



2018 Project Review Sheet (2019 Construction)

City Council District 3

Project #	18-363
Project Title:	Traffic Calming at 33rd Avenue and Columbia Street
Location:	33rd Ave and Columbia St

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: In the last three years, there were no police reported crashes at this intersection. The traffic data indicates relatively low vehicle volumes and speeds. A traffic circle at this intersection is not recommended.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

Total Project Cost: \$ N/A



Solution and Comments:

This review has been completed for use in the 2018 Your Voice, Your Choice: Parks & Streets process.

There have not been any collisions at this intersection reported to the Police in the last three years. Additionally, there are low traffic volumes, about 250 vehicles per day and most people travel around 20 mph. The 85th percentile is 22 mph. A traffic circle at this intersection is not recommended.

Image: N/A

Information Provided by Community Members

Project Idea: Traffic circle at 33rd Avenue and Columbia Street

Need for Project: 33rd Avenue north of Cherry Street does not have any traffic calming devices, as nearby 32nd, and 31st Avenues do, for example. 34th is the main artery, but people speed down 33rd since they cannot drive as quickly on 32nd or 31st. 33rd eventually deadends into Madrona Elementary and borders the Madrona Playfield, so it is an area filled with pedestrians, cyclists, and children as 33rd connects the elementary school, the park, and the Sally Goldmark Public Library. Because the neighboring streets have multiple traffic circles, this necessarily funnels the faster traffic or encourages faster traffic on 33rd Avenue. On narrow Seattle residential streets, it is already difficult to see around parked cars as you cross the street. When this is coupled with the faster traffic, it is unsafe for multitudes of neighborhood children and pedestrians. I'm aware of at least two traffic collisions at the intersection of 33rd Avenue and Columbia Street in the last four years. A traffic circle would look nice and not impede parking. Other neighborhood attempts to slow traffic have not worked. Thanks!

Community Benefit from Project: The project would benefit the children walking to/from the elementary school, the park, and the library, not to mention the neighboring high street shops and restaurants along 34th. It will keep the neighborhood safer and make it more beautiful with a planted traffic circle.



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Low	N/A	N/A	N/A

Cost Estimate:

Design Phase	
Preliminary Engineering (Survey) Costs	\$ N/A
Project Management Costs (City Labor)	\$ N/A
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	\$ N/A
Subtotal - Design Phase Costs	\$ N/A
Design Contingency (10% of Design Phase Subtotal)	\$ N/A
Total Design Phase Costs	\$ N/A
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ N/A
Drainage Costs	\$ N/A
Estimating Contingency (10-20%)	\$ N/A
Subtotal - Construction Costs	\$ N/A
Construction Management (10-25% of Construction Cost)	\$ N/A
Construction Contingency (20%)	\$ N/A
Total Construction Phase Costs	\$ N/A
Total Project Cost = Total Design and Construction Phase Costs	\$ N/A