

**Neighborhood Pathways Program
Staff Review Notes and Project Status
May 2013**

Scammell Avenue, NW

This project will construct a pathway that connects Milroy and Division on Scammell Avenue. The proposal is to construct a 200-foot gravel path which will be flanked by wood chips. A fence will be built separating the path from the adjacent properties.

The project is not within right-of-way; it is on land that has been vacated by statute. Two easements must be acquired to construct the project. The applicant contacted the property owners and they indicated support for the easements and the project. The City will need to work with the property owners to acquire the necessary pedestrian easements.

Woodard Avenue, NW

This project will provide a trail connecting Woodard Avenue between Roger Street to West Bay Drive. The project will be built in existing right-of-way. The trail would be gravel and consist of several switch backs. The project also proposes a swale and rain garden to manage stormwater runoff.

Staff review of this project determined that the utility lines buried within this corridor are shallow. The City needs access to utility manholes at the top or west end, of the pathway. Staff and the applicant met on site several times to design a trail alignment that provides access to the manholes and minimizes cutting the slopes and soil disturbance. In early May, staff and the applicant finalized a design concept for the trail and cost estimates.

Because of the slope, the right-of-way boundaries, and the need to minimize soil disturbance, the trail will not be ADA accessible, but will be similar to a nature trail.

Puget Street, NE

The applicant is proposing that the City construct a 10-foot wide asphalt path on right-of-way on Puget Street between Jasper and Miller. The project proposal includes additional signage for bicyclists and sharrows. This path and bike route signs and markings would provide an alternative to Bethel Street for bicyclists.

The City estimated a cost to construct an asphalt path connecting Puget Street between Miller and Jasper. The path will be constructed by City crews. Additional work to gain support from adjacent residents may be needed before construction can proceed.

The applicants proposed use of sharrows is not consistent with the use of sharrows in other parts of the City. To date, sharrows are used when there is a bike lane in one direction but not in the other direction (Ensign Road, San Francisco Avenue) or for a short missing link between two bike lanes, such as on Legion Way. Long lengths of low-volume streets with sharrows may be appropriate, but this is a procedural issue we would like to discuss further with BPAC and transportation staff before

implementing it on Puget. Directional signs associated with bike route signing as proposed are appropriate to direct bicyclists back to Bethel Street and to the school.

16th Avenue, SE

This project proposes a gravel pathway connecting the neighborhood to the Olympia Woodland Trail. The area is heavily wooded, somewhat steep, and involves a crossing at Indian Creek. The applicant proposed three optional alignments for the path. One alignment may be on private property which would necessitate acquiring easements from property owners. The applicant proposes using volunteers to construct the path.

City staff met with the project applicant and walked the site for the proposed path. The applicant and staff agreed that further evaluation and planning is necessary to adequately scope this project. The City will continue to evaluation of the site, including survey, and work with the applicant to determine a preferred alignment for the path. Once an alignment is defined, other issues such as easement acquisition and permitting can be addressed.

26th Avenue, NE

The applicant proposes a gravel path along the shoulder of 26th Avenue from Bethel Street to the curve at 26th Avenue. The path would provide the neighborhood access to Priest Point Park. The neighborhood would use volunteers to construct the path.

City staff met with the project applicant to walk the site. The site visit revealed that there is a small stream running through the project site. Crossing this stream will involve a bridge and/or reconstruction of the culvert. This work will require permitting.

A sidewalk at this location is planned in the Parks and Pathways Sidewalk Program. This project is a very low priority in the program, but with appropriate reasoning, the project could be moved up in priority.

The stream crossing improvement should be made only once at the ultimate location for the sidewalk, to minimize disturbance to the stream. Right-of-way is also needed for the gravel path, as well as for the sidewalk. Right-of-way should be resolved once, for both the pathway and the sidewalk. Predesign for the sidewalk is needed to determine the ultimate location of the sidewalk and the right of way needs.

Predesign work for the sidewalk will cost approximately \$100,000. This could be funded through the Sidewalk Program or the Neighborhood Pathways Program. A recommendation for how to fund the sidewalk predesign work, in order to advance the gravel pathway, is anticipated to be brought by the neighborhood to the BPAC at a future meeting for consideration.

Central Street and Miller Avenue, NE – Mission Creek

This project is located on a parcel of City-owned land located between Central and Miller streets. The applicant proposes trails and a bridge across Mission Creek. The area is heavily wooded and has steep, unstable slopes leading down to the stream.

City staff met with the applicant and walked the site. This site was purchased by the City because this area is considered a critical basin. The City is working to vegetate the area to improve slope stability and improve the health of the fish-bearing stream.

City staff does not support building trails and the bridge on this property, as part of the Neighborhood Pathways Program because of the high cost and level of expertise needed for this work. Any improvements would need to be carefully planned and constructed, and maintenance would need to also be carefully done. Staff will continue to work with the neighborhood to explore appropriate future access to this site.