

COMPLETE STREETS CHECKLIST
For projects over \$500,000

Project Name:

Project Developer: Phone Number:

Opportunity Statement (See Project Roadmap for instructions):

This project preserves and extends the life of one of Seattle’s busiest arterial streets. Through the Complete Streets process, there may be opportunities to partner with other SDOT groups to improve accessibility, pedestrian safety, and transit operations/access.

Description of scope from originating project:

The project will repave (assumed to be mill and overlay with areas base repair as required) portions of Denny Way (alley west of Taylor Ave to Stewart Ave) and Yale Ave (between Stewart St and Howell St), updating curb ramps and drainage as required.

Project Extent:

Project Budget and Funding Source(s) (List modal plans if applicable):

TOTAL PROJECT BUDGET: \$5,050,000
FHWA Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA): \$1,450,000 (construction only)
Levy to Move Seattle (Arterial Asphalt & Concrete Program Phase II): \$3,467,500
Sidewalk Safety Repair Program (SSRP): \$100,000
Vision Zero Program: \$32,500
Currently seeking funding for additional sidewalk repair (\$211K), two ped signal conduit (\$186K), and two curb bulbs (TBD)

If grant funded, list timeline:

1 Purpose of the Complete Streets Checklist

Seattle's Complete Streets policy is about creating and maintaining safe streets for everyone. In 2007, the Seattle City Council passed Ordinance 122386, known as the Complete Streets ordinance, which directs Seattle Department of Transportation (SDOT) to design streets for people who walk, bike, ride transit and people of all ages and abilities while promoting safe operation for all users, including cars and freight. This is the lens through which SDOT views all of our projects.

SDOT uses a rigorous, data-driven process to develop complete streets. Streets Illustrated provides the roadmap of how SDOT administers the Complete Streets program. The Complete Streets checklist is the tool SDOT uses to collect data and information about the status of the street and surroundings, as well as the details of the project during a project's complete streets assessment in the early stages of the 0-30% design phase, with a goal of identifying specific improvements that can be incorporated into the project to balance the needs of all users.

2 Complete Streets Review Story Map - Getting Started

Data pertaining to questions in this checklist can be found in the [Complete Streets Review Story Map](#). To use the map you need to know the following:

Using your mouse wheel or the zoom controls at the top left corner of the map, zoom to your project area. As you will notice, zooming in makes new data appear on the map. Alternatively, you can use the search tool (magnifying glass button) to type in an address for the location you are looking for. For the most accurate results, include both the city (Seattle) and the state (WA) after the address.

Once you have reached an acceptable scale, begin by clicking on step #3 (Arterial Classification and Street Type), and click on the following numbered tabs to see just the relevant data for each topic. Each map will preserve the scale of the previous map.

Within each map you can click on any of the features to get whatever information is associated with that layer. Because these maps include data with the same shapes, you may need to zoom in or out to see other available layers.

Summary:

- Some data layers will only display at a distinct scale, you will need to zoom in or out on the maps to find and view all the layers you need for each topic.

Questions or comments about the checklist template?

Please email Gabriel Seo (gabriel.seo@seattle.gov) for more information.

3 Project Coordination

1. Review [DOTMaps](#), the [Complete Streets Review Story Map](#) and associated links. Are there any opportunities to coordinate with relevant City projects/initiatives within the project area? Yes No

Discuss coordination opportunities and list contact information:

SDOT Harrison St Transit Corridor (dotMaps ID 71064): Concept to reroute transit from Denny Way btwn 5th Ave and Fairview Ave; Planning underway
Christina Arthur, SDOT Transit & Mobility, christina.arthur@seattle.gov

SDOT Denny Way ITS Center City Gateway (dotMaps ID 45203): Denny Way btwn Western Ave and Minor Ave; Signal upgrades (i.e. new poles, cabinets, controllers, communications), APS, dynamic message boards, and curb ramps in some locations. Construction underway thru Q2 2023.
Eric Strauch, SDOT Capital Projects, eric.strauch@seattle.gov

SPU 2017 Spot Sewer Contract 1 (dotMaps ID 64428): Two pipe repairs (roughly 5' each) on Denny Way btwn Terry Ave and Boren Ave N
Josh Campbell (SCL PM); josh.campbell@seattle.gov, (206) 913-1716

PSE DuPont Pipe Replacement (dotMaps ID 49622): Denny Way btwn 5th Ave and Taylor Ave; Griffin Clark, griffin.clark@pse.com, (425) 495-0173

Describe final decision:

Denny AAC project will coordinate with SPU 2017 Spot Sewer Contract 1 project to make pipe repairs when repaving is underway in that area and reduce construction impacts. SPU contact (Josh Campbell) will be included in design review and circulation.

Project team will continue to work with SDOT Street Use staff (SIP review team and SLU HUB Coordinator) to coordinate on design and construction activities.

2. Are there any opportunities to coordinate with relevant active private development within the project area? Yes No

Discuss private development coordination opportunities and contact information:

See attached SIP Coordination Opportunities document for details for the following adjacent developments:

1200 Stewart St (dotMaps ID 50585): Project is currently on-going but progressing slowly. Completion timeline unknown. Jack Holliday;
jack.holliday@seattle.gov; (206) 615-0928

121 Boren Ave N (dotMaps ID 50630): 41-story tower structure containing 432 apartment units with retail. Planned to be in construction Q3 2023.

2300 7th Ave / 2301 8th Ave: (dotMaps ID 69703): The 8 Tower; Site preparation work planned for late-2023 and construction on hold until late-2024. Mat Johnson; mxjohnson@tcco.com; (206)255-1939

111 Westlake Ave N: Likely to begin after Denny Way AAC and may be impacted by WSBLE station location decision.

4 Street Classification & Type

- Arterial Classification: Principal Minor Collector
 Non-Arterial Boulevard SFD Non-Arterial

If project area has multiple arterial classifications, describe:

Both Denny Way and Yale Ave are classified as Principal Arterials.

Street Types:

Other Facilities:

- | | | |
|---|--|--|
| <input type="checkbox"/> Alley | <input type="checkbox"/> Neighborhood Yield | <input type="checkbox"/> Trails |
| <input checked="" type="checkbox"/> Downtown | <input type="checkbox"/> Parks Boulevard | <input type="checkbox"/> Unopened Right of Way |
| <input type="checkbox"/> Downtown Neighborhood | <input type="checkbox"/> Urban Center Connector | <input type="checkbox"/> Non-SDOT Property |
| <input type="checkbox"/> Downtown Neighborhood Access | <input type="checkbox"/> Urban Village Main | |
| <input type="checkbox"/> Industrial Access | <input type="checkbox"/> Urban Village Neighborhood | |
| <input type="checkbox"/> Minor Industrial Access | <input type="checkbox"/> Urban Village Neighborhood Access | |
| <input type="checkbox"/> Neighborhood Corridor | | |

If project area has multiple street types, please list which segments per type:

Both Denny Way and Yale Ave are classified as Downtown street types.

ROW Width:

Denny Way (66-feet); Yale Ave (66-feet)

Describe relevant standards from [Streets Illustrated](#) and any [deviations](#) you'll be requesting:

Pedestrian: High volumes of pedestrians, particularly on transit blocks, require 8-10' of pedestrian clear space. Minimize curb cuts and driveways to maximize pedestrian safety by reducing conflict points. Pedestrian lighting is required. Marked crosswalks and visibility treatments across intersections are often present on Downtown Streets.

Curb Space: Alleys shall serve as the primary loading and parking access needs. Existing load zones shall be preserved, if feasible, to accommodate demand. Curb space is critical to serve mobility needs, therefore, loading and short-term parking may be limited to off peak hours or provided on side streets.

Travel Lanes: 11' minimum for transit lanes and/or freight lanes, 10' minimum otherwise

5 Safety & Channelization

1. Posted Speed:

2. 85th percentile speed (if available):

Location, date collected:

a. Is the 85th percentile over posted speed? Yes No

b. Are there high collision locations in the project area? Yes No

c. Are there Bicycle and Pedestrian Safety Analysis priority locations in the project areas? Yes No

d. Does the frequent Transit Network or RapidRide network operate in the project area? Yes No

If Yes to a, b, or c contact Vision Zero to discuss traffic calming recommendations. If yes to d. contact Transit and Mobility to discuss.

4. a. Average Weekday Traffic (AWDT):

Location, date collected:

c. Average Weekday Traffic (AWDT):

Location, date collected:

b. Average Weekday Traffic (AWDT):

Location, date collected:

5. Does the project area have 4 or more lanes? Yes No

6. If AWDT is less than 25K and lane configuration includes 4 or more through lanes, contact Traffic Operations for review for potential rechannelization. If along RapidRide (existing or future), Priority Bus Network, or Frequent Transit Network include Transit and Mobility in these discussions.

Should rechannelization be considered in the project scope?

Between 7th Ave and Westlake Ave, the vehicle volumes on Denny Way exceed the 25K threshold. East of Fairview Ave, Denny Way has been rechannelized to implement an EB bus lane as a part of the Route 8 improvement project (2018). This project made improvements along the entire Route 8 corridor but did not consider bus lanes west of Fairview Ave. Rechannelization was not considered due to recent Denny ITS changes and the Harrison St Transit Corridor and ST WSBLE projects underway. Further information provided in attachments.

