

**PROJECT TYPE** Sidewalk  
**APPROXIMATE LENGTH** 630 lf  
**COST ESTIMATE** Segment 1 - \$390,000      Segment 2 - \$415,000

# #2010-208 NE 110<sup>th</sup> Street

between 35<sup>th</sup> & 36<sup>th</sup> Aves NE and 39<sup>th</sup> & 40<sup>th</sup> Aves NE

## APPLICANT PROBLEM

Previous neighborhood requests for traffic calming to reduce speeding on this arterial have been denied because it is a fire truck route. At 35<sup>th</sup> to 36<sup>th</sup> Avenue NE there is a tributary of Thornton Creek and vehicular guard rail blocking pedestrian passage, as well as a roughly 40' long lake which forms west of the guard rail. At 39<sup>th</sup>-40<sup>th</sup> the shoulder drops off and the only level part of the right of way is occupied by vehicles parked at posted handicapped parking for two disabled residents who lack off street parking. These two "missing links" of sidewalk are unsafe obstruction points where pedestrians are forced to walk in the vehicular lane. In addition to rush hour traffic, school children must watch out for the projecting rear view mirrors of school busses, which make over 60 school bus trips per day on NE 110<sup>th</sup>. Existing sidewalks lead pedestrians to these two obstructions and this proposal would provide safe pedestrian travel at these two "choke" points.

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## APPLICANT SOLUTION

This proposal is to complete two dangerous missing links in the sidewalk on NE 110<sup>th</sup> Street to create the only continuous east- west sidewalk within 30 blocks in northeast Seattle, bridging the gap between Sand Point Way NE and Lake City Way NE. This new sidewalk would provide pedestrian access to, and be located within about 1/8<sup>th</sup> mile of, three public schools and the St. Anne adult home and rehabilitative center, which are located on NE 110<sup>th</sup>. Seattle Public Schools does not provide bussing for high school students at Nathan Hale High School. SPS also does not provide bussing for the students at John Rogers Elementary or Jane Addams Kindergarten – 8<sup>th</sup> grade, who live within 1 mile of their schools on this section of NE 110<sup>th</sup> Street. Thus, many of these students walk along NE 110<sup>th</sup> Street to reach their school. In addition, this would provide residents with safe pedestrian access to the Meadowbrook Community Center, Meadowbrook Park, a bus shelter, and the Nathan Hale sports stadium, all of which are a block away on 35<sup>th</sup> Avenue NE.



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## SEGMENT 1 – 35<sup>th</sup> Ave NE to 36<sup>th</sup> Ave NE SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT) REVIEW

South side should be 16' section from centerline (32' total width street). Leave existing striped centerline in place. Maintain the 9' travel lane with 7' parking lane, 6' sidewalk and 5' planting strip. Construct a pedestrian bridge at the stream crossing – maintain existing road width at crossing with no parking or planting strip.

### Constructability

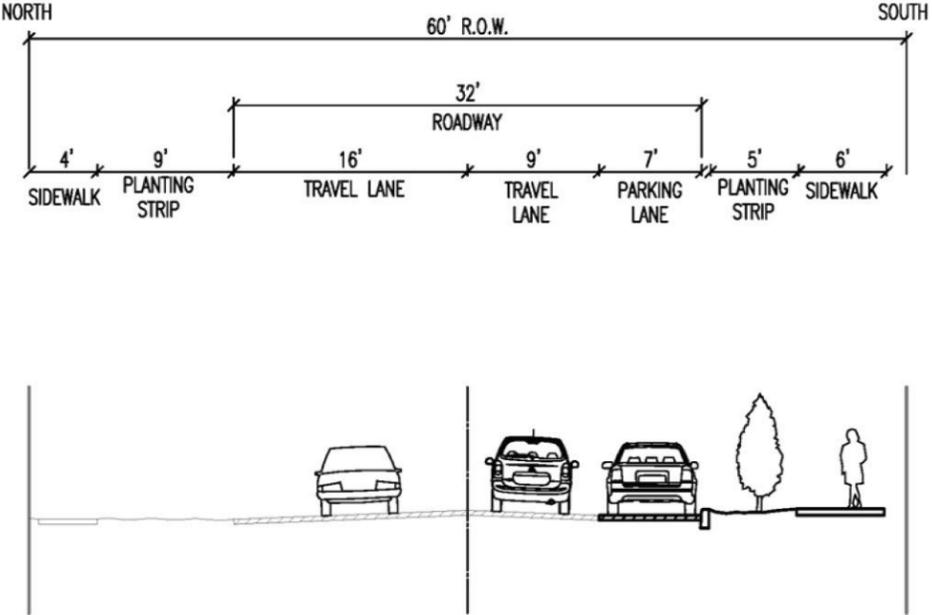
- Construction near the stream will trigger environmental issues to be addressed at permitting and during construction
- The grades are flat with no drainage infrastructure in the area so new drainage structures will need to be installed.

