2013-05 • Arbor Heights School Walking Route Improvements

35th Avenue SW between 100th Street SW to 104th Street SW

Applicant Problem

There are currently no pedestrian facilities on the west side of 35th Ave SW between SW 100th St and SW 104th St. This is an arterial street with high speeds and traffic volumes and is also a walking route to and from Arbor Heights Elementary School. In addition to Arbor Heights Elementary,Westside K-8 recently announced that this school will relocate to 34th Ave SW and SW 104th St – just one block east of this project. With a new school setting up in the area, there will be an increase in demand for pedestrian facilities and an increase in vehicular volume as well. Pedestrians currently must walk on the gravel shoulder just feet away from vehicles going 30+ mph and must navigate through haphazardly parked vehicles and large puddles.

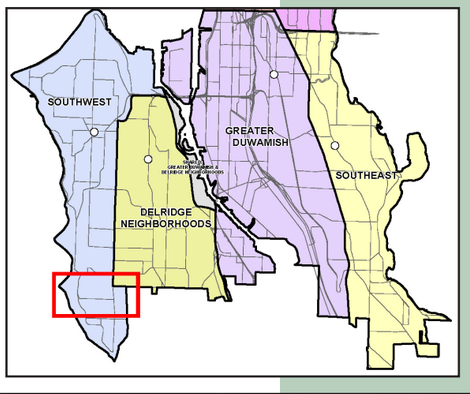
Applicant Solution

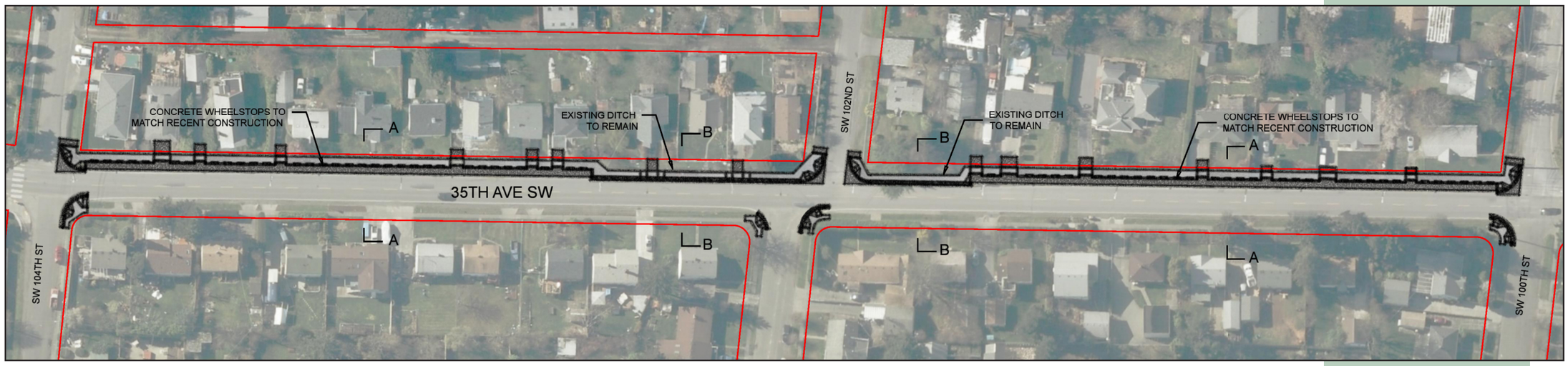
This project would construct sidewalks along the west side of 35th Ave SW from SW 100th St to SW 104th St and pedestrian improvements at each intersection. According to SDOT's Pedestrian Master Plan, constructing sidewalks on this stretch of 35th Ave SW is a top priority (Tier 1). This project would connect to new sidewalks that were recently built on 35th Ave SW from SW 97th St to SW 100th St. Funding for that work came from Mayor McGinn through his Walk Bike Ride program. This project would start where the Mayor's project left off – at SW 100th St. The intersection of 35th Ave SW and SW 100th St is also a top priority (Tier 1) for crossing improvements according to SDOT's Pedestrian Master Plan. This project would complete the pedestrian infrastructure at this intersection by constructing curb ramps on the southwest and southeast corners of the intersection. The sidewalk would continue south on 35th Ave SW to the intersection with SW 102nd St. Curb ramps would be constructed on all four corners of this intersection as well. Continuing south, the new sidewalk would reach the intersection of SW 104th St where curb ramps would be built on the northwest and northeast corners of this intersection and connect to the existing designated school crosswalk on the south leg of the intersection. This crosswalk is patrolled by an adult crossing guard on school days and accompanied by a reduced school zone speed limit (20 mph). At SW 104th St, students will be able to connect to existing sidewalks on SW 104th St to reach Arbor Heights Elementary to the west of 35th Ave SW and the Westside School just east of 35th Ave SW. Pedestrian facilities at the intersection of 35th SW and SW 104th are critical since there will be an increase in both pedestrian and vehicular volumes with the opening of the Westside School at 34th SW and SW 104th St. With the addition of the Westside School to the Arbor Heights neighborhood, this project would provide the facilities necessary to handle a considerable increase in the number of students coming to this area by car, by bike, and as pedestrians. This project would significantly improve the existing conditions by providing pedestrian facilities for students and residents, by formalizing parking, and by improving drainage. This work may also reduce speeds on 35th Ave SW by narrowing the roadway through curb and gutter. SDOT has documented high speeds on this segment of 35th Ave SW in the past.