Describe recommendations:

See attached Complete Streets Recommendations document for details on all safety and channelization recommendations that were provided.

Describe final decision:

In alignment with the project funding and schedule, the Denny Way AAC project plans will include the following recommendations:

- Replace and add hardened center lines with C-curb treatment to reinforce turn restrictions (VZ - Covered by AAC)
- Install conduit and handholes at 8th Ave and Boren Ave N to reduce construction impacts should a pedestrian half signal be warranted and funded in the future (VZ - \$93K per location)
- Add stop bars at all signalized intersections (VZ - Covered by AAC)
- LPIs and minor signal phase modifications at select locations (VZ - Covered by AAC)
- Install 'No Turn On Red' signs at signalized approaches (VZ - Roughly \$32K)

6 Pavement Condition

1. Is the Pavement Condition Index 65 or below at any point in the project area? Yes No

2. Describe any visible areas of disrepair in the roadway:

There are several locations with visible disrepair in the roadway which will all be addressed by this repaving project.

4. Describe any areaways in the project area:

There is an areaway that wrap around the NE corner of Denny Way and 5th Ave N (500 Denny Way). Our paving limit is just east of the areaway to ensure we do not cause damage or further degrade conditions of the adjacent property's areaway.

Describe recommendations:

The paving scope of the Denny AAC project is to mill and overlay the asphalt wearing course of the corridor within the project limits. In addition, design team has identified areas of advanced disrepair that require base repair and included that scope in the project plans.

Please provide planning level cost estimates for recommendations:

N/A (assumed as part of Denny AAC project cost)

Describe final decision:

Same as recommendations to the right.

7 Flex Lane / Curbspace

1. Will project change existing flex lane use(s)? Yes No
 If No, skip to #7. If known, describe proposed changes:

2. Describe existing flex zone use(s) (e.g., loading zones) in project area:

Denny Way: All No Parking
 Yale Ave: Paid parking (4hr; 8A-6P), 3-min load zone, and some No Parking

3. Describe adjacent land use(s) that utilize the flex lane:

Yale Ave NE Curb: Youth Care Orion Center and Springhill Suites
 Yale Ave SW Curb: Mixed-use (gym, dentist, and restaurants on ground-level)

- Residential Commercial + Mixed Use Industrial

4. Describe [ROW Allocation Framework](#) prioritized functions for the flex lane for specified land use(s) [in your project area](#):

Alleys shall serve as the primary loading and parking access needs. Existing load zones shall be preserved, if feasible, to accommodate demand. Curb space is critical to serve mobility needs on Downtown Streets, therefore, loading and short-term parking may be limited to off peak hours or provided on side streets.

5. What is the utilization of existing parking (e.g., peak parking occupancy)?

Yale Ave: 50%-60% (Summer 2023)

6. How can flex lane functions be met nearby or off-street?

No changes proposed

7. Will any existing accessible parking spaces be impacted? Yes No

8. How many accessible on-street parking spaces is your project required to install? [\(per Streets Illustrated section 3.13\)](#)

Yale Ave NE Curb: 13 spaces = 1 accessible parking space required
 Yale Ave SW Curb: 6 spaces = 1 accessible parking space required

Describe recommendations for flex lane:

There are no existing flex lanes on Denny Way and the Denny Way AAC project plans do not include any changes to the existing flex lanes on Yale Ave. The project Team will coordinate with the ADA team to ensure the necessary ADA parking spaces are provided on the one-block segment of Yale Ave.

Describe final decisions:

Same as recommendations above.

8 Signals & Intelligent Transportation Systems (ITS)

1. Does the project include or impact traffic signals that are on the left-turn Signal List, the High Priority (new) Signal List, or the Major Maintenance (rebuild) List?

No

2. Is a full signal warranted in the project area? Yes No
If yes, consult with signal design manager about opportunities to upgrade.

3. Does the project area include any signals with a Condition Index read as the worst 10% of all signals?

No

4. Is the project on the ITS Key Arterial Network? Yes No
If so, list segments:

Entire project area is on the ITS Key Arterial Network. Center City Gateway ITS (Denny Way ITS) project implemented signal upgrades along the Denny Ave segment in 2022/2023.

Describe recommendations:

TOD and VZ recommend the following signal enhancements:
 - At Westlake Ave, upgrade all signals to 12" signal heads and install yellow reflective backplates
 - At Stewart St and Yale Ave, install yellow reflective tape around all existing signal heads

Please provide planning level cost estimates:

N/A

Describe final decisions:

Traffic control required to do this signal work would be cost prohibitive if delivered by contractor. For most efficient use of funds and potentially faster delivery, the recommendations above will be completed using SDOT crews via work order.

9 Pedestrian Infrastructure

1. Is sidewalk repair needed in the project area? Yes No
If yes, contact the Sidewalk Safety Repair Program (SSRP) Manager.
2. Will sidewalk repair impact trees? Yes No
If yes, summarize recommendations from Urban Forestry:
3. Are there missing sidewalks in the project area? Yes No
If yes, contact the PMP Implementation Coordinator
4. Are there missing curb ramps or tactile pads in the project area? Yes No
If yes, contact ADA Program Manager
5. Are there Accessible Pedestrian Signal requests in the project area? If yes, contact ADA Program Manager
6. Is the project within a 20mph school zone or at a school crosswalk? If yes, contact SRTS Program Manager
7. Are there tier 1 or tier 2 **signalized** intersections in the project area? If yes, contact Pedestrian Crossing Lead
8. Are there tier 1 or tier 2 **unsignalized** intersections in the project area? If yes, contact Pedestrian Crossing Lead

See Page 13.

Describe tier 1 and tier 2 signalized & unsignalized recommendations:

See attached Complete Streets Recommendations document for details on all pedestrian safety and access recommendations that were provided.

9. Describe any adverse impacts to pedestrian travel triggered by your project (e.g., removal of a pedestrian buffer):

Temporary impacts to sidewalks and crossings to implement sidewalk repairs and curb ramp upgrades. If sidewalks and/or crossings are closed during construction, a detour route will be implemented.

Describe recommendations:

See attached Complete Streets Recommendations document for details on all pedestrian safety and access recommendations that were provided by the Sidewalk Safety Repair Program and Pedestrian Master Plan program.

Please provide planning level cost estimates:

Sidewalk Repair: Up to \$100K (SSRP)
Curb Bulbs: TBD at 60% (VZ)

Describe final decisions:

In alignment with the project funding and schedule, the Denny Way AAC project plans will include the follow Complete Streets Scope elements recommended by the Sidewalk Safety Repair Program and Pedestrian Master Plan program:

- Sidewalk repair on Denny Way as identified and funded by SSRP (SSRP). Sidewalk repairs adjacent to Denny Park have been prioritized.
- In 60% design, the following curb bulbs will be included to be funded by VZ:
 - SW corner of Cedar St (paint/post)
 - NE corner of 5th Ave (paint/post)
 - SE corner at Vine St (concrete)
 - SW corner of 8th Ave (paint/post)
 - SE corner of 8th Ave (concrete)
 - NE corner at 9th Ave (paint/post)
 - Corner btwn Lenora/Boren (paint/post)
 - SE corner at Boren Ave (concrete)

10 Bicycle Infrastructure

- 1. Does the project area contain locations on the Recommended Bicycle Network? Yes No
- 2. Is there an existing bike facility? Yes No
If yes, list street segments:

Facilities that cross the project corridor:
 - Existing PBLs on Dexter Ave and 9th Ave
 - Recommended PBLs on Stewart St

- 3. Do facilities in the project area meet the existing [Bike Master Plan \(BMP\)](#) designation? Yes No

If existing facilities do not meet BMP designation, review [Streets Illustrated](#) for bicycle design guidance and consult with BMP Coordinator about opportunity to upgrade the facilities.

- 4. Describe any adverse impacts to bicycle travel triggered by your project (e.g., bike lane closure during construction, pavement seam in bike lane, etc):

Crossings may be temporarily impacted during construction. Project team will work to provide safe crossings and connections for people biking during construction later in design (post-30%).

Describe recommendations:

No recommendations for improvements to the existing/planned bike facilities that cross Denny Way (Dexter Ave, 9th Ave, and Stewart St).

Following repaving, all existing bike markings must be restored, including green cross-bike markings at Dexter Ave and Bell St/9th Ave.

Please provide planning level cost estimates:

N/A

Describe final decision:

Following repaving, all existing bike markings must be restored, including green cross-bike markings at Dexter Ave and Bell St/9th Ave.

11

Transit Infrastructure

1. Is there a bus route/bus stop/bus layover within the project area? Yes No

If Yes, describe and consult Streets Illustrated for transit design standards. List them here.

Route 8 currently uses Denny Way although the Harrison St Transit Corridor project may impact service west of Fairview Ave. In-lane bus stops are currently located at Vine St/6th Ave, Dexter Ave, Westlake Ave, and Fairview Ave.

