

PROJECT TYPE Pedestrian and Bicycle Improvement
PROXIMATE LENGTH 5,400 lf
COST ESTIMATE \$825,000 – All 5 segments

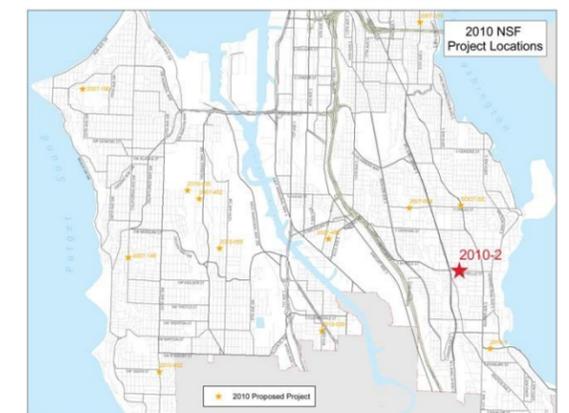
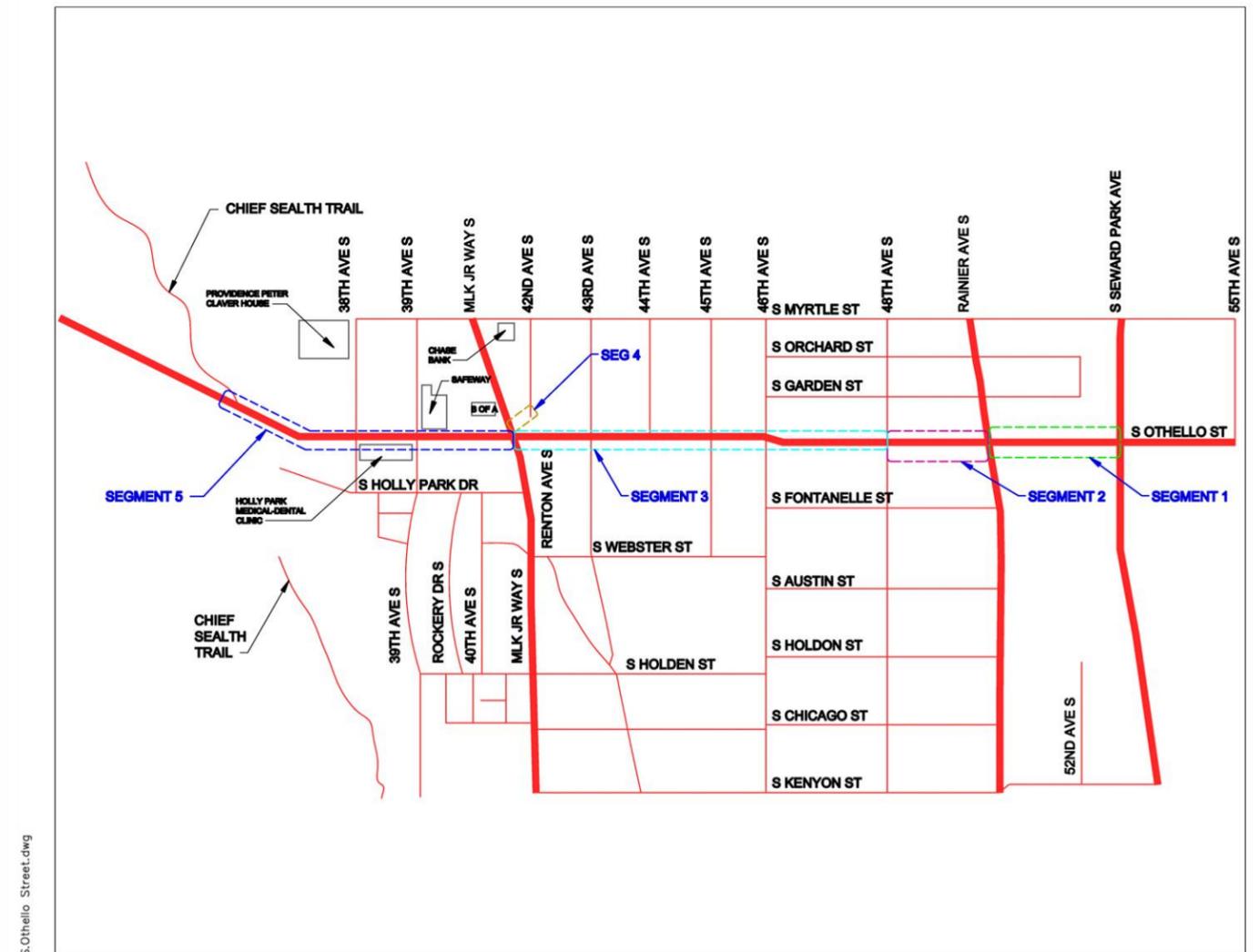
2010-2 S Othello Street between Seward Park Ave & Chief Sealth Trail