PROJECT TYPE:
Sidewalk

APPROXIMATE LENGTH:
1350 lf

COST ESTIMATE:
$750,000





2013-05 • Arbor Heights School Walking Route Improvements

35th Avenue SW between 100th Street SW to 104th Street SW

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

35th Avenue SW between 100th Street SW and 104th Street SW is an arterial roadway configured as two lane two-way roadway. The east side of the roadway has existing curb, landscape strip and concrete sidewalk. The west side of the roadway consists of a wide gravel shoulder that is used for parking. A few segments of drainage ditch are located on the west side of the road. The remaining existing drainage consists of a piped system, which was observed running in the west shoulder. Utility poles with luminaires are also located on the west side of the road at the back of the gravel shoulder. This project is in the vicinity of Arbor Heights Elementary school and the Westside K-8 School has announced that their school will relocate one block east of this site.

This proposed project will connect to a sidewalk project recently constructed along 35th Avenue SW located on the west side of the street that terminated at SW 100th Street. The proposed improvements will maintain the existing travel lanes and will improve the west shoulder by constructing an eight-foot wide concrete sidewalk and a seven-foot wide gravel parking lane where space permits. The existing drainage system would be improved along the west side of the road and the drainage ditches would remain and potentially be improved. This project will be required to utilize Green Stormwater Infrastructure (GSI) to the maximum amount feasible.

Existing shoulder and ditch on 35th Ave SW. Looking south near SW 102nd Street.

Existing parking on 35th Ave SW. Looking southwest.

Generally, GSI along this corridor will be limited to new tree plantings. Since this is an arterial road, porous concrete sidewalk cannot be used, and there is not sufficient space to implement rain gardens or dispersion.

CONSTRUCTABILITY:

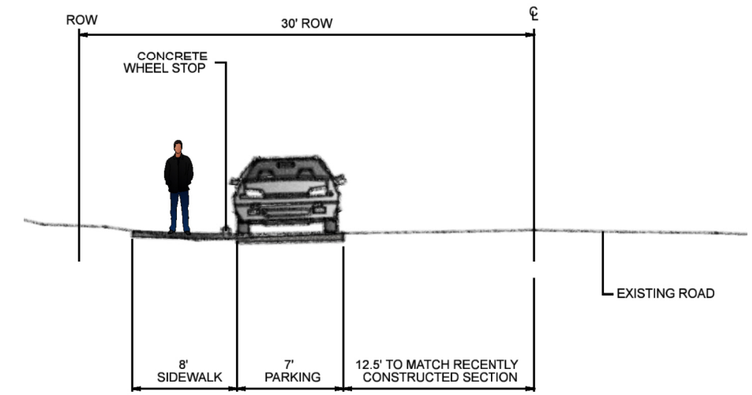
- Some steep driveway connections exist, which may need to be fully reconstructed along with the improvements.
- This project would ideally be constructed during summer break for the adjacent schools.
- Traffic control may present a challenge with work on a narrow arterial roadway.
- There are storm drainage crossings at 102nd and 104th, but no storm mainline on 35th Ave SW, and constructing one will be costly.
- There are power poles with transmission lines on the west side of the street which limit tree planting opportunities.

