



NE 50th St Sidewalk

NE 50th St between 33rd Ave NE and 30th Ave NE

Applicant Problem

NE 50th St is a busy road that provides one of the main connections between the southern portion of the Bryant residential neighborhood and the commercial areas along NE Blakeley St and at the University Village. It also provides a key connection for the neighborhood to the Burke Gilman Trail crossing near NE Blakeley St. The Street runs downhill from 35th Ave NE to where it intersects with 30th Ave NE (which when walking, riding or driving appears to be NE Blakeley St.). At 30th Ave NE pedestrians can turn left and walk a short distance to NE Blakeley St. – also without sidewalks. And just across NE Blakeley St is the Burke Gilman Trail. This route is busy with pedestrians, bikes and cars - yet there are no sidewalks on the south side of the lower portion of the Street between 33rd Ave NE and 30th Ave NE, and on the East side of 30th Ave. NE between NE 50th St and NE Blakeley St. The situation is aggravated because the upper half of the Street between 35th Ave NE and 33rd Ave NE does have sidewalks – which means that pedestrians are drawn to this route along the sidewalks but then have to navigate the unimproved area along the lower part of the hill. There are many problems with the unimproved area. Pedestrians have to walk too closely to the road in many spots because cars have parked in the areas where a sidewalk would be located or the edge of the ROW has been landscaped in such a way that pedestrians are pushed to the edge of the roadway. In addition, the lack of sidewalks leaves a rough, uneven surface for walking, and creates uncertainty as to the proper route. Drivers also feel uncomfortable when using the Street because there is no clear path for pedestrians. Drivers going up the hill routinely move over into the oncoming traffic lane to give a wider berth to pedestrians-which is not a safe driving practice, especially below the east crest of the hill where it is difficult to see whether cars are coming from the opposite direction.