2. Is there a RapidRide (existing or future), Priority Bus Network, or Frequent Bus Network route within the project area? Yes No

If Yes, describe which bus routes and type of overlap. Consult Transit Master Plan for investment recommendations. List recommendations here and consult with the Transit and Mobility group.

As a part of the Frequent Transit Network, Denny Ave is designated as Frequent transit corridor (every 15 min or better all day). Denny Ave is also part of the Priority Bus Network (PB2) which proposes TSP, electrification, multimodal improvements, pedestrian enhancements, and references the Denny Way Streetscape Concept Plan for guidance. +

3. Is there overhead catenary wire for trolley buses within the project area? Yes No

Is a change to channelization proposed with this project? Yes No

If Yes to either of the above, describe and consult with the Transit and Mobility group who will connect you with the appropriate Metro contact, if necessary.

4. Are there transit stops in the project area more than 500 ft from a controlled crossing in the project area? Yes No
Is there an opportunity to consolidate bus stops? List recommendations here and consult with the Transit and Mobility group who will connect you with the appropriate Metro contact, if necessary.

5. Describe any adverse impacts to transit operations triggered by your project (e.g., any anticipated operational impacts to bus travel times, rechannelization, bus stop impacts etc.)

Bus stops will be impacted during construction requiring temporary closures or relocations. Bus routes will likely be able to be maintained through out the phased construction, not requiring detours.

Describe recommendations:

KC Metro confirmed that Denny Way will continue to be a frequent transit corridor even if the Harrison St Transit Corridor moves forward.

To improve transit travel time and reliability for the Route 8, KC Metro recommended a bus stop relocation/consolidation between Vine St and Dexter Ave.

See attached Complete Streets Recommendations document for details on transit and bus stop recommendations that were provided.

Please provide planning level cost estimates:

N/A

Describe final decision:

In alignment with the project funding and schedule, the Denny Way AAC project plans will include the follow Complete Streets Scope elements recommended by King County Metro:

- Close and consolidate bus stop pair at Vine St
- Relocate WB bus stop at Dexter Ave N to 7th Ave N (including concrete bus landing pads in planter strip)

Metro will be responsible for the outreach to communicate the change to transit riders and operators.

12 Freight Infrastructure

1. Is the project on the Recommended Freight Network? Yes No

<input checked="" type="checkbox"/> Major Truck Street	<input type="checkbox"/> Limited Access Street
<input type="checkbox"/> Minor Truck Street	<input type="checkbox"/> Over-Legal Route
<input type="checkbox"/> First / Last Mile Connector	<input type="checkbox"/> Heavy Haul

2. Does project area meet [curb radius](#) and [clearance standards](#)? Yes No

3. Are there identified freight projects in project area? [\(Freight Master Plan \(FMP\)\)](#) Yes No

4. Is this project in the [downtown traffic control zone](#)? Yes No

Describe recommendations:

Denny ITS (FMP Project #27) completed in 2023. Denny Way AAC project will need to replace any impacted improvements along the ITS corridor (i.e. detection loops) and potentially relocate them in locations where stop bars are added. Project should maintain standard lane widths for freight routes (11') and use AutoTurn with appropriate design vehicle to determine corner radii for any new curb bulbs.

Please provide planning level cost estimates:

N/A

Describe final decision:

Same as above.

13 Urban Forestry

1. Describe any existing urban forestry assets within the project limits that need to be protected during construction:

There are many existing, mature street trees along the project area that will need to be protected during construction. In several locations, Urban Forestry has recommended sidewalk profiles be raised to go over roots. SDOT arborist will inspect roots when pavement is removed to make further recommendations.

2. Are there Heritage Trees in the project area? Yes No
3. Does your project propose planting trees or expanding the ground plane landscape? Yes No
4. Will there be ground cover that requires maintenance or pruning? Yes No
5. Will sidewalk infrastructure be impacted (e.g. narrowing of sidewalks, sawcutting etc.)? Yes No

If yes, contact the Sidewalk Safety Repair Program (SSRP) Manager and summarize recommendations from SSRP:

SSRP provided sidewalk repair recommendations along the project area that they have committed to funding. Coordination with Urban Forestry has begun to ensure existing streets trees are protected to the greatest extent possible.

Describe recommendations:

Urban Forestry provided the following comments related to sidewalk repairs:

- If tree is removed, at least three tree planting pits are installed to meet for 3:1 tree replacement requirement
- Minimum size for new tree pits is 5'x10'
- For all trees adjacent to Denny Park, protect existing trees. Air spade needed for excavation and custom sidewalk design may be required. Enlarge tree pits to prevent root future uplift of sidewalk and install flexipave. Consider Permavoid to reduce risk of uplift.
- Valuable mature trees on Yale Ave will likely require custom sidewalk repair, such as metal sidewalk plate, to bridge over existing roots. SDOT Arborist can advise on root pruning during construction.

Please provide planning level cost estimates:

N/A

Describe final decision:

Same as above. Permavoid is likely be cost prohibitive for inclusion in this project.

14 Urban Design and Planning

1. Is there a [Street Design Concept Plan](#) for the project area? Yes No

2. List any plan(s) that overlap with project area (and relevant plan boundaries):

Denny Way Streetscape Concept Plan (full extents): Many recommendations are being implemented as a part of adjacent development SIPs.

Growing Vine St (Taylor Ave between Denny Way and 5th Ave): Pavement to Parks plaza area was installed in temporary materials and Urban Design has \$750K in LCLIP funding to construct something more permanent.

3. Have other urban design or transportation plans been completed, or are draft plans in progress, within project area (including plans from other City departments)? Yes No

4. Is there an opportunity to add pedestrian lighting in the project area? Yes No

5. Is your project within the [Age-Friendly Prioritization Area](#)? Yes No

If yes, please contact Urban Design Program Coordinator, Policy and Planning to discuss opportunities for incorporating Age-Friendly Street Design elements.

The Age-Friendly Street Design elements may include:

- Seating
- Public Toilets
- Hill Climb Assists
- Weather Protection
- Wayfinding
- Transit Amenities

6. Is your project likely to include any departure from Streets Illustrated design standards and/or Best Management Practice e.g. two-way PBLs, interim design treatments - flexible delineators and paint striping for bike lanes, curb bulbs, alternative sidewalk designs, etc.? Yes No

If yes, please contact Urban Design Program Coordinator, Policy and Planning.

Describe recommendations:

Urban Design has secured \$500K in LCLIP funding to build out the Pavement to Parks area at Taylor Ave in permanent materials.

See attached Complete Streets Recommendations document for details on the public space and urban design recommendations that were provided.

Prior to 60% design, Denny AAC will consider if installing enhanced material crosswalks (such as stamped, colored concrete) for crosswalks on Denny Way at Dexter Ave, Westlake Ave, and Fairview Ave is feasible (assuming no funding contribution from a partnering program).

Please provide planning level cost estimates:

Over \$1M (estimate for required signal work alone, not including concrete, stormwater, or landscaping)

Describe final decision:

Including the Taylor Ave Pavement to Parks scope in the Denny AAC project would pose a risk to the project schedule/grant funding given the additional fund raising, design, and outreach required.

Urban Design will advance the Taylor Ave Pavement to Parks project separate of the Denny Way AAC project.

Prior to 60% design, Denny AAC will consider if installing enhanced material crosswalks (such as stamped, colored concrete) for crosswalks on Denny Way at Dexter Ave, Westlake Ave, and Fairview Ave is feasible (assuming no funding contribution from a partnering program).

15 On-Site Stormwater Management

1. Does your project create or replace 2,000 SF of hard surface, or disturbing 7,000 SF of land? Yes No
If yes to either, do an early draft of drainage memo to better understand requirements

If no, skip to item 3.

2. Have the minimum requirements of the [2016 Stormwater Code](#) been evaluated? Yes No
[2021 Stormwater Code](#) was used.
- i. Is this project in an area identified as suitable for infiltrating GSI approaches (per SPU GIS data), including permeable pavement options? Yes No
- ii. Does project area require infiltration investigation? Yes No
If investigation has been done, include findings in description of BMPs below
- iii. Are there opportunities in the project limits to accommodate On-Site Stormwater Management BMPs? Yes No
- iv. Is there an opportunity to remove impervious surface as part of this project in accordance with the [2013 Executive Order](#) which urges all City departments to incorporate natural drainage features into capital projects? Yes No

Describe recommendations:

Denny AAC will plan to coordinate construction activities with SPU Spot Sewer Rehab work (Site 14). SPU will fund any sewer/water/stormwater repair work.

SPU will review the stormwater technical memo as part of the 30% submittal and be included in all submittal circulations to review plans and estimates.

SDOT and SPU may need to develop an Agreement prior to construction.

Please provide planning level cost estimates:

N/A (SPU will fund the spot sewer repair)

Please describe opportunities:

No GSI will be incorporated into this project as there is limited ROW. Drainage and stormwater facilities will be updated as required and according to current standards. SPU will provide review at 30% design to determine if any further upgrades are required.

SPU Spot Sewer Rehab, Contract 21-1, Site 14: SPU has plans to replace two short segments of pipe between Terry Ave and Boren Ave N (no earlier than 2024) and is interested in coordinating construction to reduce impacts.
Josh Campbell (O: 206-684-5257 | M: 206-913-1716 | josh.campbell@seattle.gov)

Please provide rough cost estimates:

N/A

3. Is this project on a street identified as potentially eligible for SPU partnership opportunities (per SPU GIS data)? Yes No

Describe final decision:

Same as above.

