



2019 Project Review Sheet (2020 Construction)

City Council District 1 (Ballot # 11)

Project #	19-34
Project Title:	Install flashing beacons
Location:	Neighborhood: West Seattle Junction, 98116 Area: Intersection of Glenn Way and Oregon Street in West Seattle

SDOT Contact Information

SDOT Reviewer Name: Ricky Garcia/Thea Foulk

Reviewer Phone Number: 206-684-0329

Review Date: 8/6/2019

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: Crosswalk installation is recommended at this location based on the Marked Crosswalk Review Guidelines.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

Total Project Cost: \$6,000

YVYC 2019: Project 19-34, Intersection of Glynn Way and Oregon Street in West Seattle



Solution and Comments:

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

Glenn Way SW is a Collector Arterial with a speed limit posted at 30 mph. The street is 36' wide with parking allowed on both sides of the street. The travel lanes are effectively 12-foot wide.

SDOT conducted a speed and volume study in summer, 2019 that showed the following:

- Eastbound all day 85th percentile 24.0 mph
- Westbound all day 85th percentile 25.5 mph
- Daily traffic volume 2,857 vehicles
- Pedestrian crossings: 21 in one hour

Glenn Way SW, the major street, averages 281 veh/hr over an 8 hour period. This warrants an addition of all way stop control.

It is recommended to add stop signs/stop bars to Glenn Way SW. It is also suggested to trim the tree heading NW on Glenn Way SW/o SW Oregon St to allow for better visibility of the pedestrians.



Image:



YVYC 2019: Project 19-34, Intersection of Glynn Way and Oregon Street in West Seattle



Information Provided by Community Members

Project Idea: Install pedestrian-activated crosswalk signs (flashing beacons) and add curb bulb to high-traffic vehicle/pedestrian intersection.

Need for Project: Many pedestrians cross Oregon and Glynn Way to make their way to the main business district as well as the bus stops. Moreover, Oregon (east of Glynn Way) and Glynn Way are arterial streets that see heavy traffic. It is difficult to cross Glynn Way safely as it is a wide street with several streets meeting at one point. We must improve visibility of pedestrians by marking the street as a crosswalk and install pedestrian-activated flashing beacons on both sides of Glynn Way. Drivers will be able to see as they are making the corner or going up/down hill that pedestrians are/will be in the street. Furthermore, Oregon is only an arterial east of Glynn Way but too many cars use Oregon as an arterial west of Glynn Way. Several collisions have occurred at 46th Ave and Oregon as cars go over 30 MPH without stopping or yielding down the hill after speeding to cross Glynn. A curb bulb would calm traffic for the neighborhood and disperse it proportionately to other East-to-West streets. The curb bulb can be designation of a walkable zone coupled with the flashing beacons.

Community Benefit from Project: Pedestrians and drivers alike will benefit as it will be clear when pedestrians need to enter the intersection. The businesses will benefit from more parking spots as neighbors walk up to the Junction vs. driving the short distance. Neighbors will benefit once Oregon is treated as a residential street instead of an arterial. Public safety is enhanced once that traffic-calming measure is implemented. Overall traffic in the area will be reduced as the intersections become pedestrian-friendly for everyone from students walking to school and customers walking to visit Junction merchants



Risk Registry

SDOT Review	Drainage impacts	Constructability	Community process
Low	Low	Low	Medium

Cost Estimate

Design Phase	
Preliminary Engineering (Survey) Costs	\$0
Project Management Costs (City Labor)	\$1,000
Design Costs (Consultant Fees, if externally designed, internal labor otherwise)	\$1,000
Subtotal - Design Phase Costs	\$2,000
Design Contingency (10% of Design Phase Subtotal)	\$200
Total Design Phase Costs	\$2,200
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$6,000
Drainage Costs	\$0
Estimating Contingency (10-20%)	\$300
Subtotal - Construction Costs	\$6,300
Construction Management (10-25% of Construction Cost)	\$0
Construction Contingency (20%)	\$500
Total Construction Phase Costs	\$6,800
Total Project Cost = Total Design and Construction Phase Costs	\$10,000

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