PROJECT TYPE

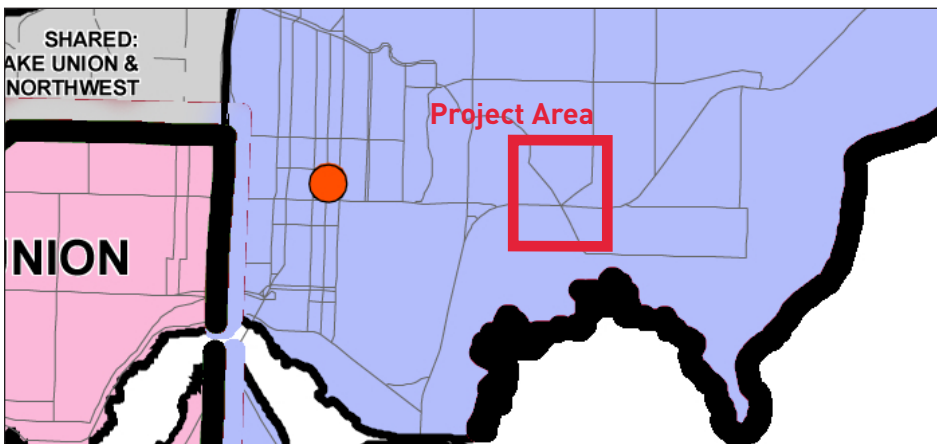
Corridor

APPROXIMATE LENGTH

800 LF

COST ESTIMATE

\$848,000



Applicant Solution

Pete Ramels and Sarah Swanberg, both of Ravenna-Bryant Community Association, originally applied for the Neighborhood Street Fund in 2012 and were rated in the top 3 for the NE, given the project number of 2393005234, and a cost estimate of \$560,000. Since that time, we have been working with University Village to secure the mitigation funds for their new "Gateway Building" for this project. In a letter dated October 8, 2015, University Village wrote to the Department of Planning and Development's Shelley Bolser and John Shaw stating that they would like to dedicate the Gateway Building funds to the sidewalks on N.E. 50th. The letter in its entirety is below: "The MUP for the Project [Gateway Building] included certain conditions associated with the issuance of the building permit for the Project, a contribution of \$248,500.00 to UATAS capital projects. As to this UATAS funding condition, the MUP Decision provides as follows: 'In lieu of making all or a portion of any such payment for one or more of these buildings, the applicant may contribute funds directly to the construction (by the City or another party) of, or privately undertake construction or, one or more of the following UATAS projects.' This construction-in-lieu condition was specifically negotiated to benefit the City and the applicant, and was supported by the local community, as a means to implement one of the UATAS capital projects in the near term. We would like to target the use of this UATAS payment to the implementation of sidewalk improvements on NE 50th Street. The proposed project would provide for the installation of sidewalks on the south side of N.E. 50th Street. The proposed project would provide for the installation of sidewalks on the south side of N.E. 50th between 33rd Ave. N.E. and 30th Ave N.E., and on the East side of 30th Ave N.E. between N.E. 50th Street and N.E. Blakeley St. This Ravenna Bryant Community Association project was finalist in the 2013 Neighborhood Street Fund grant program and is also identified as Action Strategy Project #31 in the University Area Transportation Action Strategy Report dated January 29th, 2008. This project is listed in the Project MUP decision as being eligible for earmarking of our UATAS payment. We know the community is highly supportive of this sidewalk improvement project and therefore appreciate your cooperation in this matter. Please contact us if you have any questions. Signed by Susie Plummer, General Manager of University Village L.P. and cc: Pete Ramels and Jack C. McCullough

Since receiving the above commitment of funds from University Village, Pete Ramels and Sarah Swanberg have been working with SDOT's Brian Dougherty to install sidewalks on this section of NE 50th. Brian suggested that we move forward with an asphalt sidewalk that didn't have curbs or drainage but could be installed as early as 2017. Although this solution would be a great improvement from the current lack of any sidewalk, we have heard from neighbors along NE 50th that there is already a drainage problem that would likely be exacerbated by an asphalt sidewalk. Also, we feel that this project's proximity to the new Sound Transit Station and the commercial core of University Village warrants a proper sidewalk. In addition, this sidewalk on N.E. 50th would connect to the City's recent pedestrian improvements along Union Bay Place.

The following is the text from the original NSF application from 2012: Solution: The proposed project would solve these problems through the installation of sidewalks on the south side of N.E. 50th Street between 33rd Ave. N.E. and 30th Ave. N.E., and on the East side of 30th Ave. N.E. between N.E. 50th Street and N.E. Blakeley St. The Burke Gilman trail is located across N.E. Blakeley St. The goal of the project is to create a safe sidewalk connection between the top of the hill at 35th Ave. N.E. down N.E. 50th Street to 30th Ave. N.E. and then to provide a short sidewalk connection to the Burke Gilman trail. The Burke Gilman trail offers pedestrian and bike connections to the rest of the City, and more specifically to this area, the trail is a safe place to cross over to access University Village.

We anticipate that the cost of sidewalks for this complete route may exceed the grant limits. In that case, our priority is to bridge the gap in sidewalks along N.E. 50th Street between 33rd Ave. N.E. and 30th Ave. N.E. This is the most dangerous part of the route because pedestrians are forced to the edge of the Street in several spots. We view this as a critical first step to creating the full connection along NE 50th Street to the Burke Gilman trail and the rest of the N.E. Blakeley St. corridor. We also intend to follow up this project with a fuller planning process for the N.E. Blakeley St. corridor. These sidewalk improvements would substantially further the objectives of the Pedestrian Master Plan. The project would satisfy Objective 1 because these improvements are recognized as a high priority in the Pedestrian Master Plan. In addition, these