Art

Consult with SDOT Arts & Enhancements Project Manager to complete this section.

Seattle was one of the first cities in the United States to adopt a percent-for-art ordinance in 1973. The program specifies that 1% of eligible city capital improvement project funds be set aside for the commission, purchase and installation of artworks in a variety of settings.

1. Is there an opportunity for a 1% Percent for Art funded public art project(s) in the project area? Yes No

2. Consult the [SDOT Art Plan](#). Is there an opportunity to implement [SDOT Art Plan](#) toolbox elements (e.g. signal box art, sidewalk inlays, creative street furniture or bollards or planters, creative bicycle racks, etc.) in the project area? Yes No

Contact: Kristen Ramirez
Email: kristen.ramirez@seattle.gov
Phone: (206) 615-1095

Prepare the following information:

1. Name of Program (official CIP name)
2. Approximate project scope & budget
3. Timing/schedule
4. Whether there is space for art in the project area

Describe Public Art or SDOT Art Plan opportunities:

Given the current scope of the project there are no significant opportunities for public art to be included at this time. Should this scope change at all and include more than just a few discrete areas of sidewalk repair, I think it would be worth revisiting given the project budget and funding.

Describe final decisions:


No art opportunities identified. If scope changes, coordination on potential for incorporating public art components should occur post-30% design.

Based on the initial project information provided, the above noted Complete Streets elements are recommended to be incorporated into the project scope. The program owners and subject matter experts (collectively the Complete Streets Checklist Reviewers), who provided input through the Complete Streets Checklist process, will collectively make final decisions regarding project scope, based on these preliminary Complete Streets recommendations. If at any time, resolution between the team members cannot be reached regarding a scope item or additional department wide policy guidance is needed, the project should present the issue to the Complete Streets Steering Committee (CSSC).


In addition to these broad preliminary scope recommendations, ongoing urban design review is required for 30%, 60%, and 90% design drawings to review consistency with these preliminary recommendations, as well as ongoing design details and urban design opportunities. To the greatest extent possible, all major scope recommendations will be made during the Project Definition phase.

Should any scope changes be proposed post the Project Definition phase, the Project Manager is to inform the Complete Streets Checklist Reviewers (or CSSC if applicable) and obtain consensus for the revised scope. The Complete Streets Checklist and Project Definition Memo will need to be updated accordingly.

Project Developer Elisabeth Wooton 08/24/2023
name (please print) *date*


Elisabeth Wooton (Aug 24, 2023 09:28 PDT)
signature

Project Manager Bill Clark 08/24/2023
name (please print) *date*


Bill Clark (Aug 24, 2023 10:13 PDT)
signature

Complete Streets Recommendations to be Included in Denny Way AAC Project

Location	Program	Treatment Type	Specific Recommendation	Notes
Throughout Corridor	SSRP	Sidewalk Repair	SSRP has identified areas in need of sidewalk repair along the corridor (link to PDF)	SSRP to fund design and construction of sidewalk repair within their budget limitations, prioritizing sidewalk repair adjacent to Denny Park; Incorporating Urban Forestry recommendations for tree protection where feasible given funding and NEPA limitations.
All intersections	VZ	Curb Ramp(s)	Ensure all new/replaced ADA ramps are aligned in the direction of the crossing (shouldn't direct or angle people in wheelchairs into parallel traffic)	Included for all curb ramps that were not included in Denny ITS and where upgrades are required in accordance with ROWORR.
All intersections	CP Signals	Turn Restriction(s)	For FHWA projects, expect to replace non-standard signs (SDS) and also replace signal equipment in-kind if impacted (such as loops or APS pedestals)	Included in Denny Way AAC plans; Need to determine sign replacement needs based on FHWA standards/requirements.
All signalized intersections	VZ	Markings	Ensure all signalized intersections have stop bars (specifically at Taylor, Dexter, Westlake, Fairview)	Included in Denny Way AAC plans; May require redesign of detection loops installed with Denny ITS.
All signalized intersections	VZ	Signage	Add "No Turn on Red" sign restrictions on all approaches	Denny Way AAC plans to include NTOR signs on every signalized approach (funded by VZ).
Denny Way 5th Ave/Cedar St	VZ	Curb Bulb(s)	Construct curb bulb on NE and SW corners	Outside of paving limits; Building concrete curb bulb on NE corner complicated by adjacent areaway and Monorail column; Including concrete bulb in Denny Way AAC design poses a risk to schedule and grant funding requirements; Denny Way AAC to install paint-and-post curb bulbs on these corners instead (funded by VZ).
Denny Way Vine St	ADA	Curb Ramp(s)	SE corner crossing and curb ramp potentially needs improvement	Not included in Denny Way ITS project; Denny Way AAC will upgrade curb ramps in accordance with ROWORR.
Denny Way Vine St	PMP, VZ	Curb Bulb(s)	Construct curb bulb on the SE corner to shorten the crossing distance and encourage vehicles to approach the intersection at a right angle	Seems potentially feasible based on preliminary review if major impacts to stormwater infrastructure can be avoided; Minimal environmental risk as no signal pole relocations required; Denny Way AAC plans will include concrete curb bulb (VZ to fund).
Denny Way Vine St	KCM	Bus Stop(s)	Close existing bus stop pair (EB/WB)	Minimal additional cost; Metro to conduct outreach regarding stop changes.
Denny Way 7th Ave	KCM	Bus Stop(s)	Relocate WB stop at Dexter Ave to near-side location, roughly 20' east of driveway. Construct concrete landing pads in planter strip, no shelter required.	Minimal additional cost; Metro to conduct outreach regarding stop changes.
Denny Ave Dexter Ave	KCM	Bus Stop(s)	Close existing WB bus stop	Minimal additional cost; Metro to conduct outreach regarding stop changes.
Denny Way Dexter Ave N	VZ	Curb Ramp(s)	Construct standard corner on SE corner, remove driveway	Also included in developer SIP (2300 7th Ave); May remove from Denny Way AAC prior to construction depending on development construction status/schedule.
Denny Way 8th Ave	ADA	Curb Ramp(s)	Orientation of crosswalk and curb ramps should be considered for improvement	Likely to be included in developer SIPs; May remove from Denny Way AAC prior to construction depending on development construction status/schedule.
Denny Way 8th Ave	VZ	Curb Bulb(s)	Construct curb bulbs on SW and SE corners to shorten crossing distance and normalize turning angles/approaches	Improvements are included in adjacent development plans (2300 7th Ave & 2301 8th Ave); Denny Way AAC to install paint-and-post curb bulb on the SW corner and concrete curb bulb on the SE corner in advance of potential SIP implementation (VZ to fund); May remove from Denny Way AAC prior to construction depending on development construction status/schedule.
Denny Way 9th Ave/Bell St	VZ	Curb Bulb(s)	Construct curb bulb on NE corner to shorten crossing distance	Seems potentially feasible based on preliminary review; Concrete curb bulb presents ROW and environmental challenges as this is a Parks property and signal pole relocations may trigger additional environmental documentation; Potential to be included in development SIP (111 Westlake Ave N); Denny Way AAC to install paint-and-post curb bulb on NE corner instead (VZ to fund).
Denny Way Terry Ave	VZ	Harden Centerline	Reinstall C curb across intersection to enforce turning restrictions, more robust than existing	Included in Denny Way AAC plans; TOD recommends C-curb with delineator on the end of each segment.

Complete Streets Recommendations to be Included in Denny Way AAC Project

Location	Program	Treatment Type	Specific Recommendation	Notes
Denny Way Boren Ave N	VZ	Harden Centerline	Reinstall C curb across intersection to enforce turning restrictions, more robust than existing	Included in Denny Way AAC plans; TOD recommends C-curb with delineator on the end of each segment.
Denny Way Boren Ave N	ADA	Curb Ramp(s)	NW corner ramp needs to be improved	Denny Way AAC will upgrade curb ramps in accordance with ROWORR; Included in 121 Boren Ave N SIP which may be implemented prior to Denny Way AAC construction; May remove from Denny Way AAC prior to construction depending on development construction status/schedule.
Denny Way Boren Ave/Lenora St	PMP, VZ	Curb Bulb(s)	Construct curb bulbs on south legs of intersection to create separation between Boren Ave and Lenora St and normalize turning angles/approaches. Boren Ave (south leg) looks like a residential street but acts like an arterial and intersection functions as a free right with many atypical conflict points. There may be a better opportunity here to change Boren through traffic into right turns at Fairview.	Improvements here identified in STP public comments and SDOT's Denny Way Streetscape Concept Plan (2009); Large concrete curb bulb on NE corner of Boren Ave in recently channelized area seems feasible based on preliminary review and will be included in Denny Way AAC plans (VZ to fund); Post-60% design Denny Way AAC project team will work with VZ/TOD to explore additional improvement opportunities at this intersection that do not pose a risk to schedule and grant requirements, including a paint-and-post concrete bulb on corner between Lenora St and Boren Ave.
Denny Way Fairview Ave N	VZ	Signal Timing Modification	The intersection of Fairview Ave and Denny Way is rated in the top 100 rank of the Bike and Pedestrian Safety Analysis (which is a pro-active safety analysis) and is a location that sees one of the highest rates of collisions along the Denny corridor counting in at 24 collisions over the last five years. The collisions patterns show that angle collisions, side-swipes, and right turning collisions are the most prominent types seen. Due to these collision patterns and prioritization ranking, the Vision Zero group encourages the Denny Way AAC project to strongly consider extending the all red clearance phase.	TOD confirmed that 'all red' phases are currently 1 sec for all movements. Denny Way ITS project is installing a new signal cabinet and controller. As a part of that project, signal phasing will be updated to increase 'all red' phases to 1.5 secs, implement LPIs, and increase pedestrian clearance intervals. TOD suggests Denny Way AAC look into increasing 'all red' phases by another 0.5 secs to 2 secs after implementation of the Denny Way ITS timing modification. Timing change does not need to be reflected in the Denny Way AAC project. Project team will coordinate with TOD during implementation to make any timing modifications.
Yale Ave Howell St	VZ	LPI	Install Leading Pedestrian Interval (LPI)	TOD confirmed that controller can support LPIs and there are opportunities to implement additional LPIs. Timing change does not need to be reflected in the Denny Way AAC project. TOD will plan to implement the signal phase change prior to construction and monitor traffic operations as this is a busy location.

