

North Cedar Park Pedestrian Safety & Traffic Slowing/Reduction Improvement Plan

Streets between NE 135th and NE 145th Streets between Lake City Way NE on the west and 38th Ave NE on the east

Applicant Problem

The problems in this neighborhood are pedestrian safety, lack of sidewalks or safe walkways and a tremendous amount of cut-through traffic. In prior years there have been some attempts to deter cut-through traffic by installing speed bumps and some traffic circles. Unfortunately as the amount of traffic increases on Lake City Way NE, more people coming from Sand Point Way NE and 35th Ave NE try to avoid Lake City Way NE, as a result the deterrence of the speed bumps and traffic circles becomes reduced (people just continue to drive over speed bumps at a high rate of speed) and the street (36th Ave NE) without these simple deterrents becomes another cut-through street.

PROJECT TYPE

Crossing and Corridors

APPROXIMATE LENGTH

Varies

COST ESTIMATE

Project A. \$107,000

Project B. N/A

Project C: \$316,000

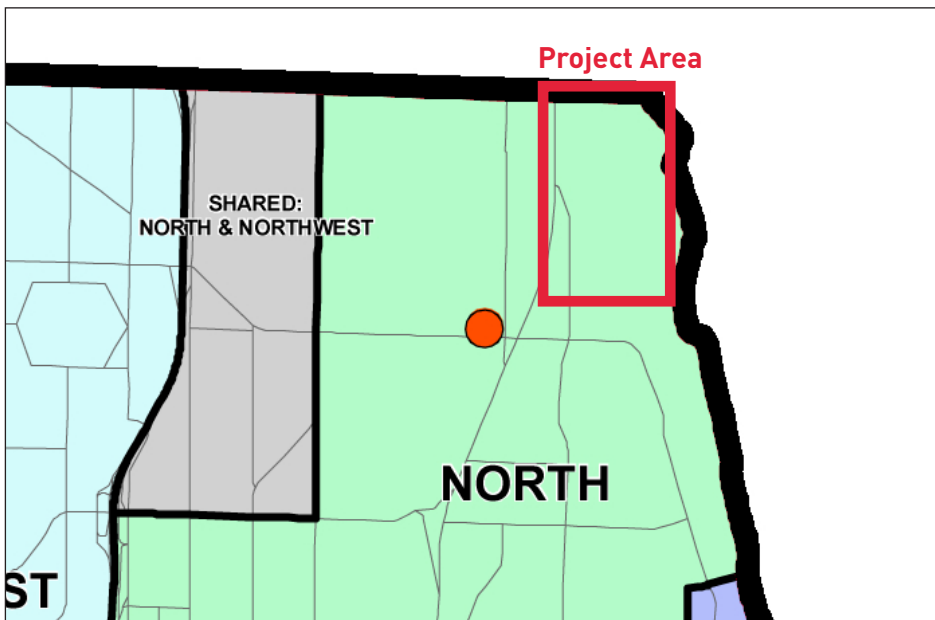
Project D: \$115,000

Project E. N/A

Project F: \$535,000

Project G. N/A

TOTAL: \$1,073,000



Applicant Solution

These solutions are listed in a general hierarchy; however, if SDOT can complete one before the other, please do.

- A. Build a sidewalk on the south side of NE 145th St between 36th Ave NE and 35th Ave NE.
- B. Add traffic slowing mechanisms and deterrents to 36th Ave NE between NE 135th and NE 145th Streets. 36th Ave NE is the only street in this neighborhood without traffic slowing mechanisms and deterrents.
- C. Add tree and planting wells to the extended curbs bulbs planned for 35th Ave NE at the intersection of Erickson Place NE.
- D. Add a sidewalk, could be asphalt, to the west side of 35th Ave NE between NE 145th to about NE 144th. No Parking signs along this section would be good.
- E. Add drainage and safe walking section to the SE corner of 37th Ave NE and NE 145th St.
- F. Add a sidewalk from 37th Ave NE to Lake City Way NE along NE 140th street. A bus stop at NE 140th St and Lake City Way NE would be good too, as the bus stop near NE 140th was moved to south of NE 137th leaving most of North Cedar Park without a close bus stop.
- G. Add a pedestrian activated crosswalk on Lake City Way NE at NE 140th St. We lost a bus stop because people kept crossing Lake City Way NE through traffic. The intersection at NE 145th has such a long wait time that rush hour traffic backs up well south of NE 140th. There should be a way to time a crosswalk light at NE 140th with NE 145th that would not add to the traffic delay.