improvements are listed as Action Strategy Projects in the University Area Transportation Action Strategy report dated January 29, 2008. These improvements would further Strategy 1.1 by promoting walking in our neighborhood. A critical part of creating a walking ethic is to connect neighborhoods with businesses. The N.E. Blakeley St. corridor and the University Village are important commercial destinations for the residents in our neighborhood, but the lack of pedestrian amenities encourages driving. These sidewalk improvements would provide a key pedestrian route to connect people with businesses. The proposed sidewalk improvements would also substantially further Objective 2 by improving the walkability of the street. Specifically, the project would serve Strategies 2.1 and 2.2 by clearly defining the walkable zone, removing a barrier to pedestrian travel, and creating walking connections to the major destinations of the N.E. Blakeley St. corridor and the University Village. There are also fantastic opportunities to support Strategies 2.3 and 2.4 through the use of alternative sidewalk designs and integrating the sidewalks into an area that already benefits from a nice tree canopy. It is equally clear that the sidewalk improvements would serve Objective 3 by dramatically improving pedestrian safety. Objectives 4 through 6 will also be served by the project. This will occur because N.E. 50th Street can be converted to a complete street with comfortable walking conditions and landscape buffers, can become a vibrant public space that invites people to walk between their residences to local businesses, and can motivate more people to walk for transportation between destinations, for recreation through connections to the wider community and the Burke Gilman Trail, and for improved health. In addition, this project has strong community support. It has been endorsed by the Ravenna-Bryant Community Association, which passed a motion to file this application. In addition, the public made comments about N.E. 50th Street in the recent Seattle Children's Livable Streets Initiative Final dated January 7, 2011. Here is one: "We are often asked about walking between the hospital and Report University Village in Family Resource Center, sometimes by parents who have already tried and failed to find their way or use a map. I walk this route every day, and I always see many others using it, too. It's mostly a very pleasant and relaxing amble, but in places it's intimidating and uncomfortable. For those who don't know what's on the other side, these bad spots are real barriers. Please consider these 2 or

3 bits of sidewalk that would make a real difference for some families at the hospitals, and some of the hospital's neighbors."

Here is another: "All the way down NE 50th, the last stretch to the Village presents the biggest obstacles. There is a good crossing at the Burke-Gilman trail but first, you have to get through a three way intersection where there is no obvious walking path. This is the opposite of a Dutchstyle naked street. The path for high-speed vehicle is clearly indicated, while the pedestrian path from NE 50th to the BGT is unmarked, unpaved, and generally well hidden. We need a raised sidewalk from NE 50th, across NE Blakeley to the BGT."

Here is a third comment: I frequently commute on foot from Bryant to University Village and UW via NE 50th alongside the cemetery. This stretch of NE 50th between Metropolitan Market neighborhood 35th NE and NE Blakeley has no sidewalks, is hilly and slippery when wet, has lots of car traffic, and has no egress along the northern side because of Calvary Cemetery. On football game days, it is very busy and dangerous. Possible to nominate it for a sidewalk?? My commute options to UW for work are busing, walking, and driving. I do all three, but walking gets dangerous along that stretch in the winter wet and dark." Photographs of the area slated for improvements and excerpts from the most relevant citations to existing plans can be provided as supporting documentation for this application. This is SDOT's Review of the NSF Application: Project Description: NE 50th Street between 30th Avenue NE and 33rd Avenue NE is a local street currently configured as a 21 foot wide two-lane road. An unpaved shoulder exists on the south side of the street, which is utilized for parking and as a path for pedestrians. This segment of NE 50th Street provides a connection from the Bryant residential neighborhood to commercial areas at University Village and the Burke-Gilman Trail. Pedestrian facilities along this corridor are limited to sidewalk installed at the frontage of a mixed use building on the northeast corner of NE 50th Street and 30th Avenue NE. The site is bordered by Calvary Cemetery to the north with a tree-lined steep slope located adjacent to the northern roadway edge, which is currently signed for no parking. The south side of NE 50th Street between NE 50th Street and University Place NE is zoned for commercial use and parking for some of the businesses is currently encroaching on

public right-of-way. Generally, the roadway is sloped to the west at approximately 6-7%. Utility poles with roadway luminaires are located on the south side of the road. Private features such as fences, landscaping and structures have been constructed in the public right-of-way along the south side of the street. No existing drainage infrastructure was observed on NE 50th Street during visits to the site. The proposed improvements consist of installation of new curb, landscape strip and six-foot wide concrete sidewalk on the south side of NE 50th Street between 30th Avenue NE and 33rd Avenue NE. Existing sidewalk is already constructed east of 33rd Avenue NE. The proposed improvements would extend south on 30th Avenue NE to the intersection of 30th Avenue NE and NE Blakeley Street. On-street parking is proposed along NE 50th Street between 30th Avenue NE and University View Place NE. On-street parking is not proposed for the remaining segment. This project would install a new piped drainage system to collect storm water and convey it offsite. 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. Porous concrete sidewalk potentially could also be used; however, further geotechnical analysis would be required to determine the feasibility.