Complete Streets Recommendations Included in Other Projects

Location	Program	Treatment Type	Specific Recommendation	Notes
All signalized intersections	VZ	Signal Head Upgrade	Ensure all signal heads have retroreflective backplates and 12" faces (specifically at Taylor, Fairview, and Stewart/Yale)	Denny Way ITS project included upgraded signal heads at all locations between 5th Ave and Minor St; Upgrading signal heads at Stewart/Yale would trigger APS which would require a full signal rebuild (see Potential Follow-On list); No funding identified.
All signalized intersections	VZ	Signal Head Upgrade	Upgrade all pedestrian signal heads to countdown timers	Denny Way ITS project included upgraded signal heads at all locations between 5th Ave and Minor St; Upgrading signal heads at Stewart/Yale would trigger APS which would require a full signal rebuild (see Potential Follow-on list); No funding identified.
Denny Way 9th Ave/Bell St	ADA	APS	APS should be installed.	Denny Way ITS project included APS at this intersection.
Denny Way 9th Ave/Bell St	ADA	Curb Ramp(s)	Center City ITS Project will rebuilt some of the curb ramps at Bell St but need to verify all corners will be done (currently no plans for SW corner but trenching triggers new ramps).	Denny Way ITS project included new curb ramps and sidewalk restoration on all four corners at this intersection.
Denny Way Fairview Ave N	ADA	Curb Ramp(s)	Existing curb ramps as some corners, but SW corner ramp needs to be improved.	Denny Way ITS project included ramps and APS at this intersection.
Denny Way Fairview Ave N	ADA	APS	Existing pushbuttons. Install APS.	Denny Way ITS project included ramps and APS at this intersection.
Denny Way Fairview Ave N	VZ	Rechannelization	The intersection of Fairview Ave and Denny Way is rated in the top 100 rank of the Bike and Pedestrian Safety Analysis (which is a pro-active safety analysis) and is a location that sees one of the highest rates of collisions along the Denny corridor counting in at 24 collisions over the last five years. The collisions patterns show that angle collisions, side-swipes, and right turning collisions are the most prominent types seen. Due to these collision patterns and prioritization ranking, the Vision Zero group encourages the Denny Way AAC project to strongly consider rechannelization on Fairview legs to allow one through lane in each direction.	TOD considered these modifications as a part of the RapidRide J Line which will be installing BAT lanes NB and SB on Fairview Ave. TOD did not support 'right-turn only, except transit' treatment on the SB approach given the limited merging distance between Denny Way and Virginia St. The J Line design provides a longer weave/merge area for SB vehicles heading toward Virginia St. RapidRide J Line is planned for implementation in 2026 and TOD does not recommend implementing the NB approach modification until that time when the full BAT lane treatment will be installed. Denny Way AAC will not include these markings/signage in the project plans.
Denny Way Boren Ave N	VZ	Curb Bulb(s)	Construct curb bulb on NW corner	Included in developer SIP (121 Boren Ave N); If not implemented by private development, potential to coordinate with a signalized crossing depending on final decision; Including in Denny Way AAC poses risk to <u>schedule and grant requirements</u> .
Yale Ave Stewart St	VZ	LPI	Install Leading Pedestrian Interval (LPI)	TOD has confirmed that all the feasible LPIs at this intersection have been implemented. No additional timing changes will be made as a part of the Denny Way AAC project.

Complete Streets Recommendations Advanced for Future Projects

Location	Program	Treatment Type	Specific Recommendation	Notes
Entire corridor	VZ	Rechannelization	Consider lane reductions/road diet: There is a large opportunity to transition this area which is quickly densifying from a through route into something more that fits in with our big picture for Vision Zero. Think of designing for how we want our city to operate, not accommodating how it currently operates. A road diet could provide potential for bus lanes and/or medians that would could create some ped friendly crossings at the unsignalized locations and slow traffic speeds.	TOD not supportive of channelization changes at this time given recent investments in the signal infrastructure as part of Denny ITS project; Need to monitor the effect/improvement of the Denny Way ITS project and wait for traffic to normalize to understand the new baseline before evaluating additional operational changes on the corridor; Pending decisions for light rail station location and Harrison Street Transit Corridor may affect operational needs on Denny Way; Including in Denny Way AAC design poses a risk to schedule and grant funding requirements; No funding currently identified.
All bus stop locations	Metro	Concrete Bus Pad	Install concrete bus pads at all existing bus stops (8 locations)	Potential to be included in Denny Way AAC plans later in design or as part of a follow-on project if funding is identified.
Denny Way 5th Ave/Cedar St	ADA	Curb Ramp(s)	NE corner or midblock crossing needs some improvement. But the one on the NE corner (crossing 5th) should not have Yellow DWS due to proximity to crossing and placement of DWS at travel lane edge.	Outside of paving limits; No funding currently identified; Including in Denny Way AAC poses risk to schedule and grant requirements.
Denny Way 5th Ave/Cedar St	VZ	Signalized Crossing	Install signalized pedestrian crossing with marked crosswalk on the east leg	Outside of paving limits; TOD not initially supportive given intersection operational constraints but warrants further evaluation; Implementation may be complicated by areaway impacts and ROW constraints; New signal poles likely to trigger additional environmental documentation; No funding currently identified; Including in Denny Way AAC design poses a risk to schedule and grant funding requirements; Denny Way AAC project will officially close the east crossing on the east leg.
Denny Way 5th Ave/Cedar St	ADA	Curb Ramp(s)	NE corner ramp needs improvement along with sidewalk. Replace bisector ramp with directional ramp or perpendicular ramp in better alignment with crosswalk.	Areaway impacts have the potential to escalate costs; May have to adjust paving limits if upgrading curb ramp is infeasible given the schedule and budget constraints; Including in Denny Way AAC poses risk to schedule and grant requirements.
Denny Way Taylor Ave	PMP, VZ, UD	Curb Bulb(s)	Extend the curb on the southeast corner to formalize the plaza and northbound street closure	Urban Design has \$500K in LCIP funding to implement but early cost estimates indicate it will be much more (upwards of \$1M); Vision Zero and Pedestrian Program have indicated this is a priority location for improvements and would contribute funds if available; Signal work and contaminated soils have potential to trigger additional environmental documentation; Including in Denny Way AAC project poses a risk to schedule and grant funding requirements.
Denny Way Taylor Ave	PMP	Raised Crosswalk(s)	Install raised crosswalks on minor legs to slow turning vehicles and provide a level sidewalk crossing (N and S)	Potential to be incorporated into Pavement to Parks permanent project if that moves forward; No funding currently identified; Including in Denny Way AAC poses risk to schedule and grant requirements.
Denny Way Taylor Ave	ADA	APS	Examine feasibility of modifying APS pushbutton stub pole on the NW corner facing south. The current placement is outside the reach range for someone in a wheelchair. If possible, can it be relocated to provide a clear area.	Utility cover poses challenges to relocating the stub pole on NW corner and curb ramp is not in need of upgrade as it was just rebuilt with Denny Way ITS project; No funding identified but could be considered if Taylor Ave Pavement-to-Parks area is built out in permanent materials.
Denny Way Vine St	PMP, VZ	Raised Crosswalk(s)	Install raised crosswalks on minor legs to slow turning vehicles and provide a level sidewalk crossing (S)	Seems potentially feasible based on preliminary review; No funding currently identified; Including in Denny Way AAC poses risk to schedule and grant requirements.
Denny Way 8th Ave	PMP	Signalized Crossing	Install pedestrian signal with crosswalk on the east crosswalk	New crossing at this locations identified in STP public comments and SDOT's Denny Way Streetscape Concept Plan (2009); Seems potentially feasible based on preliminary review; Signal poles have potential to trigger additional environmental documentation; No funding currently identified but potential for adjacent development to contribute proportional share; Including in Denny Way AAC design poses a risk to schedule and grant funding requirements; Denny Way AAC project will install conduit and handholes to reduce construction impacts should a pedestrian half signal be warranted and funded in the future (VZ to fund).
Denny Way 8th Ave	ADA	Crosswalk(s)	Suggest wayfinding enhancements at southern crossing (geometric or tactile elements). There is currently a tactile wayfinding study by sound transit. The pilot study should have a report by fall of 2023. This may help come up with proposals. Potential for collaboration from ADA Program's pilot program tactile way finding project.	Awaiting results of the pilot program; Potential to be included post-30% design or as part of a follow-on phase if funding is identified.
Denny Way 9th Ave/Bell St	VZ	Concrete Median	Construct median on southbound approach between protected bike lane and travel lanes (painted buffer existing)	Outside of project area; Not priority for Bike Program given low potential for encroachment (no SB right turns next to PBL); Potential to be included in development SIP (111 Westlake Ave N); No funding currently identified.