COMMUNITY ISSUES:

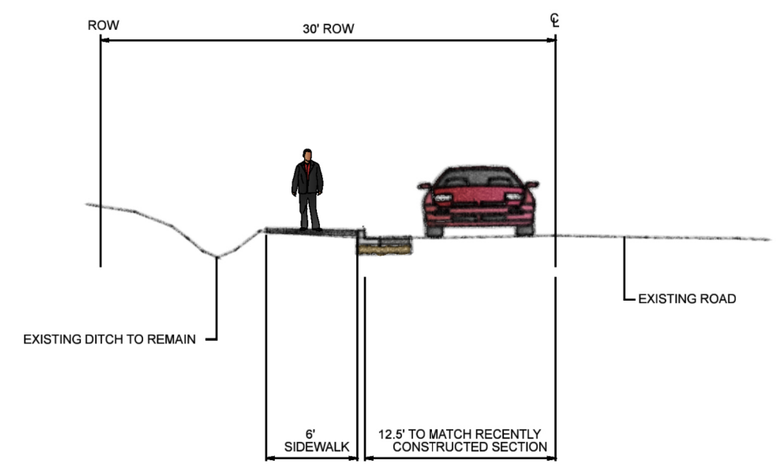
- On-street parking will be reconfigured as part of this project.
- Outreach to the community will be needed, mainly because work will be occuring along the frontage of people's homes.
- Some trees, fences, driveways and driveway parking stalls may be impacted.
- Outreach with Arbor Heights Elementary may be needed to address temporary walking routes during construction.

BENEFITS

- This project would fill in the missing sidewalk between a newly completed sidewalk to the north and the nearby school.
- Improve pedestrian and school safety for children walking to Arbor Heights Elementary (to the south) especially at N 104th Street which is designated school crosswalk with crossing guard.
- Improve pedestrian access to/from transit stops (METRO route #21).
- Improve pedestrian safety by creating a buffer for pedestrians from parked cars.



SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE

2013-06 • Morgan Junction Alley Improvement

Alley running parallel to California Ave SW, between Graham St SW and Fauntleroy SW

Applicant Problem

The dirt alley, 1/2 block off California Ave is badly pot holed. Children from adjacent apts play back there in the summer and breathe in the constant dust. In the winter the holes are perpetually filled with water. Apartment residents have parking via the alley, garbage & delivery trucks use the alley and California Ave businesses have parking via the alley for their customers and staff who generally are unable to find parking on California Ave SW. Some delivery trucks have given up using he alley and instead block traffic and parking on California Ave to make their deliveries. Alley residents and businesses have tried to fill the potholes with dirt and gravel but they are quickly washed out by rain and giant garbage truck traffic. One homeowner dug a trench in the alley, making travel in the alley even more difficult, because the slope of alley drains water into their driveway, flooding it every winter. People used to walk and bike the alley but can no longer do so because its condition is so awful. Last winter a woman complained that she broke her oil pan on one of the potholes. Several inquiries have been made of the City but the response has always been that due to budget constraints the City is no longer dealing with alleys. The residents and businesses using the alley cannot afford to fix it themselves. City help would be very much appreciated.

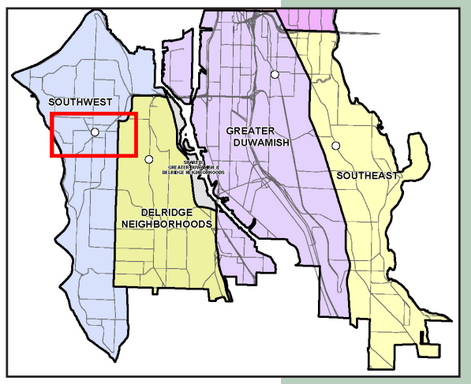
Applicant Solution

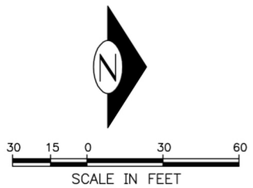
Either pave the alley or grade and gravel.