Existing conditions at the Intersection of Erickson Pl NE and 35th Ave NE



Existing conditions at the southeast corner of the intersection of 37th Ave NE and NE 145th St



Existing conditions at Lake City Way and NE 140th St

Seattle Department of Transportation (SDOT) Review

Project Description

35th Ave NE and Erickson Pl NE are minor arterial streets with bus service. NE 145th St is a minor arterial. Lake City Way is a principal arterial. All other streets are local access neighborhood streets.

This application included seven different locations for potential projects. The following locations were reviewed as part of the conceptual design process. Improvements are proposed for projects A, C, D and F:

- A. New sidewalk on the south side of NE 145th St between 36th Ave NE and 35th Ave NE: A 6-foot asphalt sidewalk will be constructed between the existing drainage ditch and the property line. A rockery will likely be needed to match the existing grades.
- B. 36th Ave NE between NE 135th St and NE 145th St: Based on speed data gathered during the conceptual design phase, SDOT does not recommend traffic calming as part of the conceptual design.
- C. Crossing improvements at the intersection of NE 135th St and 35th Ave NE/Erickson Pl NE: Curb bulbs and new curb ramps will be added at all corners of the intersection at NE 135th St and Erickson Pl NE. A new marked crosswalk and rectangular rapid flash beacon (RRFB) is recommended for the south leg of this crossing because this intersection is identified as a school walking route for Cedar Park Elementary.
- D. New sidewalk on 35th Ave NE between NE 145th St to about NE 144th St: A 6 foot asphalt walkway with wheel stops would be added to the west side of the street starting at NE 145th St and extending 250 feet south. Trees may have to be removed to construct the sidewalk and rockery to meet existing grades. The street width will be 20 feet wide and parking will be restricted on one side of the street.
- E. Improvements on the southeast corner of 37th Ave NE and NE 145th St: Due to existing grades and drainage needs, conceptual design of this intersection was not completed for this corner. This intersection would require further evaluation that could not be completed in time for the 2016 NSF process.
- F. New sidewalk on the north side of NE 140th St from 37th Ave NE to Lake City Way NE:
 - From Lake City Way to 35th Ave NE, a 6-foot sidewalk will be constructed. In order to construct the new sidewalk at such a different grade than the adjacent property, parking would be restricted on the north side of NE 140th St for the first half of the block. Closer to 35th Ave NE the street would be widened and parking would be allowed.
 - Between 35th Ave NE and 37th Ave NE, the face of curb will be set to establish a 25-foot wide street. In order to keep costs low enough to be funded through the NSF Program, an at-grade asphalt walkway with a 5 foot planting strip is proposed for these two blocks.
 - Asphalt paving will be extended to the face of curb as needed to maintain a street width that supports parking on both sides of the street.
- G. New signal at the intersection of Lake City Way NE at NE 140th St: Because Lake City Way NE is a state route, any new signal would need a permit from the Washington State Department of Transportation (WSDOT). This location does not meet WSDOT's signal spacing guidelines. As it is unlikely that SDOT could secure a permit for a signal at this location as part of the NSF process, this project was not reviewed as part of the

conceptual design process.

Constructability

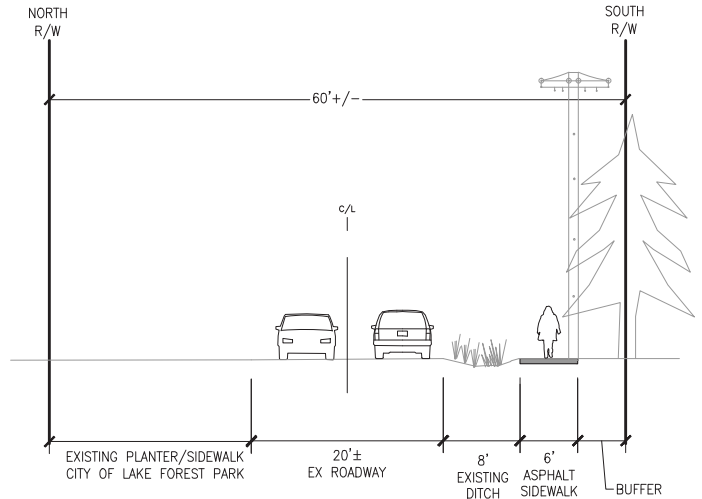
- This location is within the Thornton Creek drainage basin. Existing ditches are located within the project area and may require modification.
- At the west end of NE 140th St, some regrading may be required during the sidewalk installation. Parking will be restricted in this location to keep the project within the public right-of-way.
- Rockeries will be installed at various locations to facilitate construction of the new sidewalks.

