



2019 Project Review Sheet (2020 Construction)

City Council District 4

Project #	19-145
Project Title:	Pedestrian safety improvements
Location:	Neighborhood: University District, 98105 Area: Intersection of NE 45th St & 8th Ave NE in the U-District

SDOT Contact Information

SDOT Reviewer Name: John Marek
Reviewer Phone Number: (206) 684-5069
Review Date: August 7th, 2019

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: NE 45th St is an arterial street with 5 lanes, 2 lanes in the east and west directions with a two-way left turn lane (48' cross section). This location was evaluated in 2018 and data indicated that it did not quite meet criteria for pedestrian signal but was close. Updated data collected 2019 indicated that volumes were slightly reduced from 2016 data. This may have been due to the time of the year that the data was collected. The most recent data was collected in the summertime of 2019 when the University of Washington was on summer semester and not generating as much traffic, compared to the 2016 data when it was collected in mid-December. There has not been any reported pedestrian and vehicle collisions involving pedestrians crossing NE 45th St in the past three years.

While the location currently does not meet pedestrian signal criteria a signal at this location a signal would help facilitate crossings and likely result in a high volume of pedestrians crossing thus meeting the criteria. The estimated cost for a half signal is approximately \$150,000 and

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would need to partner with an additional funding source before SDOT could support the project. At this time no partnership has been identified.

There is an opportunity to partner with another program:

Yes

No

Partnering Program: N/A

Total Project Cost: \$0

Solution and Comments:

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



Image:

NE 45th St @ 8th Ave NE



PROPOSED PEDESTRIAN CROSSING SIGNAL



Information Provided by Community Members

Project Idea: Add a pedestrian island and crosswalk markings to improve pedestrian safety in an area of high – and increasing – foot traffic. This area is currently inhospitable to pedestrians with infrequent, non-standard crosswalks, complex traffic patterns and heavy vehicle congestion leading to driver frustration and risk taking.

Need for Project: There are only 3 marked pedestrian crossings on NE 45th St. for the 0.3 miles between 5th Ave NE in Wallingford and Roosevelt Way NE in the U-District (a 7 minute walk at average walking speeds). Only 1 of the 3 (Roosevelt Way) is a standard crossing on all 4 sides of the intersection. The crossing at 5th Ave NE only permits pedestrians to cross on the west side of the intersection. The pedestrian crossing at NE 7th street is unusual – and dangerous - in that it is in the middle of the intersection, with cars traversing at speed on either side of pedestrians. While cars are not supposed to cross the crosswalk to change lanes, it happens with some regularity and I have observed several near misses with pedestrians. Many pedestrians instead “frogger” 45th near the intersection of 8th Ave NE. This often leaves pedestrians standing in the heavily used center turn lane waiting for a break in traffic. Despite the lack of a marked crosswalk, many pedestrians I have spoken to prefer it to the mid-intersection crossing at 7th because cars patterns are more predictable and traffic is more frequently at a standstill. There is no notice to motorists of a pedestrian crossing here despite the ADA ramps and truncated domes on the east side of the intersection. I have observed many near misses and have been myself surprised by pedestrians who step into the center turn lane from behind a tall vehicle. The recommendation is to install a pedestrian island in the center-turn lane as well as more obvious signage for motorists to make a safe and standard crossing of 45th in this area. This should: 1) help consolidate pedestrian traffic from the current block-long “frogger” zone into a safe, predictable crosswalk for both pedestrians and motorists 2) pull pedestrian traffic away from the more complex, dangerous, and higher speed interchange with I-5. 3) If combined with a no-left turn from westbound 45th to southbound 8th, help reduce motorists using 8th southbound as a high-speed bypass of often-clogged Roosevelt Way. Traffic calming measures at 43rd & 8th has been a previous project submission.

Community Benefit from Project: The main beneficiaries are pedestrians – students going to/from UW, commuters using the freeway express bus stops, and residents of the nearby buildings. It should also make it easier for motorists by making pedestrian crossing patterns more predictable.



Risk Registry

SDOT Review	Drainage impacts	Constructability	Community process

Cost Estimate

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