PROJECT TYPE:
Alley Paving

APPROXIMATE LENGTH:
400 lf

COST ESTIMATE:
$650,000





2013-06 • Morgan Junction Alley Improvement

Alley running parallel to California Ave SW, between Graham St SW and Fauntleroy SW

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

The existing alley running parallel to California Avenue SW located between Fauntleroy Way SW and Graham Street SW is currently unpaved and in poor condition with many potholes that flood during the winter months. Several parking lots and buildings are situated below the alley grade, which causes stormwater runoff to run toward those areas and cause flooding. There is no existing drainage system present in the existing gravel alley.

A 100-foot segment of this alley has been improved with concrete pavement near the intersection with Fauntleroy Way SW. The proposed alley improvements would match this recently constructed improvement. The existing alley grade would be lowered and paved with concrete. New drainage infrastructure will be installed to capture stormwater runoff and convey it off-site. While this project will be required to implement Green Stormwater Infrastructure (GSI) to the maximum amount feasible, there are no GSI elements that are feasible for this project due to the space limitations. This project will also be required to implement stormwater flow control and water quality treatment systems due to the amount of new roadway pavement being installed.

CONSTRUCTABILITY:

- Installing a new drainage system with water quality and detention requirements could be challenging depending on the existing system that will be connected to.

COMMUNITY ISSUES:

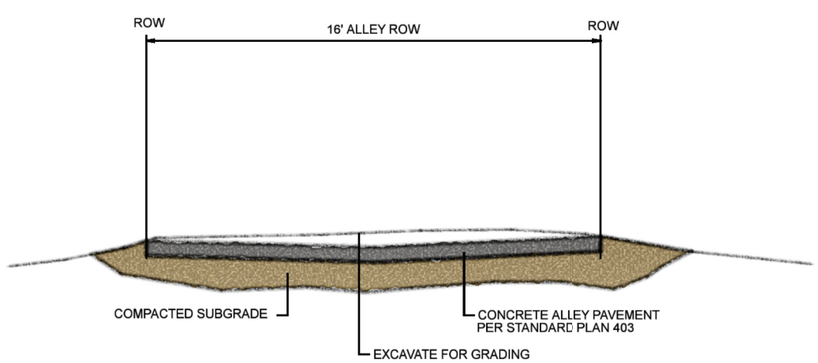
- Access to the apartment parking and garbage service via the alley would be impacted during construction activities.

BENEFITS

- This project satisfies the community's desire to fix the alley's poor condition and solve winter flooding issues.

Existing alley looking south.

Existing alley looking south.



