



2019 Project Review Sheet (2020 Construction)

City Council District 1 (Ballot # 1G)

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|-----------------------|--|
| Project # | 19-22 |
| Project Title: | Pedestrian safety improvements |
| Location: | Neighborhood: South Delridge, 98106 Area: Olson Place SW & SW Roxbury St https://goo.gl/maps/ishfQu42iD62 |

SDOT Contact Information

SDOT Reviewer Name: Andrew Merkley

Reviewer Phone Number: (206) 684-5102

Review Date: August 9th, 2019

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: An existing signal rebuild project at Olson Place SW and SW Roxbury Street will address the issues that have been identified. As a result, SDOT recommends enhancing this area with additional warning signage and raised pavement markers to address the recorded collision history.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

Total Project Cost: \$35,000

YVYC 2019: Project 19-22, Olson Place SW & SW Roxbury St
<https://goo.gl/maps/ishfQu42iD62>



Solution and Comments:

This review has been completed for use in the 2019 Your Voice, Your Choice: Parks & Streets process.

Improvements to the intersection of SW Roxbury Street/Olson Place SW/4th Avenue SW are already designed and going to be implemented with the Roxbury and Olson Signal Rebuild Project. This project is going to signalize the southbound right turn movement to provide protection for pedestrians crossing at the northwest corner of the intersection. It will also involve repaving portions of the intersection and approaches, including the addition of ADA compliant curb ramps.

Historical speed and volume data show 85th percentile speeds at approximately 40 miles per hour on Olson Place SW between Roxbury and 1st Avenue S. The speed limit of 35 miles per hour is not currently posted on the segment for southbound traffic.

Collision history from the past three years was reviewed along Olson Place SW between SW Roxbury Street and 1st Avenue S. A high number of collisions occurred in rainy weather, including roadway departure collisions at the horizontal curve approximately 700 feet north of Roxbury.

Due to the collision history along this segment, it is recommended that the following enhancements be made:

- The addition of raised pavement markers along the yellow and white centerlines of Olson Place SW;
- The addition of chevron alignment signs for southbound traffic on Olson Place SW through the horizontal curve; and
- The addition of a speed limit sign for southbound traffic on Olson Place SW.



Image:



YVYC 2019: Project 19-22, Olson Place SW & SW Roxbury St
<https://goo.gl/maps/ishfQu42iD62>



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Information Provided by Community Members

Project Idea: Speed deterrent and accident reduction for Olson Place SW

Need for Project: From the accidents that start from drivers going NE on Olson down the hill, the accidents usually happen after a dry spell and a first rain, making the road a bit more slick, but also speed is the factor. I see people crossing over the centerline, or drivers in the right lane hit those trees and then cause a multi-car accident.

Community Benefit from Project: Drivers, Bicyclists, and Pedestrians coming into and out of West Seattle & White Center using Olson Place SW What is needed: Find a way to include the center turn lane down the entire stretch of road. This will provide safer entrance from our driveways but more importantly provide a buffer between the traffic directions should a car cross over the center line, there would be less chance of a crash. Guard rails with reflectors to protect pedestrians from all these cars coming up onto the sidewalk. A pedestrian signal with flashing lights at Cambridge would help people getting to the bus stops and the current crosswalk at 4th and Roxbury/Olson is notorious and very scary to cross- as the cars speeding up the hill can't see you crossing in time to stop. I think it would be worth evaluating if moving the crosswalk/ adding additional at Cambridge would help slow traffic (by having flashing yellow caution lights) going up the hill. There was a "Your Speed" sign placed last year further up Roxbury & 6th to help alert drivers to slow down- I would argue that this should be moved, or better yet, add another one on the way up the hill, as I don't think drivers realize that they can't take that corner at any faster than 35mph. People don't associate braking before a corner while going uphill.



Risk Registry

| SDOT Review | Drainage impacts | Constructability | Community process |
|-------------|------------------|------------------|-------------------|
| Low | Low | Low | Low |

Cost Estimate

| Design Phase | |
|---|----------|
| Preliminary Engineering (Survey) Costs | \$0 |
| Project Management Costs (City Labor) | \$500 |
| Design Costs (Consultant Fees, if externally designed, internal labor otherwise) | \$4,000 |
| Subtotal - Design Phase Costs | \$4,500 |
| Design Contingency (10% of Design Phase Subtotal) | \$500 |
| Total Design Phase Costs | \$5,000 |
| Construction Phase | |
| Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary) | \$22,000 |
| Drainage Costs | \$0 |
| Estimating Contingency (10-20%) | \$2,000 |
| Subtotal - Construction Costs | \$24,000 |
| Construction Management (10-25% of Construction Cost) | \$3,000 |
| Construction Contingency (20%) | \$3,000 |
| Total Construction Phase Costs | \$30,000 |
| Total Project Cost = Total Design and Construction Phase Costs | \$35,000 |