Complete Streets Recommendations Advanced for Future Projects

Location	Program	Treatment Type	Specific Recommendation	Notes
Denny Way 9th Ave/Bell St	ADA	Curb Ramp(s)	SW corner ramps at 9th Ave N need to be verified for compliance. Verify the East & West crossing are closed. If closed, sidewalk on north should have curb height.	May present ROW and environmental challenges as this is a Parks property; Potential to be included in development SIP (111 Westlake Ave N); No funding currently identified; Including in Denny Way AAC poses risk to schedule and grant requirements.
Denny Way Terry Ave	PMP	Raised Crosswalk(s)	Install raised crosswalks on minor legs to slow turning vehicles and provide a level sidewalk crossing (N and S)	Seems potentially feasible based on preliminary review; No funding currently identified; Including in Denny Way AAC poses risk to schedule and grant requirements.
Denny Way Terry Ave	ADA	Crosswalk(s)	Suggest wayfinding enhancements at southern crossing (geometric or tactile elements). There is currently a tactile wayfinding study by sound transit. The pilot study should have a report by fall of 2023. This may help come up with proposals. Potential for collaboration from ADA Program's pilot program tactile way finding project.	Awaiting results of the pilot program; Potential to be included post-30% design or as part of a follow-on phase if funding is identified.
Denny Way Boren Ave N	PMP	Signalized Crossing	Install a pedestrian signal with crosswalk.	Seems potentially feasible based on preliminary review; No funding currently identified but potential for adjacent development to contribute proportional share; Including in Denny Way AAC poses risk to schedule and grant requirements; Denny Way AAC project plans install conduit and handholes to reduce construction impacts should a pedestrian half signal be warranted and funded in the future (VZ to fund).
Denny Way Boren Ave/Lenora St	ADA	Crosswalk(s)	Suggest wayfinding enhancements at southern crossing (geometric or tactile elements). There is currently a tactile wayfinding study by sound transit. The pilot study should have a report by fall of 2023. This may help come up with proposals. Potential for collaboration from ADA Program's pilot program tactile way finding project.	Awaiting results of the pilot program; Potential to be included post-30% design or as part of a follow-on phase if funding is identified.
Denny Way Minor Ave N/Virginia St	PMP	Raised Crosswalk(s)	Install raised crosswalks on minor legs to slow turning vehicles and provide a level sidewalk crossing (N and S)	Seems potentially feasible based on preliminary review; No funding currently identified; Including in Denny Way AAC poses risk to schedule and grant requirements.
Denny Way Minor Ave N/Virginia St	ADA	Crosswalk(s)	Suggest wayfinding enhancements at southern crossing (geometric or tactile elements). There is currently a tactile wayfinding study by sound transit. The pilot study should have a report by fall of 2023. This may help come up with proposals. Potential for collaboration from ADA Program's pilot program tactile way finding project.	Awaiting results of the pilot program; Potential to be included post-30% design or as part of a follow-on phase if funding is identified.
Denny Way Yale Ave/Stewart St	PMP, VZ	Curb Bulb(s)	Construct concrete in existing paint and post areas on east side of Stewart St between Denny Ave and Yale Ave	Improvements here identified in STP public comments; Seems potentially feasible based on preliminary review although there are potential ROW and structural challenges; Signal pole relocations have potential to trigger additional environmental documentation; No funding currently identified; Including in Denny Way AAC poses risk to schedule and grant requirements.
Yale Ave Stewart St	VZ	Curb Bulb(s)	Construct wrap around curb bulb on S corner	Improvements here identified in STP public comments; Seems potentially feasible based on preliminary review; Signal pole relocations have potential to trigger additional environmental documentation; No funding currently identified; Including concrete curb bulb in Denny Way AAC poses risk to schedule and grant requirements.
Yale Ave Stewart St	ADA	APS	APS should be installed (recommended not required)	Conduit constraints would require a full signal rebuild to install APS; Signal pole replacement has potential to trigger additional environmental documentation; No funding currently identified; Including in Denny Way AAC poses risk to schedule and grant requirements.
Yale Ave Howell St	ADA	APS	APS should be installed. Include East & West crossing APS (recommended not required)	Conduit constraints would require a full signal rebuild to install APS; Signal pole replacement has potential to trigger additional environmental documentation; No funding currently identified; Including in Denny Way AAC poses risk to schedule and grant requirements.

Complete Streets Recommendations Considered but Not Advanced for Denny Way AAC Project

Location	Program	Treatment Type	Specific Recommendation	Notes
Denny Way 5th Ave/Cedar St	PMP, VZ	Raised Crosswalk(s)	Install raised crosswalks on minor legs to slow turning vehicles and provide a level sidewalk crossing (S)	Tier 1 (5th Ave) and Tier 2 (Cedar St) Emergency Response Routes, SFD unlikely to be supportive; Outside of project area; No funding identified.
Denny Way Vine St	VZ	Curb Bulb(s)	Construct curb bulb on SW corner	Curb bulb on SE corner is preferred to create right angle approach (see Included in Denny AAC list); Acute angle makes curb bulb on SW corner less effective; No funding identified.
Denny Way 8th Ave	VZ	Raised Crosswalk(s)	Install raised crosswalks on minor legs to slow turning vehicles and provide a level sidewalk crossing (S)	Tier 1 Emergency Response Routes, SFD unlikely to be supportive; No funding identified.
Denny Way 9th Ave/Bell St	VZ	Harden Centerline	Install new C curb on west approach to harden centerline and reinforce the existing northbound left-turn restriction.	TOD/VZ removed recommendation after further consideration.
Denny Way 9th Ave/Bell St	PMP, VZ	Raised Crosswalk(s)	Install raised crosswalks on minor legs to slow turning vehicles and provide a level sidewalk crossing (S)	Tier 1 (9th Ave) and Tier 2 (Bell St) Emergency Response Routes, SFD unlikely to be supportive; No funding identified.
Denny Way Terry Ave	ADA	APS	Half APS only crossing Denny. Examine feasibility to install APS crossing Terry as well.	Pedestrian half signals cannot include APS as the minor leg approaches remain stop-controlled; Requires upgrading the existing pedestrian half signal to a full signal; No funding identified.
Denny Way Boren Ave/Lenora St	VZ	Raised Crosswalk(s)	Install raised crosswalks on minor legs to slow turning vehicles and provide a level sidewalk crossing (S)	Tier 1 (Boren Ave) and Tier 2 (Lenora St) Emergency Response Routes, SFD unlikely to be supportive; No funding identified.
Denny Way Fairview Ave N	VZ	Raised Intersection	Install a raised intersection at Fairview/Denny. There have been the most injury collisions here in the last 5 years.	No funding identified; VZ provided a revised recommendation based on crash patterns.
Denny Way Yale Ave/Stewart St	VZ	Raised Crosswalk(s)	Install a raised crosswalk on NW leg to slow turning vehicles and provide a level sidewalk crossing	Improvements here identified in STP public comments; Tier 1 Emergency Response Routes, SFD unlikely to be supportive; Developer SIP includes improvements here to narrow Yale Ave and increase bus stop triangle islane (1200 Stweart Ave); No funding identified.

COMPLETE STREETS CHECKLIST : REVIEW COMMENT FORM

Instructions: This document is intended to be used at the end of the Complete Streets Review process. Subject Matter Experts (SMEs) should have been invited to a kick off meeting to understand project goals and received an opportunity to provide comments / scope direction on the Complete Streets Checklist (CSC). This form should accompany the final review of the CSC. It allows the SMEs to make final comments / clarifications and provide concurrence on the project scope decisions. If concurrence cannot be reached, project team members should follow the escalation protocol. PD leads should circulate to all SMEs listed on the CSC Reviewer Contacts form.

[CSC Reviewer Contacts](#)

Project: Denny Way AAC
Project Developer: Elisabeth Wooton
Speed Type: TRC1201-S0001
Date: 6/26/2023

Please use this shared form to enter your comments by Friday, June 7, 2022. If we do not hear from you by this date, we will assume concurrence. Thank you!