Impacts

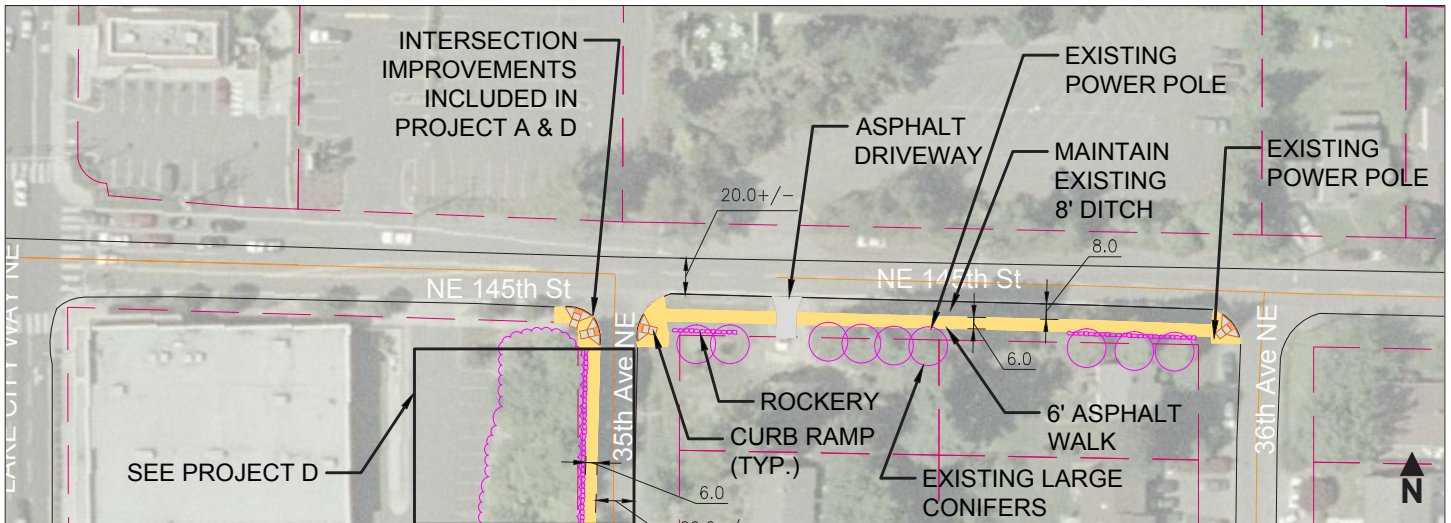
- Construction of the new sidewalk may impact adjacent property owners and require adjustments to fences and driveways. Encroachments into the public right-of-way will be removed.
- Parking will be restricted near intersections. While this parking is not legal, it may be perceived as parking loss.

Benefits

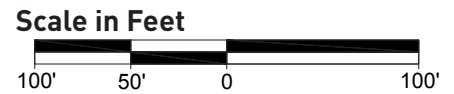
- Increased pedestrian connections to neighborhood destinations within Lake City.