SECTION A-A
NOT TO SCALE

2013-15 • SW Admiral Way Signal

Intersection of 47th Avenue SW and SW Admiral Way

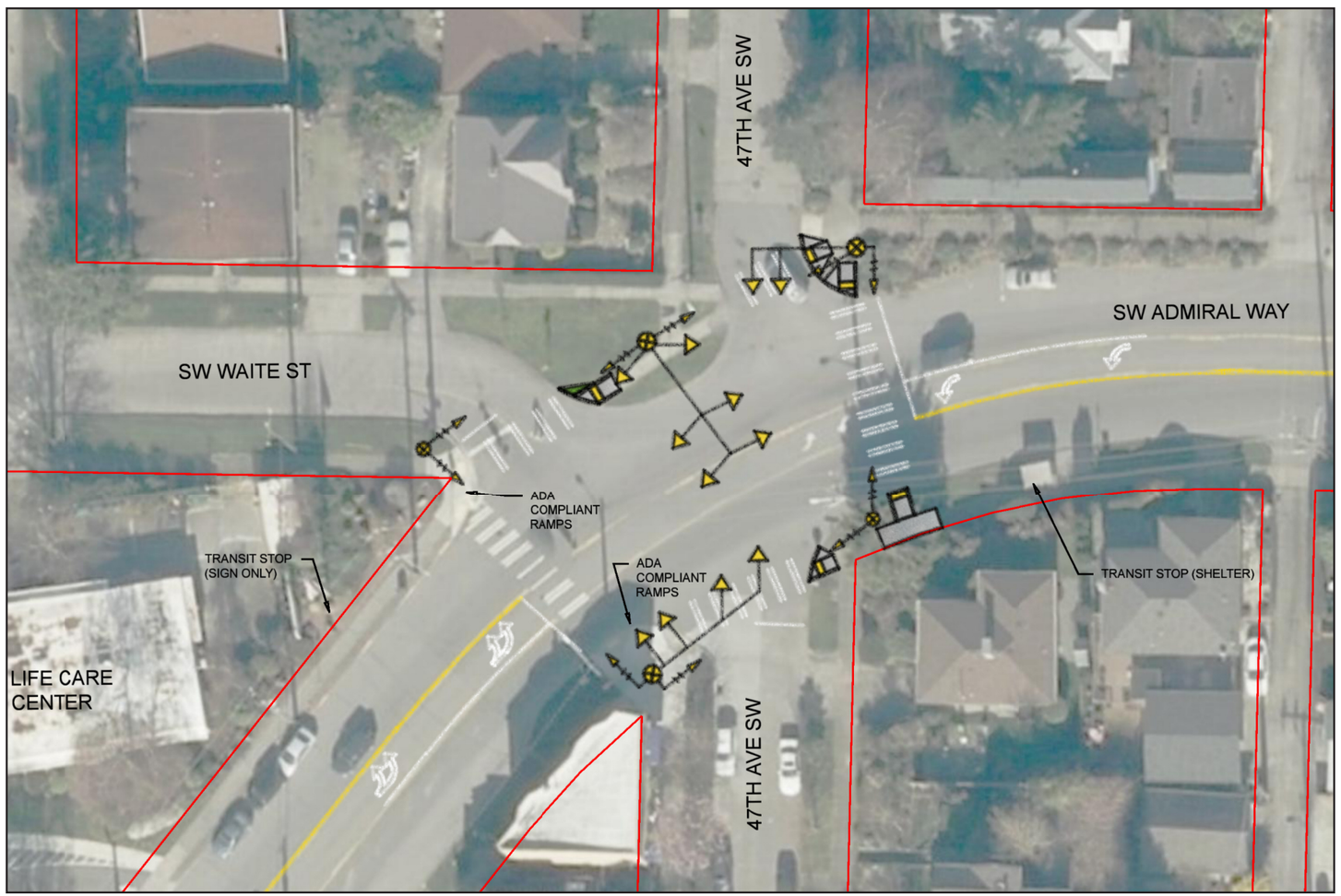
PROJECT TYPE:
Signal

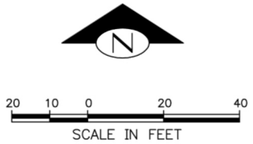
APPROXIMATE LENGTH:
150 lf

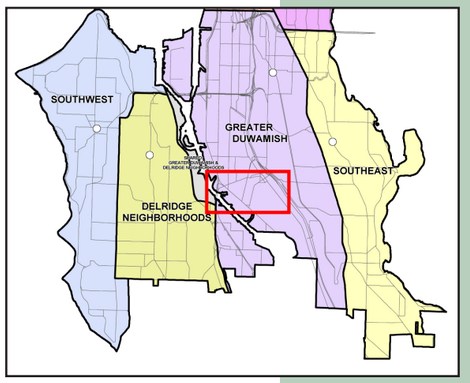
COST ESTIMATE:
$575,000

Applicant Problem

Admiral neighbors share growing concerns over safety issues at the crosswalk at SW Admiral Way and 47th Avenue SW. This is the very crosswalk where, on the morning of November 14, 2006, Tatsuo Nakata, City Councilmember David Della's Chief of Staff, was struck by an errant driver and tragically killed at the age of 29. While Mr. Nakata's death at this crosswalk received much press, many other pedestrians in recent years have been struck or "nearly missed" by vehicles going through this intersection. The location of this crosswalk is important to our neighbors as an access to a popular bus stop, local businesses, and recreation areas, but its position in the middle of a steep incline and curve on Admiral Way makes it difficult for drivers to be aware of if they are not giving their full attention to the road. Flashing indicator lights, hanging signs, and a curb bulb have done little to lessen the incidences of screeching tires and daily threats to pedestrian safety. Many, many people use the 47th/Admiral crosswalk; children cross regularly on their way to and from local schools, commuters cross to catch the bus to work, the elderly residents of the nearby Life Care Center and other neighbors cross to access popular local businesses, joggers and parents with strollers cross as part of their regular jaunt through the neighborhood. This is a much-utilized crossing in a very precarious section of SW Admiral Way. Even drivers traveling at the posted speed limit often do not observe the posted "Crosswalk" sign and flashing yellow lights in time. Frequently, they must slam on their brakes to avoid colliding with a pedestrian, and pedestrians continue to be struck by vehicles while attempting to make their way across Admiral at this crosswalk.

