



NEW SIDEWALK PROJECT: 8TH AVENUE NW

What we heard

We are pleased to share that the neighborhood open house for the project went exceptionally well. We experienced a great turnout with about 25 people in attendance, and the presentation on the new sidewalks was well-received. The discussions were engaging and constructive, highlighting a significant interest and numerous requests for further improvements, such as speed bumps, planter strips, and wider sidewalks in areas.

There was notably more interest and support than pushback, indicating strong community approval and enthusiasm for the project. The City looks forward to engaging with residents and citizens on this project throughout this year and next.

Written comments we received

General comments

- It would be nice to have a wider sidewalk to better accommodate wheelchairs and other assistive devices on the sidewalk outside the senior apartments. The trees are relatively small and quick growing can be replaced on the other side of the sidewalk.
- Thank you for 6' sidewalks – lots of room.
- When you resurface the road, we had our water pressure tested last summer & and it only has about 54% the pressure it should have. This would be the time for the City to fit it. (Main water main)
- Thank you so much for building sidewalks in my neighborhood- I'm so excited for this improvement! I walk this stretch of road multiple times per week, I'm looking forward to a safer and more lovely walk!

City response:

The City is currently looking into expanding the sidewalk between NW Richmond Beach Road and NW 185th St and will likely maintain a standard 6' sidewalk between NW 185th St and NW 180th St.

The City is looking into updates to the water supply and other drainage features along 8th Ave NW. Updates to water main and drainage features on private property will not be included in the scope of this project.

Planter strips

- I love the idea of the planter strip with trees along the road.

- I have concerns over who would maintain the planting strip. On 6th ave a similar pattern shows that homeowners do not necessarily do that. Will SL take care of it?
- Love plan section B-B some protection from fast drivers going to and from work – Really fast.

City response:

Planter strips between the roadway and sidewalk are an added safety benefit. planters will be maintained by property owners adjacent to the planters.

Speed calming:

- We would strongly urge that there be one speedbump between NW 180TH + NW 18TH on 8th Ave NW to dissuade extreme speeders.
- Love this, but speed bumps are needed.
- Speed bumps? Or – Calming speed
- Speed bumps on the road – cars go 50-60 MPH. Dangerous. Thank you.
- Love the plan. Add speed bumps. People always speeding on this street. Many mailboxes get knocked down. As long as I don't have to take my fence down. I am ok with everything.
- Where are the traffic “calming” measures? Speed bumps? Cars travel too fast on this road.

City response:

Although speeds calming devices can be a way to deter speeders, for this particular stretch of roadway they will not be considered for the following reasons:

1. **Emergency Vehicle Response Times:** Speed bumps can significantly delay emergency vehicles, including fire trucks, ambulances, and police cars. Every second counts in emergencies, and speed bumps could hinder timely responses, potentially putting lives at risk.
2. **Increased Noise Pollution:** Speed bumps can lead to increased noise from braking, accelerating, and vehicles hitting the bumps. This can be particularly disruptive to nearby residents, especially during nighttime.
3. **Diverted Traffic:** To avoid speed bumps, drivers may seek alternative routes through residential streets, potentially increasing traffic and speeding in those areas, thereby shifting the problem rather than solving it.

4. **Cost and Maintenance:** Installing and maintaining speed bumps can be costly. Over time, speed bumps degrade and require repairs or replacement, which can be a financial burden for the community.

Bike lanes:

- What happened to the bike lane on the west side (in the initial design)?
- Why was the bike lane shown on the preliminary 2021 design removed?
- What about the bike ramps onto a “shared path” at 8 NW and R.B. Road? It was on the initial design design that is on line. Is it actually needed?

City response:

Bike lanes were a part of the preliminary design, but because they are primarily an added feature to the roadway and not a walkable path, we determined they are out of scope for the goal of the “Sidewalk Prioritization Plan.”

Trees:

- What methods will you use to protect impacted tree roots?
- When will the arborist report be considered in the design process?

City response:

The arborist report is being prepared and will be integrated into the design between 30% and 60%

There are several ways to protect trees and tree roots during construction. Actual methods will not be known until after the full arborist report is complete and as we approach construction. However, here are some ways that trees maybe be protected during construction:

1. **Establish Tree Protection Zones (TPZ):** Designate and fence off areas around trees where no construction activity, storage of materials, or heavy machinery traffic is allowed. The size of the TPZ should ideally be determined by an arborist, typically extending out to the tree's drip line or beyond.
2. **Root Pruning:** If roots must be cut, do so cleanly and properly under the guidance of an arborist. Clean cuts help the tree heal more effectively and reduce the risk of disease and pest invasion.
3. **Utility Line Boring:** When installing underground utilities, use trenchless technology such as boring or tunneling rather than open trenching to minimize root damage.



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4. **Tree Maintenance and Monitoring:** Regularly monitor the health of the trees during construction. Provide additional care, such as fertilization or pest control, if signs of stress or damage are observed.
5. **Protective Barriers:** Install physical barriers like wooden boards or metal sheets around the trunk and over root zones to protect against accidental impacts from construction equipment.