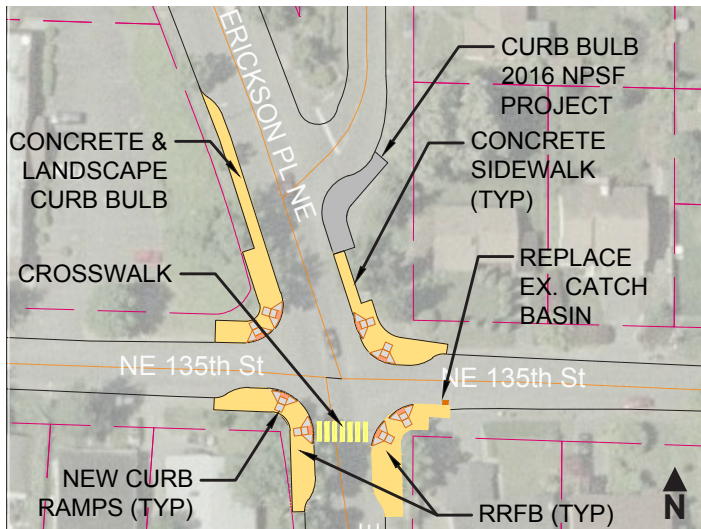


A. NE 145th St Cross Section

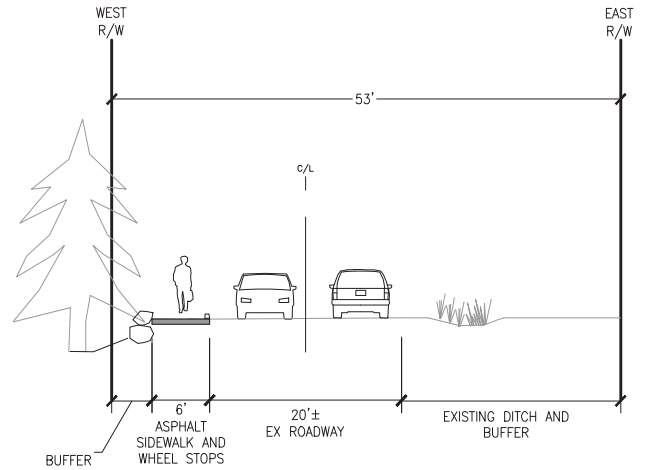


A. Sidewalk on south side of NE 145th St between 36th Ave NE and 35th Ave NE

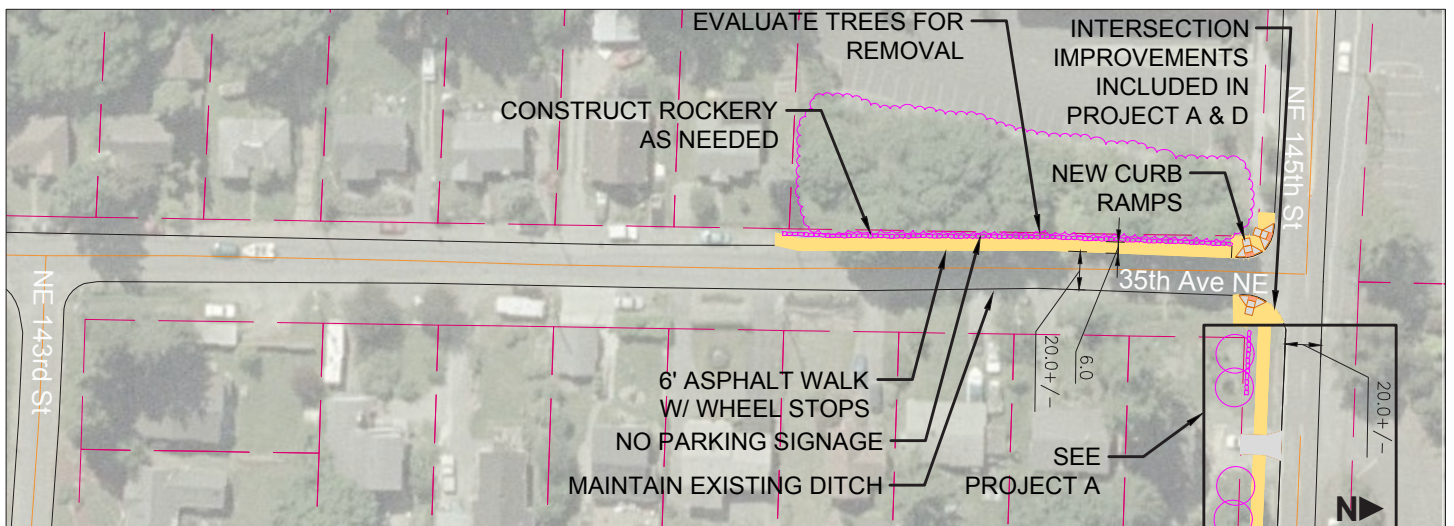




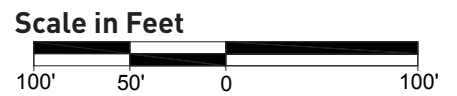
C. Curb bulbs at NE 135th St and Erickson Pl NE intersection