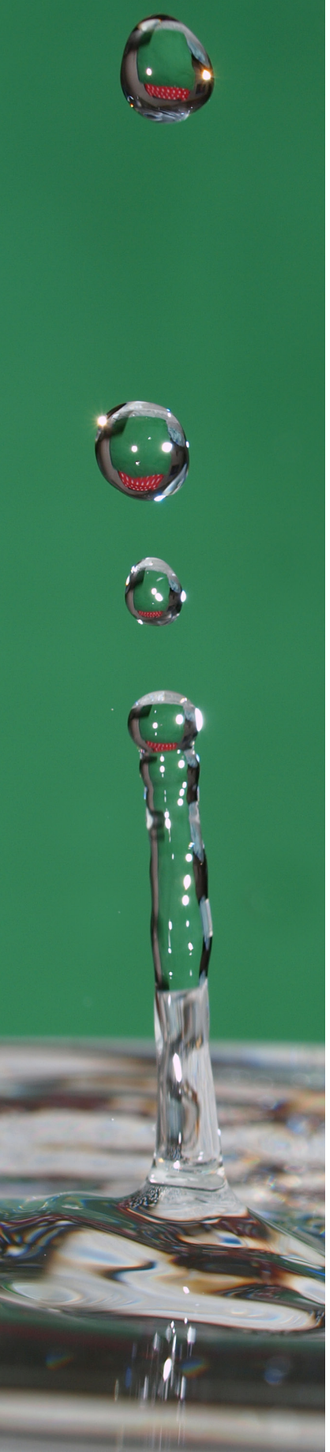






2013-15 • SW Admiral Way Signal

Intersection of 47th Avenue SW and SW Admiral Way



Applicant Solution

A pedestrian signal for the crossing at 47th Avenue SW and SW Admiral Way. Both City Councilmember Tom Rasmussen (Council Transportation Chair) and Mayor Mike McGinn are aware of the dangers at this intersection and supportive of our ongoing request for a pedestrian signal there. A pedestrian signal (i.e., a full traffic light activated by pedestrians attempting to cross Admiral at the crosswalk) is what is needed at this intersection to prevent further serious accidents. SDOT conducted a pedestrian count at this intersection in September of 2010, and while it determined that this intersection did warrant a pedestrian signal, SDOT placed the Admiral intersection 11th on a list of pedestrian signal requests citywide. Due to funding limitations, only up to 2 such requests can be granted per year. SDOT itself has suggested that the Admiral Neighborhood Association explore Department of Neighborhoods or other funding to fund the installation of a pedestrian signal at 47th Avenue SW and SW Admiral Way.

Looking east along Admiral Way.

Looking southwest at the existing intersection.

Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

The intersection of SW Admiral Way, 47th Avenue SW, and SW Waite Street is a five-way intersection with stop controls for the 47th Avenue SW and SW Waite Street legs. The intersection is located on a curve, which limits vehicular sight distance to pedestrians attempting to cross SW Admiral Way, a minor arterial roadway. Additionally, SW Admiral Way is sloped toward the west, which leads to higher speeds for vehicles travelling downhill (westbound). Transit stops are located on to the west and east of the intersection serving routes 50, 56, 57, and 775. Existing overhead flashing beacons and illumination are located at the intersection.

The proposed project would install a full signal at the intersection to improve pedestrian safety. In addition to the signal installation, deficient curb ramps will be replaced with new ADA-compliant ramps. Due to the limited amount of paving work necessary with the signal installation, the City's stormwater requirements are not anticipated to be triggered.

CONSTRUCTABILITY:

- Trenching for new signal conduit may create the need for additional paving work. Directional boring may be warranted.

COMMUNITY ISSUES:

- Outreach to Metro and adjacent businesses will be needed for construction activity impacts.

BENEFITS

- Improved safety for pedestrians crossing SW Admiral Way.
- Improved pedestrian access at the intersection with the installation of ADA-compliant curb ramps.