

PROJECT TYPE Sidewalk
APPROXIMATE LENGTH 3200 lf
COST ESTIMATE Option 1 - \$270,000 Option 2-\$690,000

SDOT-X Gilman Ave

between W Emerson Pl and 29th Ave W

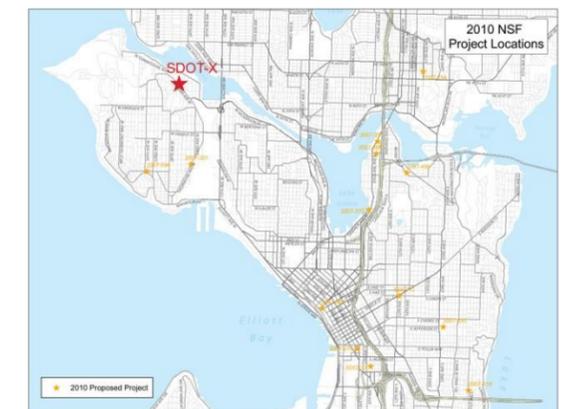
APPLICANT PROBLEM

This ½ mile stretch of road has a worn dirt trail in the grass that people use to jog and to get to and from the existing bus stops. The new sidewalk would provide a great walking trail without intersection conflicts as well as better access to bus stops.

While the southside of the street has an existing sidewalk, there are many streets that enter at angles. This creates extra-wide intersections that pedestrians need to navigate.

APPLICANT SOLUTION

This project would provide a new six foot wide sidewalk along the northside of Gilman Ave W from W Emerson Place to 29th Ave W. Some of these intersections could be reduced in width to facilitate shorter pedestrian crossing distances.



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SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT) REVIEW

Option 1 - Provide intersection improvements to shorten crossings at the following locations: 24th Ave W, 26th Ave W and 27th Ave W, and concrete bus landings at the bus stops on the northside of the street where sidewalk does not exist.

Option 2 - Construct 6' wide sidewalk on the north side of the road behind the existing curb.

Constructability

- Existing drainage infrastructure is in place
- The power poles on the south side of the road may conflict with bus stop improvements.

Community Issues

- Minimal parking impacts anticipated, but a few parking spots may be impacted by the curb bulbs.
- Outreach will be needed with METRO regarding bus stop upgrades.
- Outreach with adjacent property owners may be needed where curb bulbs will be constructed adjacent to their property.

Benefits

- No sidewalk exists on northside of street.
- Improves pedestrian access to/from transit stops on northside of the street.
- Improves pedestrian safety by installing curb bulbs to shorten the crossing distance along the southside of the street.
- Improves vehicle safety by clearly defining intersections.
- Reduces pedestrian and vehicle conflicts by encouraging walking on northside of the street where no roads intersect for over 1 mile.

Typical wide intersection - looking south



West shoulder - looking north