Utility poles may need to be relocated to the planting strip to avoid creating a barrier in the proposed sidewalk.



Loading and access to the business at the west end of the project will be coordinated further during design.



Proposed drainage pipe will connect to the combined sewer located at the intersection of University View Pl NE.

Seattle Department of Transportation (SDOT) Review

Project Description

There are no existing sidewalks on NE 50th St between 30th Ave NE and 33rd Ave NE. On the south side of NE 50th St there are power poles and an asphalt thickened edge to convey water. Parking is allowed on the south side of the street. No parking is allowed on the north side of the street. The project area is located within a combined sewer basin. Due to the slope of the existing roadway, pervious concrete or rain gardens are not feasible on-site stormwater management.

The proposed improvements will include a curb, 5 foot planting strip and 6 foot concrete sidewalk. This project will connect to the recently constructed sidewalk at 30th Ave NE and the existing sidewalk at the southeast corner of 33rd Ave NE. The roadway will be 20 feet wide. Parking will continue to be allowed on the south side of the street and restricted on the north side. Speed humps will be installed at two locations to calm traffic on this street. A catch basin, which will connect to the existing combined system at University View Place, will be added on NE 50th St at the southwest corner of the intersection to collect water flowing along the curb.

This project proposes to apply mitigation funds from the University Village Gateway Building to this project. Approximately \$248,000 is available in mitigation funds. The NE 50th St sidewalk project is confirmed as a candidate to receive this funding, however a final decision has not yet been made. This conceptual design sheet therefore shows a request for full funding from the NSF Program for the entire sidewalk project. If the mitigation funds are applied to this project, the NSF Program contribution would be reduced accordingly.

Constructability

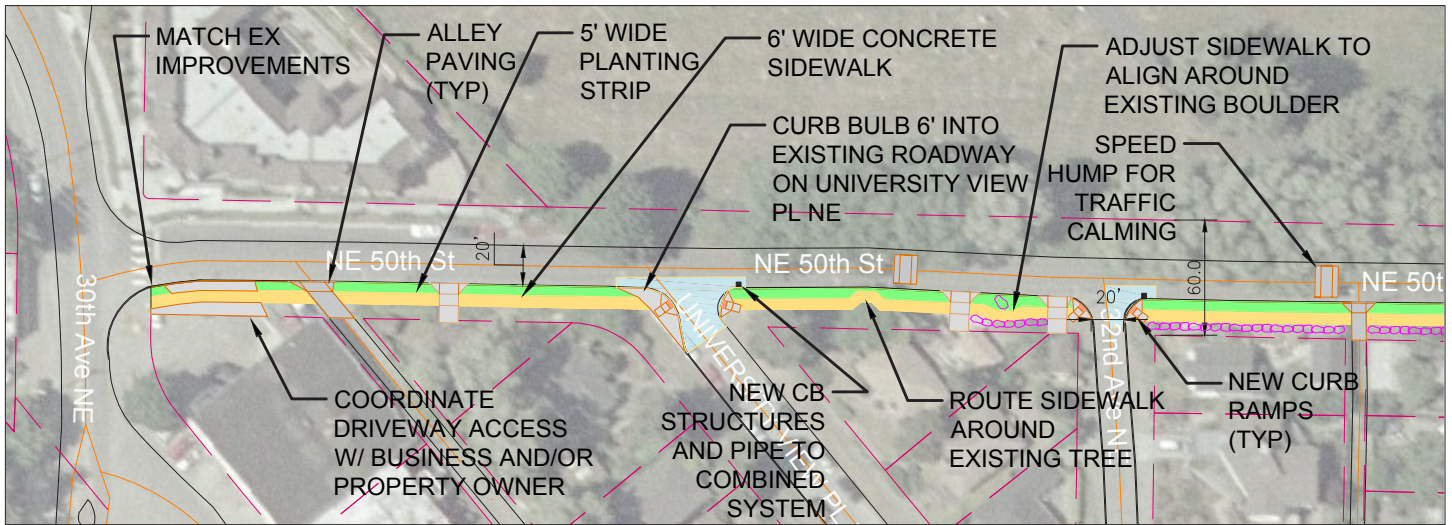
- Some re-grading may be necessary to ensure the new curb ramps are ADA-compliant at all corners.
- Drainage inlets and power poles may have to be relocated for sidewalk and ADA-compliant ramp installation. Power poles could be moved to planting strip out of proposed sidewalk location, or the planting strip could be widened so that the sidewalk goes south of the existing poles.
- Assume 2 foot asphalt restoration over the length of the project to install the curb and drainage pipe.
- Property access to the business at the west end of the project needs to be maintained, likely as driveway access off NE 50th St. Further design will require research and outreach by SDOT.