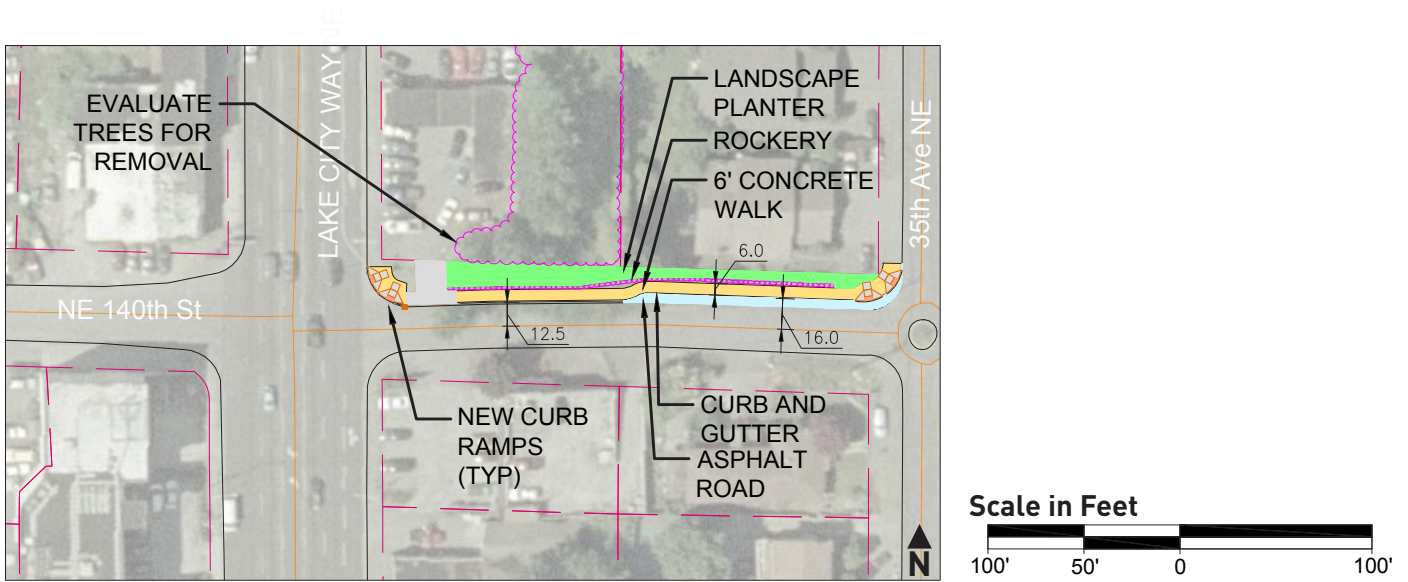


D. 35th Ave NE Cross Section

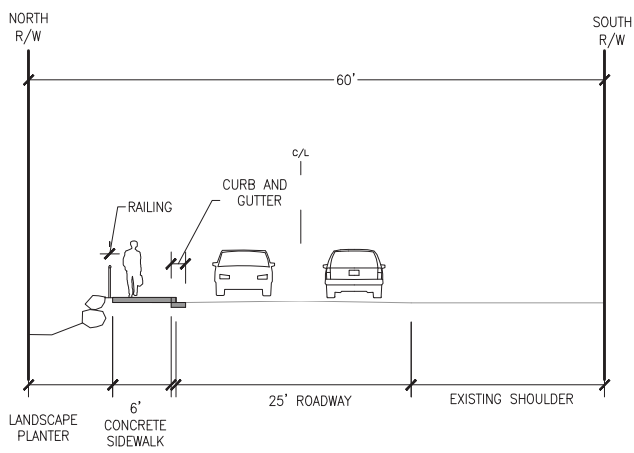


D. Sidewalk on west side of 35th Ave from NE 145th St to end of parcel

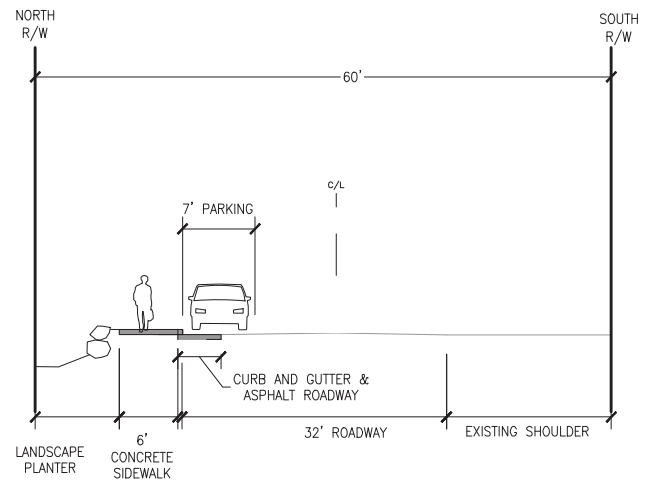




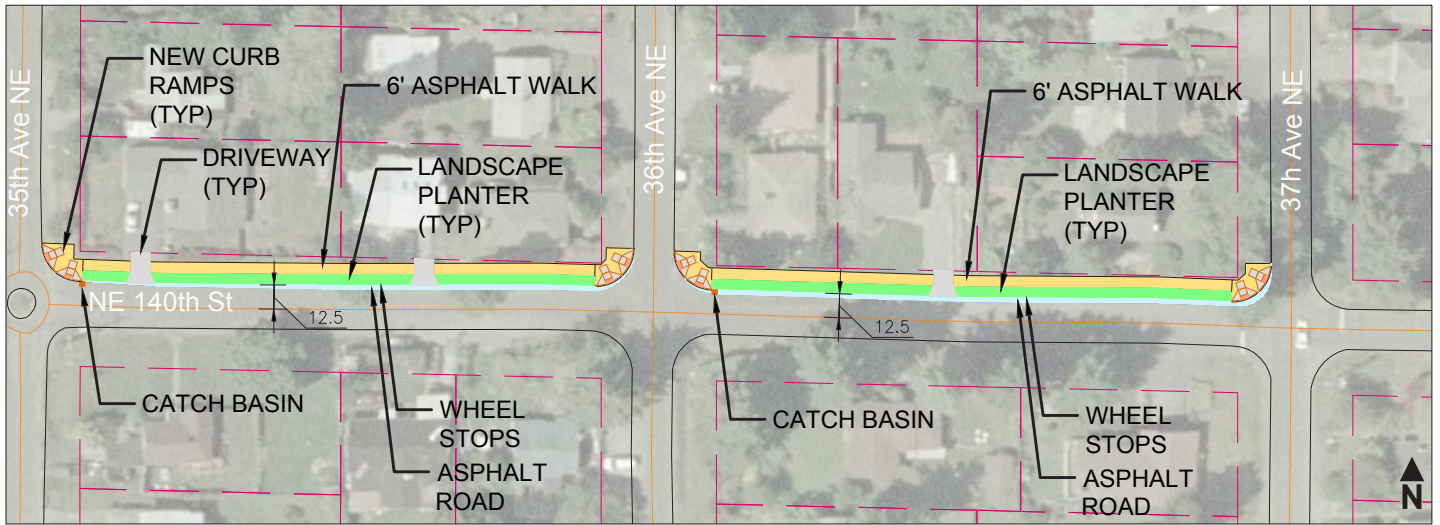
F. Sidewalk on NE 140th St between Lake City Way and 35th Ave NE