APPLICANT PROBLEM

South Othello Street is an important east-west arterial that connects the Seward Park and Brighton neighborhoods with Othello Park, Othello Station, New Holly, Beacon Hill and on to Georgetown. The poor, haphazard condition of S. Othello creates a disconnect between these neighborhoods, discourages light rail use, and allows for no safe passageway via bike from Seward Park Avenue, the most-used bike route in Southeast Seattle, to the newly completed Chief Sealth Trail. Currently, Rainier Ave. S. forms a dangerous dividing line between these neighborhoods, with cyclists avoiding the area because of haphazardly parked cars, no clear lane division, speeding traffic, and a lack of appropriate signage. The installation of bike lanes to connect these cycling paths with one another, Othello Station, and the Othello business district is especially important because of the lack of curbs on the eastern portion of Othello between Seward and Rainier Ave S., resulting in people parking both perpendicular and diagonally to the street and on the sidewalk, restricting pedestrian and bicycle connections and creating a perilous environment for those not in cars. Additionally, because it is unclear where parking is and is not allowed, and the street does not appear to be wide enough to accommodate both parking and traffic, cyclists completely avoid the street, heading further north or south along parallel routes. Crime also continues to be an issue in this area, and improvements made to encourage east-west flow and use of the park and Central Link are desirable, as is timing these changes the improvements, money, and combined efforts of neighborhood activists and Parks at Othello Park, which lies just east of MLK Way on the south side of S. Othello Street. It is our belief that not only does this project align with the City's priorities around lessening car traffic and increasing use of bicycles and light rail for commuting, but it represents a true union of priorities around transit-oriented development by the community and developers working with the community to better the area. More than this, we believe that Southeast Seattle too deserves to benefit from amenities that provide for safe passageway through our neighborhoods by foot or bike, so that this community can share in the improved health and safety these amenities provide.

APPLICANT SOLUTION

This project would install bicycle striping, sharrows, signage, and appropriate improvements along S. Othello St. from Seward Park Ave. to the Chief Sealth Trail west of MLK Way South.



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SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT) REVIEW

Segment 1 - Seward to Rainier (800 feet)- Widen both sides of roadway to provide for 11' travel lane, 5' bike lane and 7' parking lane on both sides of the street. Install curb and gutter and tie into existing planting strip and 6' sidewalk on both sides of the roadway.

Segment 2 - Rainier to 48th (600 feet)- The current roadway is 34' wide with 10 travel lanes and 7' parking lanes. Eliminate the parking on the north side of the road since the properties have driveways. Restripe the roadway for a 7' parking lane on the south curb line, two 10' travel lanes and a 5' bike lane on the north curblane .

Segment 3 - 48th to 42nd (1900 feet) Restrict parking on both sides of the roadway and restripe with 10' travel lanes and 5' bike lanes on both sides of Othello.

Segment 4 - 42nd to MLK (250 Feet)- No changes. Bike lanes accommodated here.

Segment 5 - MLK to Chief Sealth Trail (1800 feet)- Utilize the "road diet" section and replace the existing 4-lane section with a 3-lane roadway section with bike lanes. SDOT would continue road diet all the way to Beacon Ave S.

Constructability

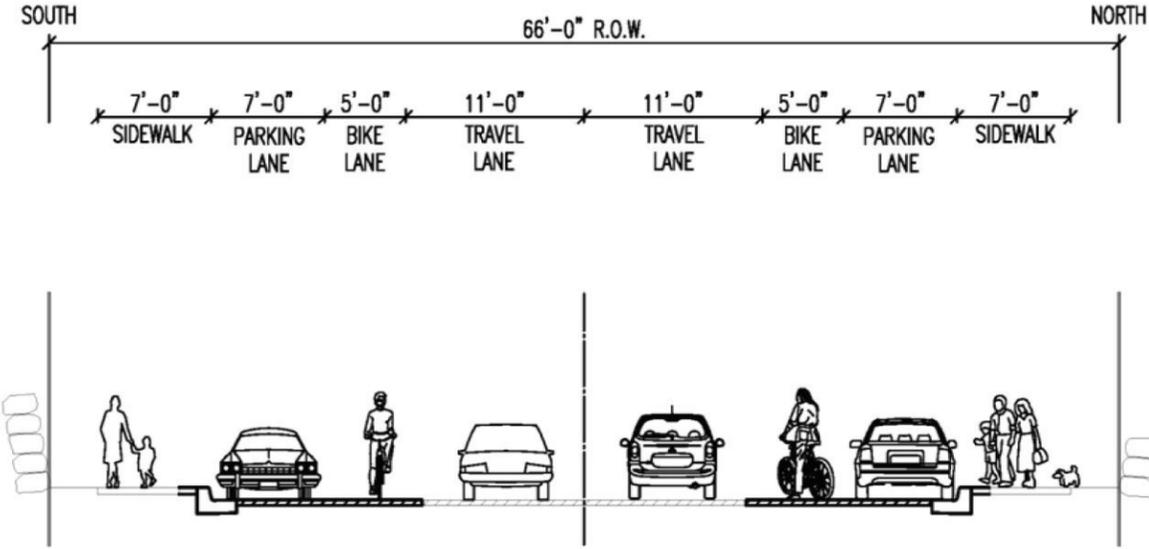
- There is no formal drainage system for Segment 1. Segments 2-5 have catch basins and closed pipe systems.
- There are utility poles with transmission lines on the south side of Othello, generally located in the planting strip.

Community Issues

- Outreach to residents on Segments 2-4 will need to address loss of on-street parking. Note: These homes have existing parking in back via the alley.
- Outreach with local residents will need to address the loss of on-street parking and the traffic operation changes for the "road diet" section (Segment 5).

Benefits

- Improves bicycle safety and connectivity from Seward Park Ave to Chief Sealth Trail consistent with Bicycle Master Plan.
- Improves pedestrian safety in Segment 1 with the new curb that provides buffer between pedestrians and vehicles.
- Improves bicycle and pedestrian access to/from transit stops (METRO route #39).
- Improves pedestrian safety in Segment 5 by traffic calming, reducing vehicular speeds and the number of travel lanes that pedestrians have to cross.



SEGMENT 1

OTHELLO (SEWARD PARK DRIVE TO RAINIER AVE S) - SECTION
SCALE 1/8" = 1'- 0"



Segment 1



Segment 3