Page	CSC Section	SME Name	SME Comments	PD Response	Concurrence (Yes, No, No Response)
1	Complete Streets Policy	Gabriel Seo/Aditi Kambuj			No response; Assumed concurrence. (7/10/2023)
2	Complete Streets Review Story Map	Gabriel Seo/Aditi Kambuj			No response; Assumed concurrence. (7/10/2023)
2	Complete Streets Review Story Map	Chad Lynch			No response; Assumed concurrence. (7/10/2023)
3	Project Coordination	Jose Gutierrez			No response; Assumed concurrence. (7/10/2023)
3	Project Coordination	Jackson Keenan-Koch			No response; Assumed concurrence. (7/10/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Thank you for your patience as we took time to finesse our recommendations from our previous CSCL comment list. Below are comments as part of this cycle of CSCL review. We've approximated the total hard costs for these VZ comments to be \$1.3M which needs to be confirmed with an EE. In general, please discuss with VZ the logistics of implementing our comments and associated costs.	No response required	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Page 5: see comment for Denny/9th & Bell St re: hardened centerline.	New hardened centerline recommendation has been removed and will not appear in 60% design and estimate. References have been removed from Page 5 of the Complete Streets Checklist.	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Page 5: Please meet to discuss conduit implementation at 8th Ave, Terry Ave N, and Boren Ave.	After further discussion, Denny AAC will not include conduit and handholes at Terry Ave N (east leg). Conduit and handholes at 8th Ave (east leg) and Boren Ave N (west leg) similar to what was included in 30% design. If further signal design is required to determine exact locations of future components (ramps, push buttons, power source, poles, etc.), it will occur between 60% and 90% and be funded by VZ. The following language is included on Page 5 of the CS Checklist. "- Install conduit and handholes at 8th Ave and Boren Ave N to reduce construction impacts should a pedestrian half signal be warranted and funded in the future (VZ - \$93K per location)." Pedestrian ramps for N-S crossings at Terry Ave (east leg) and Boren Ave N (west leg) will not be included in the Denny Way AAC 60% plans due to design constraints and expected SIP work. Further discussion to occur before 90% design about SIP coordination and treatment of this crossing.	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Page 5: Thank you for incorporating additional stop bars and NTOR signs at all signalized intersections	No response required	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Page 5: Please see comments for Denny/Westlake and Stewart/Yale for signal related items.	See below (Line 26 & Line 31)	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Denny/5th & Cedar: Please add painted curb bulbs on the SW and NE corner of the intersection. On the SW corner, a load zone will need to be relocated. On the NE corner, bulb the north leg so there is one receiving NB lane. Confirm with Chris Eaves the design vehicle needed to accommodate freight movements around the bulbs.	Paint-and-post curb bulbs on the SW and NE corners will be included in the Denny Way AAC 60% plan as additive scope to be funded by Vision Zero. Based on field observations, TOD has recommended to use SU40 for AutoTurn analysis on the NE corner. The recommendation on Page 9 of the CS Checklist was updated as follows: "In 60% design, the following curb bulbs will be included to be funded by VZ: - SW corner of Cedar St (paint and post) - NE corner of 5th Ave (paint and post) - SE corner at Vine St (concrete) - SW corner of 8th Ave (paint and post) - SE corner of 8th Ave (concrete) - NE corner at 9th Ave (paint and post) - Middle corner at Lenora St/Boren Ave (paint and post) - SE corner at Boren Ave (concrete)"	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)

Page	CSC Section	SME Name	SME Comments	PD Response	Concurrence (Yes, No, No Response)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Denny/Vine: Thank you for providing initial concept geometry for bulb on Vine. Confirm full-depth panel replacement is occurring here and ramps are being rebuilt. If so, please add a concrete curb bulb on SE corner. Meet with VZ to discuss geometry of curb bulb, potential for a raised crossing, and associated costs.	Concrete curb bulbs on the SE corner will be included in the Denny Way AAC 60% plans as additive scope to be funded by VZ. The design will retain the 'porkchop' island and avoid major stormwater impacts. The recommendation on Page 9 of the CS Checklist was updated as follows: "In 60% design, the following curb bulbs will be included to be funded by VZ: - SW corner of Cedar St (paint and post) - NE corner of 5th Ave (paint and post) - SE corner at Vine St (concrete) - SW corner of 8th Ave (paint and post) - SE corner of 8th Ave (concrete) - NE corner at 9th Ave (paint and post) - Middle corner at Lenora St/Boren Ave (paint and post) - SE corner at Boren Ave (concrete)"	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Denny/8th: VZ understands SIP will build concrete bulbs on SW and SE corners. In the interim, please build a paint and post curb bulb on the SW corner.	Paint-and-post curb bulb on the SW corner and concrete curb bulb on the SE corner will be included in the Denny Way AAC 60% plan as additive scope to be funded by Vision Zero. In addition, pedestrian ramps for both N-S crossings will be included in 60% design. The recommendation on Page 9 of the CS Checklist was updated as follows: "In 60% design, the following curb bulbs will be included to be funded by VZ: - SW corner of Cedar St (paint and post) - NE corner of 5th Ave (paint and post) - SE corner at Vine St (concrete) - SW corner of 8th Ave (paint and post) - SE corner of 8th Ave (concrete) - NE corner at 9th Ave (paint and post) - Middle corner at Lenora St/Boren Ave (paint and post) - SE corner at Boren Ave (concrete)"	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Denny/9th: Confirm that curb ramps on the north leg are being rebuilt. Please add a paint and post curb bulb on the NE corner to narrow the 9th Ave N crossing. Confirm bulb geometry with autoturns.	Denny ITS project is upgrading non-compliant curb bulbs on the NE and NW corners (expected to be completed by September 2023). Paint-and-post curb bulb on NE corner will be added in 60% design. The recommendation on Page 9 of the CS Checklist was updated as follows: "In 60% design, the following curb bulbs will be included to be funded by VZ: - SW corner of Cedar St (paint and post) - NE corner of 5th Ave (paint and post) - SE corner at Vine St (concrete) - SW corner of 8th Ave (paint and post) - SE corner of 8th Ave (concrete) - NE corner at 9th Ave (paint and post) - Middle corner at Lenora St/Boren Ave (paint and post) - SE corner at Boren Ave (concrete)"	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Denny/9th and Bell: Please remove the recommendation to add c-curb on the west leg of the intersection.	New hardened centerline recommendation has been removed from Page 5 of the Complete Streets Checklist and will not appear in 60% design and estimate.	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Denny/Westlake: Denny ITS does not appear to be upgrading signal heads as part of their project. As part of Denny AAC, please upgrade signals to 12" signal heads and install yellow reflective backplates.	TOD Signals determined that 8" were installed previously because it was contractor delivered and traffic control was cost prohibitive. TOD Signals did confirmed that 12" are feasible given required clearances and available pole space. For most efficient use of funds and potentially faster delivery, we recommend completing using SDOT crews via work order. This recommendation will not be included in the Complete Streets Checklist.	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Denny/Terry: Please replace tuff curb with concrete c-curb and add one flex post on each end of the c-curb extents to provide vertical visibility. We confirmed with Mark Sleiger that c-curb is generally more robust than tuff posts therefore less maintenance is involved.	Will include in 60% design for all existing hardened centerline. Page 5 of the CS Checklist have been updated to specify recommended C-curb treatment as follows: " Replace and add hardened center lines with C-curb treatment to reinforce turn restrictions (VZ - Covered by AAC)".	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Denny/Boren west leg: Please replace tuff curb with concrete c-curb and add one flex post on each end of the c-curb extents to provide vertical visibility.	Will include in 60% design for all existing hardened centerline. Page 5 of the CS Checklist have been updated to specify recommended C-curb treatment.	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)