Impacts

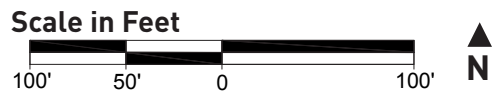
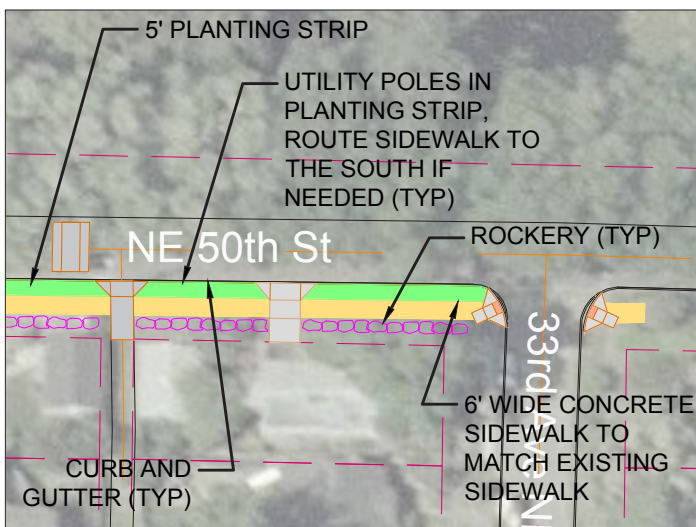
- Existing encroachments (e.g. fences, vegetation, parking) from private property into the public right of way will be removed as part of this project.
- Some parking in the right of way will be removed or realigned as a result of this project and will require further research and outreach by SDOT.
- Adjacent property owners will need to maintain new planting strip area and trees.

Benefits

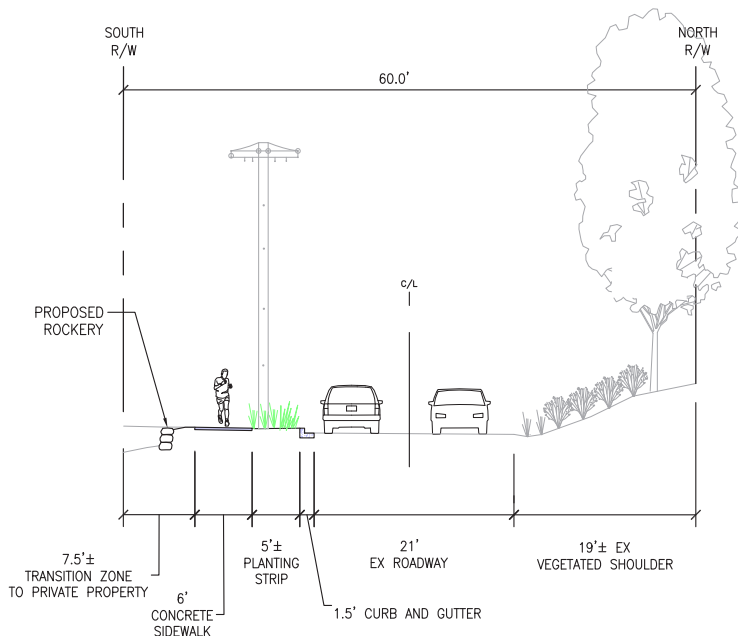
- This project creates standard sidewalk, making a continuous pedestrian connection along NE 50th St.
- Speed humps may provide traffic calming.



Proposed sidewalk on NE 50th St



Proposed sidewalk on NE 50th St



Proposed NE 50th St cross section.