### Community Issues

- Community outreach will be needed to address impacts along property frontages.
- Students use this corridor to travel between portable classrooms and Nathan Hale High School. Outreach with the school will be needed to determine impacts to students and how to address them.

### Benefits

- Improves pedestrian and school safety to Nathan Hale High School. There is no existing pedestrian facility and the area ponds water and makes it difficult for people to walk along the south side of NE 110<sup>th</sup> St.
- Improves access to/from transit stops on NE 35<sup>th</sup> Street (METRO operates route #65).
- Improves environment by providing planting area.



N 110TH ST (35TH TO 36TH) - SECTION  
SCALE 1/8" = 1'- 0"



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**SEGMENT 2 – 39<sup>th</sup> Ave NE to 40<sup>th</sup> Ave NE**  
**SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)**  
**REVIEW**

Widen the roadway on the northside of NE 110th St by 5' and shift the existing centerline 5' to the north. Construct a curb and 6' sidewalk on the south side of the roadway.

**Constructability**

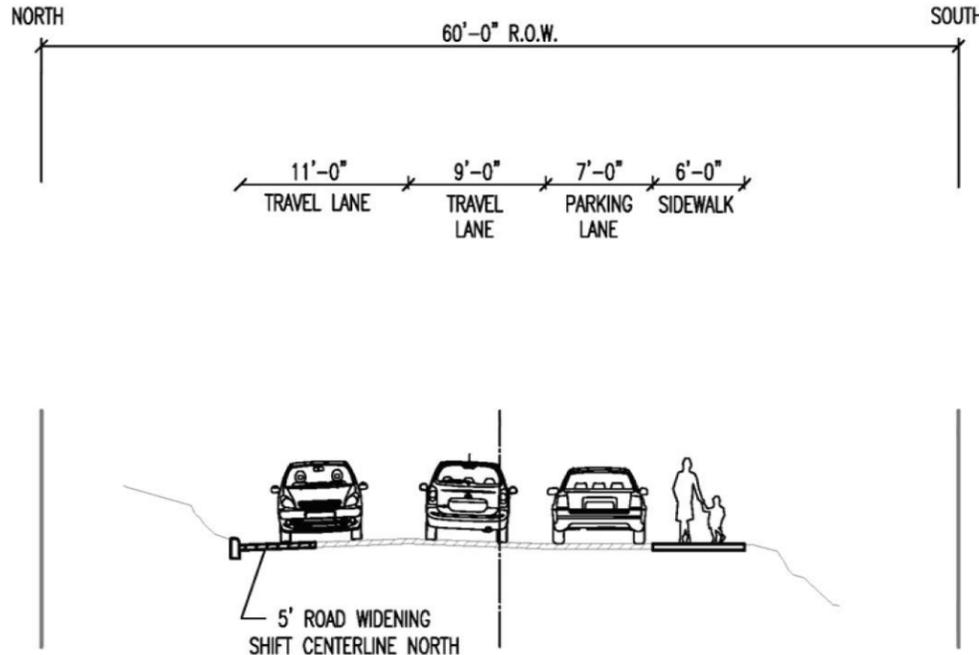
- Widening the roadway on the north side of the street is a more viable option than the south side due to the steep slopes on the south, but there will still be minor rockeries needed to widen the roadway.
- Shifting the centerline of the roadway will mean the centerline will jog at the intersections of NE 39<sup>th</sup> St and NE 40<sup>th</sup> St.
- The ditch on the north side of the road will be filled and replaced with a closed pipe system.

**Community Issues**

- Comuminty outreach will be needed to address impacts along property frontages, especially where driveways will be impacted

**Benefits**

- Improves pedestrian safety since there is no sidewalk on either side of the street currently.
- Completes missing link of sidewalk on the only block between NE 35<sup>th</sup> Street and Sandpoint Way that does not have currently have sidewalk on either side of the street.



N 110TH ST (39TH TO 40TH) - SECTION  
 SCALE 1/8" = 1'- 0"



At 39th Ave NE - looking east



North shoulder