this project location.

At the time of this investigation, SDOT has developed channelization changes through this section of Rainier Avenue S. The proposed channelization is to be a four lane section with new eastbound and westbound bike lanes, planting strip from 56th Ave S to 57th Ave S and sidewalks on the south side of Rainier Ave S. SDOT will pay for channelization changes which will be implemented in late 2013 or in 2014. NSF project would pay for the new curb line extension including planting strip area, ADA compliant ramps, curb radius revisions and new sidewalk area. The metro bus stop would be maintained at approximately the existing location. This project may require the relocation of the existing luminaires located on the south side of Rainier Avenue S. The new curb location will likely require some minor drainage revisions. This project will require the construction of Green Stormwater Infrastructure (GSI) to the maximum extent feasible. GSI features will likely consist of new tree installations in the new planting strips as space is limited through this site.

CONSTRUCTABILITY:

- Traffic control may be a challenge with the existing signalized intersection and trolley buses located within the project site.
- Luminaires located along the south side of Rainier Avenue S may need to be relocated.

COMMUNITY ISSUES:

- There will be some temporary impacts to bus service and vehicle lanes during construction of this project.

BENEFITS

- Increased access for bicyclists with the addition of bike lanes on both sides of Rainier Avenue S.
- A landscape strip provided adjacent to the new sidewalk will increase the separation between pedestrians and vehicles.
- This project will provide a net reduction in pollution generating impervious surface, which will be a benefit to the environment.





2013-24 • Columbia City Sidewalk Repairs

West Side of Rainier Avenue S between S Hudson Street and S Dawson Street

Applicant Problem

Severe ponding at 4 locations along this block prevent pedestrian passage, force pedestrians into the street or up into vegetation, and restrict access to small, minority-owned businesses. This ponding is a detriment to the revitalization of the “south of Hudson” portion of the Columbia City business district. The CCBA has been seeking a solution to this problem for the past 6 years.

Applicant Solution

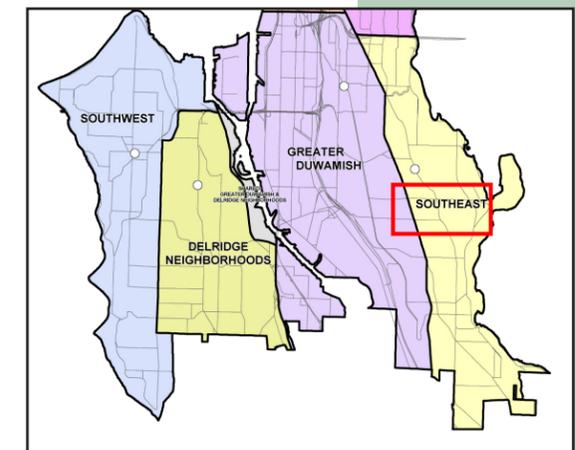
Selective replacement of 4 sidewalk segments to provide positive drainage toward the street edge.



PROJECT TYPE:
Sidewalk Repair

APPROXIMATE LENGTH:
380 lf

COST ESTIMATE:
\$128,000





2013-24 • Columbia City Sidewalk Repairs

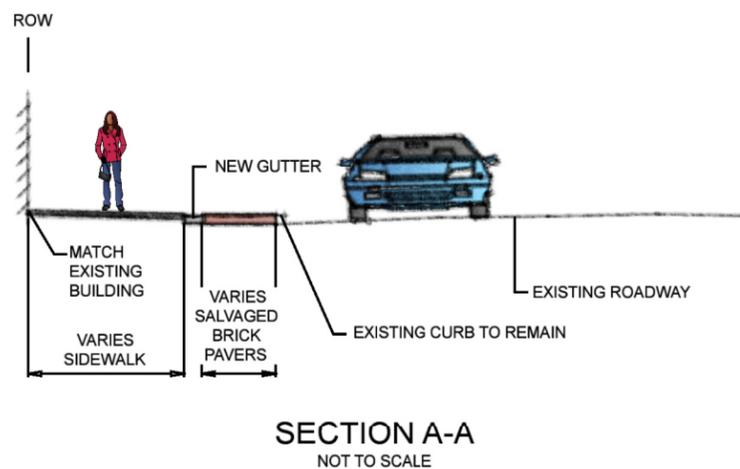
West Side of Rainier Avenue S between S Hudson Street and S Dawson Street

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

A segment of sidewalk on the north side of Rainier Avenue S between S Dawson Street and S Hudson Street has significant stormwater ponding issues due to settlement making access to adjacent businesses problematic. Some business entrances are located below the adjacent top of curb elevation. Typically, sidewalks drain toward the roadway, but this is not the case in this area. The existing sidewalk consists of a six foot wide concrete section, a one foot wide gutter and a brick border of varying width between the gutter and curb. Both street level and pedestrian height luminaires are present on this segment of sidewalk. Existing stormwater infrastructure is located along this corridor.

The proposed project would remove and replace the existing sidewalk to eliminate the ponding issue. The proposed design would maintain the overall look and feel of the existing sidewalk by reinstalling the brick border adjacent to the curb line. Additional drainage may be installed as necessary due to complex grading of the new sidewalk. Existing tree pits may be expanded and street tree maintenance is recommended prior to the new sidewalk installation. Due to the scope of this project, the City's stormwater requirements are not expected to be triggered.



CONSTRUCTABILITY:

- Design and construction grading will be a challenge as some business entrances are situated below the adjacent top of curb elevation.
- Additional drainage may be warranted to ensure ponding issues are eliminated.

COMMUNITY ISSUES:

- Outreach will be needed for businesses located adjacent to the sidewalk replacement.

BENEFITS

- Increased pedestrian access to local businesses with stormwater ponding eliminated.



Stormwater ponding near S Hudson Street limits usable sidewalk width.



Stormwater ponding near the entry to the LEMS Bookstore, looking northwest.