



## 2019 Project Review Sheet (2020 Construction)

### City Council District 3 (Ballot # 3E)

<b>Project #</b>	19-77
<b>Project Title:</b>	Traffic calming
<b>Location:</b>	Neighborhood: Leschi, 98144 Area: 30th and 31st Avenue immediately north and south of Yesler Way

### SDOT Contact Information

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SDOT Reviewer Name: James Le  
Reviewer Phone Number: (206) 684-3174  
Review Date: August 8<sup>th</sup>, 2019

### SDOT Project Summary

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SDOT approves project

- Yes  
 Yes, with revisions  
 No

Comments: The recently collected traffic data did not meet SDOT's warrants for physical traffic calming devices for these streets. Instead, SDOT recommends updating the Stop signs to our current standard along 30<sup>th</sup> Avenue S and 31<sup>st</sup> Avenue S as well as installing a couple of 30 MPH speed limit signs along 31<sup>st</sup> Avenue S. SDOT also recommends refreshing the paint for the bike lane along 31<sup>st</sup> Avenue S and refreshing the existing marked crosswalk at S Jackson Street and 31<sup>st</sup> Avenue S.

There is an opportunity to partner with another program:

- Yes  
 No

Partnering Program: N/A

**Total Project Cost: \$79,500**

YVYC 2019: Project 19-77, 30th and 31st Avenue immediately north and south of Yesler Way



### **Solution and Comments:**

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

### **Speeds**

Speed humps or cushions are typically installed when speeds are >5 MPH than the speed limit.

- 30<sup>th</sup> Ave S
  - North of E Yesler Way, the 85<sup>th</sup> percentile speeds are 25 MPH (northbound) and 23.9 MPH (southbound). The speed limit is 20 MPH (non-arterial).
  - South of E Yesler Way, the 85<sup>th</sup> percentile speeds are 24.4 MPH (northbound) and 23.9 MPH (southbound). The speed limit is 20 MPH (non-arterial).
- 31<sup>st</sup> Ave S
  - North of E Yesler Way, the 85<sup>th</sup> percentile speeds are 25.5 MPH (northbound) and 26.0 MPH (southbound). The speed limit is 20 MPH (non-arterial).
  - South of E Yesler Way, the 85<sup>th</sup> percentile speeds are 32.0 MPH (northbound) and 33.9 MPH (southbound). The speed limit is 30 MPH (arterial, posted speed limit).

### **5-year crash history**

- 30<sup>th</sup> Ave S
  - North of E Yesler Way, there was one police reported crash (no serious injury or fatal).
  - South of E Yesler Way, there have been no police reported crash.
- 31<sup>st</sup> Ave S
  - North of E Yesler Way, there were three police reported crashes (no serious injury or fatal).
  - South of E Yesler Way, there was one police reported crash (injury type crash)

### **Pavement condition**

Pavement Condition Index (PCI) is a rating of the quality of the pavement from 0 (worst) -100 (best). Pavement condition may impact the cost of installing a speed hump/cushion (i.e. additional pavement and base repair may be needed).

- 30<sup>th</sup> Ave S
  - North of E Yesler Way, PCI = 46
  - South of E Yesler Way, PCI = 58
- 31<sup>st</sup> Ave S
  - North of E Yesler Way, PCI = 12
  - South of E Yesler Way, PCI = 58

### **Grades**

Speed cushions are typically installed where grades are 8% or less.

- 30<sup>th</sup> Ave S south of E Yesler Way is 9.2% (exceeds threshold for a speed cushion)
- 31<sup>st</sup> Ave S south of E Yesler Way is 8.4% (exceeds threshold for a speed cushion)