Page	CSC Section	SME Name	SME Comments	PD Response	Concurrence (Yes, No, No Response)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Denny/Lenora and Boren east leg: Thank you for providing initial concept geometry for bulb on Boren Ave east leg. Please build an additional curb bulb at the corner of Lenora and Boren as well and confirm geometry with turning movement. We'll need to meet to discuss associated design and costs.	The large concrete curb bulb on the SE corner at Boren Ave will be included in the 60% design funded by VZ. A concrete curb bulb on the middle corner at Lenora St/Boren Ave is not able to be delivered by Denny Way AAC due to required relocation of street light poles and potential design limitations (drainage, cross slope, and curb reveal) which pose a risk to meeting the project delivery and grant obligation commitments. Instead, Denny AAC will implement a paint-and-post bulb on this corner. The following language was added to Page 5 of the CS Checklist: "In 60% design, the following curb bulbs will be included to be funded by VZ: - SW corner of Cedar St (paint and post) - NE corner of 5th Ave (paint and post) - SE corner at Vine St (concrete) - SW corner of 8th Ave (paint and post) - SE corner of 8th Ave (concrete) - NE corner at 9th Ave (paint and post) - Middle corner at Lenora St/Boren Ave (paint and post) - SE corner at Boren Ave (concrete)"	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Denny/Lenora: VZ is considering a traffic revision for NB LT movements from Lenora onto Denny. Please meet to discuss operational movements.	No decision was made at the time of the checklist being finalized at 60% design. Prior to 90% design, TOD/VZ will determine what if any traffic revisions are recommended for this intersection and provide signage/markings changes to the Denny Way AAC project team to be incorporated into the design as feasible.	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Jess Kim/ Andy Merkley	Stewart/Yale: Please install yellow reflective tape around existing signal heads	Traffic control required would be cost prohibitive if delivered by contractor. For most efficient use of funds and potentially faster delivery, we recommend completing using SDOT crews via work order. This recommendation will not be included in the CS Checklist.	Requested extension on 7/6/2023; Emailed concurrence (8/23/2023)
5	Safety & Channelization	Chris Svolopoulos			No response; Assumed concurrence. (7/10/2023)
5	Safety & Channelization	John Marek			No response; Assumed concurrence. (7/10/2023)
5	Safety & Channelization	Band Sittikariya			Requested extension to 7/14/2023
6	Pavement Condition	Ben Hansen			No response; Assumed concurrence. (7/10/2023)
6	Pavement Condition	Christopher Jackson			No response; Assumed concurrence. (7/10/2023)
7	Flex Lane / Curbspace	Mary Catherine Snyder	Overall this looks fine. Yale has fewer paid spaces tho in our curb records - 5 paid spaces on the S side, 9 paid spaces on N side. Would that affect ADA parking space install? Given this area at the corner of the downtown area, would be happy to talk about the DP stall numbers. Also wondering if the Spring Hill hotel needs a drop off load zone. I'll ask Fred Perez to look at the ADA parking question. Also occupancy of this part of Yale Ave is in the 50-60% usage on average for Spring 2023 if you want to add, although not necessary. (7/3/2023)	The occupancy data has been added to Page 7 of the CS Checklist. Curbspace Management confirmed that up to 2 ADA spaces may be required on Yale Ave and provided recommended locations which have been saved in the project file. (7/11/2023)	Concurrence Received (7/11/2023)
7	Flex Lane / Curbspace	Brian Hamlin			No response; Assumed concurrence. (7/10/2023)
8	ITS & Signals	Laura Wojcicki			No response; Assumed concurrence. (7/10/2023)
8	ITS & Signals	Tom Le			No response; Assumed concurrence. (7/10/2023)
9	Pedestrian Infrastructure	Tom Hewitt			No response; Assumed concurrence. (7/10/2023)
9	Pedestrian Infrastructure	Jinny Green			No response; Assumed concurrence. (7/10/2023)
9	Pedestrian Infrastructure	Stuart Vitagliano			No response; Assumed concurrence. (7/10/2023)
9	Pedestrian Infrastructure	Ashley Rhead			No response; Assumed concurrence. (7/10/2023)
9	Pedestrian Infrastructure	David Burgesser	Recommend shortening the crossing distance at the Denny/Boren/Lenora intersection by extending out the center curb line and squaring off the intersection approaches for the Boren and Lenora legs. This can be done with paint + post if funds are limited. (6/27/23)	Concrete curb bulbs are preferred for capital project delivery. Given the recent SIP/development completed on this corner, the Denny AAC project is seeking funding to implement a concrete curb extension on the SE corner instead. Should funding not be identified, the project may consider a paint-and-post implementation to square off the Boren Ave and Lenora St legs which may require additional TOD review. The following language was added to Page 9 of the CS checklist: "In addition, post-30% design, we are seeking funding to include two concrete curb bulbs at two locations: 1) SE corner at Vine St and 2) SE corner at Boren Ave. If funding is not identified, we may consider paint-and-post implementation to square off Boren Ave and Lenora St legs (pending TOD review)." (7/11/2023)	Concurrence Received (7/11/2023)
9	Pedestrian Infrastructure	Kadie Bell Sata			No response; Assumed concurrence. (7/10/2023)

Page	CSC Section	SME Name	SME Comments	PD Response	Concurrence (Yes, No, No Response)
10	Bicycle Infrastructure	Hallie O'Brien	Can the BMP side make sure that the intersections of Dexter and Denny and Bell St (9th Ave) and Denny have the cross bike marking replaced with the new markings? Just want to make sure they are preserved. (via email on 6/27/2023)	The following recommendation has been added to Page 10 of the CS checklist: "Following repaving, all existing bike markings must be restored, including green cross-bike markings at Dexter Ave and Bell St/9th Ave." (added 6/27/2023)	Response provided 7/11/23; No written concurrence was received by deadline; Assumed concurrence. (7/17/2023)
11	Bicycle Infrastructure	Monica Dewald			No response; Assumed concurrence. (7/10/2023)
12	Bicycle Infrastructure	Summer Jawson			No response; Assumed concurrence. (7/10/2023)
11	Transit Infrastructure	Christine Alar			No response; Assumed concurrence. (7/10/2023)
12	Freight Infrastructure	Chris Eaves	No Comments (6/27/23)	N/A	Concurrence Received (6/27/23)
13	Urban Forestry	Katey Bean	I noticed part of sentence was missing on the Urban Forestry page in the Complete Streets Checklist. I've added some text in the attached file to complete it. (via email 6/27/2023)	The following language was added to Page 15 of the CS checklist: "In several locations, Urban Forestry has recommended sidewalk profiles be raised to go over roots. SDOT arborist will inspect roots when pavement is removed to make further recommendations." (added 6/27/2023)	Concurrence Received (6/28/23)
14	Urban Design & Planning	Gabriel Seo/Aditi Kambuj	Several elements of the Denny Way Street Concept Plan can be explored for inclusion in the AAC project scope for repaving at intersections and create a public realm enhancement at low cost. Not clear if these were considered in the complete streets assessment. Enhance Existing Signalized Crossings - at existing intersections where high traffic volumes and turning movements affect pedestrian conditions. Improvements should include enhanced material surfaces in crosswalks, such as scored or colored concrete. Additional (if budget allows) and pedestrian scaled lighting should be added at key corner intersections Denny/Dexter, Denny/Westlake, Denny/Fairview, Denny/Steward.	Enhanced Crosswalk Materials: Denny AAC will consider enhanced material surfaces for crosswalks on Denny Way where paving is planned at Dexter, Westlake, and Fairview (crosswalks at Stewart are not including in our paving limits). However, crosswalks on the minor legs will not be repaved so adding those crosswalks would likely be more expense than can be absorbed. Including the enhanced crosswalks will depending on the additional cost (assuming no funding from UD will be contributed) and be determined prior to 60% design. The following language was added to Page 14 of the CS Checklist: "Prior to 60% design, Denny AAC will consider if installing enhanced material crosswalks (such as stamped, colored concrete) for crosswalks on Denny Way at Dexter Ave, Westlake Ave, and Fairview Ave is feasible (assuming no funding contribution from a partnering program)." Pedestrian Lighting: Given our tight timeline to meet our Levy commitments and grant requirements, the project is hesitant to take on additional scope that would risk impacting our schedule. New lighting has the potential to introduce procurement delays and/or trigger additional NEPA documentation (excavation for foundations). In addition, there is not funding identified to support the additional scope.	Response provided 7/7/2023; No written concurrence was received by deadline; Assumed concurrence based on 7/13/2023 meeting. (7/17/2023)
14	Urban Design & Planning	Gabriel Seo/Aditi Kambuj	Several elements of the Denny Way Street Concept Plan can be explored for inclusion in the AAC project scope for repaving at intersections and create a public realm enhancement at low cost. Not clear if these were considered in the complete streets assessment. Improved crossing at 8th and Denny - While a signal may be expensive and undesirable, would appreciate a conversation to confirm any potential improvements at this location. There's an active SIP at 8th Ave, including a street vacation, that is open to installing a half-signal on the east crosswalk across Denny at 8th. Consider an enhanced crosswalk at this gateway location as well.	Our team has also been working closely with Jackson Keenan-Koch (SU Development Review) and Jose Gutierrez (the HUB Coordinator) on adjacent SIPs, including the two at this corner to explore a large curb bulb and a new half signal (final decision pending). Regardless of the SIP outcome, the Denny Way AAC project does intend to put in the conduit and handholes, supporting a future pedestrian half signal should it be warranted/funded and reduce impacts to the new pavement.	Response provided 7/7/2023; No written concurrence was received by deadline; Assumed concurrence based on 7/13/2023 meeting. (7/17/2023)
14	Urban Design & Planning	Gabriel Seo/Aditi Kambuj	Several elements of the Denny Way Street Concept Plan can be explored for inclusion in the AAC project scope for repaving at intersections and create a public realm enhancement at low cost. Not clear if these were considered in the complete streets assessment. Closing of the Stewart slip lane -- if not a permanent closure, please consider closing or narrowing slip lane though tactical means.	The SIP for the ongoing 1200 Stewart St development includes expanding the bus stop island and narrowing the slip lane (to roughly 22'). The project is moving very slowly and it is not clear when it will be complete. However, Denny AAC does not plan on implementing any additional improvements at this location.	Response provided 7/7/2023; No written concurrence was received by deadline; Assumed concurrence based on 7/13/2023 meeting. (7/17/2023)
15	Green Stormwater Infrastructure	Bob Spencer (SPU)			No response; Assumed concurrence. (7/10/2023)
16	Art	Joshua Gawne/Aditi Kambuj			No response; Assumed concurrence. (7/10/2023)