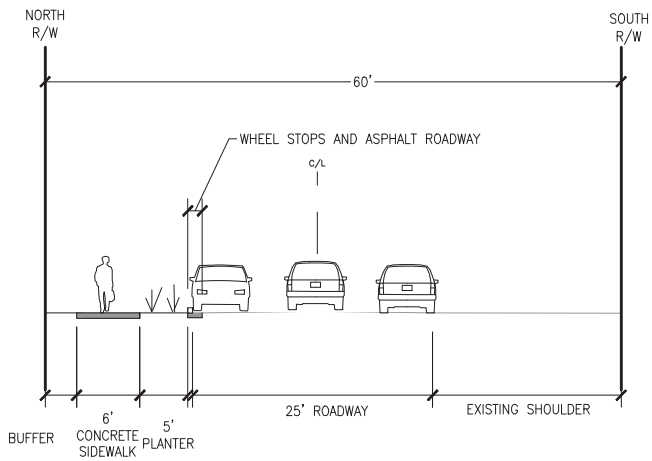
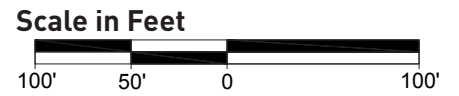
F. NE 140th St (East of Lake City Way) Cross Section



F. NE 140th St (West of 35th Ave NE) Cross Section



F. Sidewalk on NE140th St between 35th Ave NE and 37th Ave NE



F. NE 140th St (35th Ave NE to 37th Ave NE) Cross Section