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### **Additional comments**

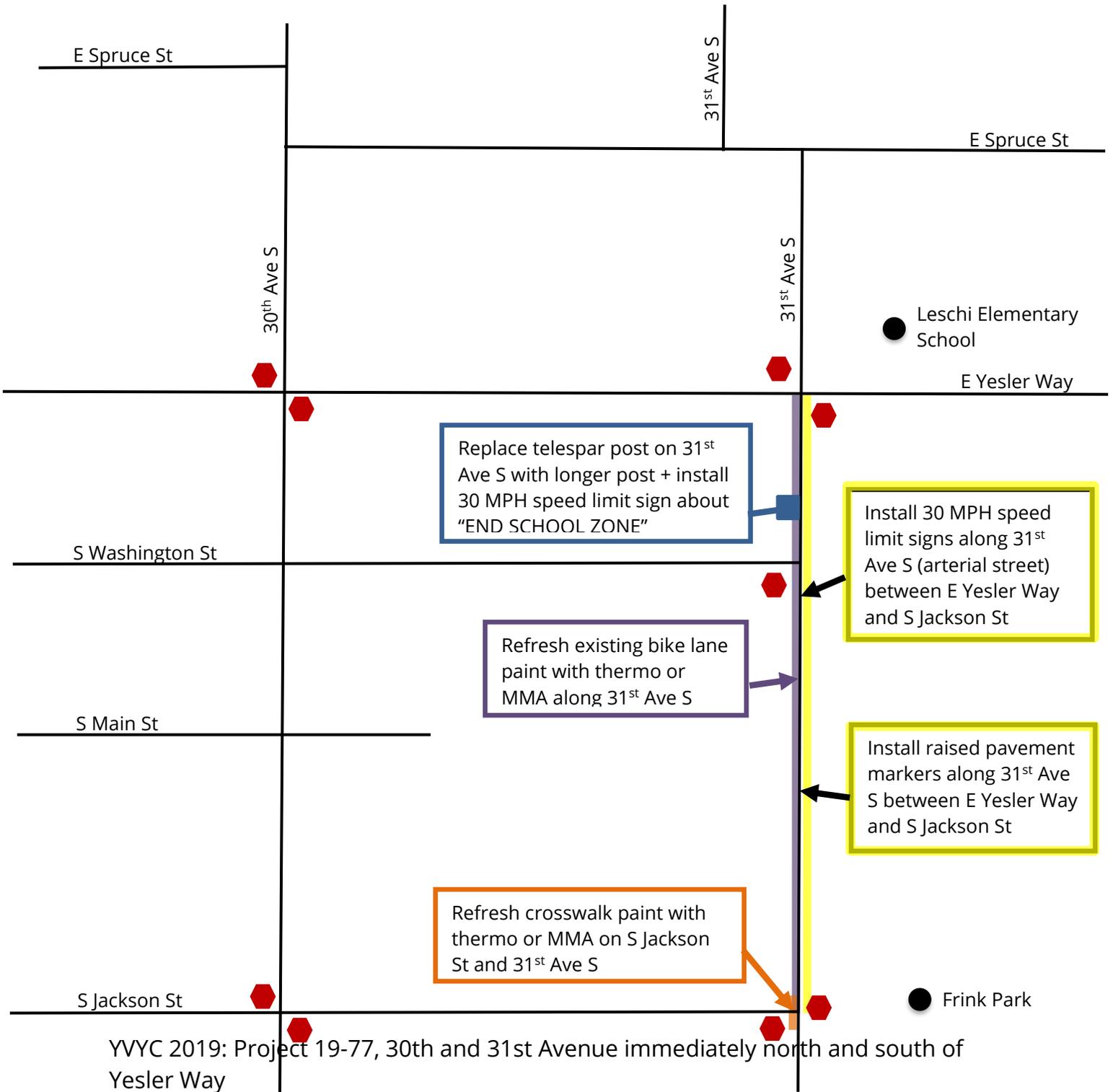
- 31<sup>st</sup> Ave between E Yesler Way and E Spruce St is a school bus load/unload zone. Speed humps are typically not installed on these street segments.



FOR ALL  :

Replace with red back STOP + can candy wrapping

Image:



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## Information Provided by Community Members

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**Project Idea:** Traffic calming in the immediate vicinity of Leschi Elementary School – by installing speed humps, speed cushions, or other traffic calming measures along with better signage and/or crossing markers – will create safer paths and crossings to and from Leschi ES, other area schools, and nearby parks including Peppi’s Playground, Powell Barnett, and Flo Ware.

**Need for Project:** "The long straight stretch of 30th Ave S. between Jackson and E Yesler Way is often used as a cut-through to avoid MLK and 31st avenues. Especially during rush hours, cars speed in excess of 35 mph coming down this hill flying right through the S Washington intersection before slowing at 30th and E Yesler Way. North of Yesler on 30th Ave, the disjointed intersection with E. Spruce St. has no crossing markers even though many children walk down the hill on Spruce to Leschi ES. Visibility on 30th is poor due to parked cars on the west side and overhanging trees, and drivers regularly exceed the speed limit. This poses a significant safety risk to the pedestrians and bikers who use this route to commute to school/work.

31st Ave S between Jackson and Yesler Way is also a downhill stretch and end of an arterial route that sees frequent excess speeds, and where speed cushions would be indicated. North of Yesler Way, drivers continue to use 31st Ave as if it were an arterial route even though this is the loading/unloading zone for Leschi ES. Traffic data collected by SDOT in May/June 2018 indicate that speed humps are warranted, but funding is not available from Safe Routes to Schools. The intersection of Spruce and 31st Ave (NW corner of the school) is irregularly shaped and on a hill, and is poorly marked in spite of being a major school crossing. Speed humps on 31st Ave between Yesler and Alder and better markings at the intersection of 31st and Spruce will dramatically improve safety for school children and families. "

**Community Benefit from Project:** Neighborhood school students and family members walking to and from Leschi Elementary, students walking to other neighborhood schools, park-goers, pedestrian and bike commuters, rapid transit riders walking to bus stops on Jackson and Yesler.

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### Risk Registry

SDOT Review	Drainage impacts	Constructability	Community process
Low	None	Low	Low

### Cost Estimate

<b>Design Phase</b>	
Preliminary Engineering (Survey) Costs	\$7,000
Project Management Costs (City Labor)	\$1,000
Design Costs (Consultant Fees, if externally designed, internal labor otherwise)	\$1,000
<b>Subtotal - Design Phase Costs</b>	<b>\$9,000</b>
Design Contingency (10% of Design Phase Subtotal)	\$900
<b>Total Design Phase Costs</b>	<b>\$9,900</b>
<b>Construction Phase</b>	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$40,000
Drainage Costs	\$0
Estimating Contingency (10-20%)	\$8,000
<b>Subtotal - Construction Costs</b>	<b>\$48,000</b>
Construction Management (10-25% of Construction Cost)	\$12,000
Construction Contingency (20%)	\$9,600
<b>Total Construction Phase Costs</b>	<b>\$69,600</b>
<b>Total Project Cost = Total Design and Construction Phase Costs</b>	<b>\$79,500</b>

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