2019 Project Review Sheet (2020 Construction)

City Council District 5

Project #	19-211
Project Title:	De-escalate traffic
Location:	Neighborhood: Lake City, 98125 Area: 35th Ave NE between 140th and 145th

SDOT Contact Information

SDOT Reviewer Name: Brian Dougherty

Reviewer Phone Number: (206) 684-5124

Review Date: July 18th, 2019

SDOT Project Summary

SDOT approves project
☐ Yes
☐ Yes, with revisions
☒ No

Comments: The traffic data did not support additional traffic calming for this stretch of 35th Ave NE, and the existing roadway widths and conditions would require a lot of civil work that is beyond the budget scope for this program.

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.

In July 2019 SDOT collected traffic data and found that 85th percentile speeds are 24 mph northbound and 21 mph southbound. The weekday daily traffic volume is 779 vehicles. Both the speed and volume are well within the threshold for a local non-arterial street. Every block has speed humps and every intersection has a traffic circle. The street is 20-22 feet wide, so in order to install curbing along the street and maintain parking, we would need to pave 3-5 feet of additional pavement, which would be beyond the funding available from this program.

Image:

Information Provided by Community Members

Project Idea: De-escalate Traffic, Improve Walkability and Turn Our Street into a Greenspace of Chicane-style Mini Parks!

Need for Project: This section of NE 35th has tremendous traffic surges during the day, with cars funneling through, traveling 15 to 20 miles over the posted speed limit, making the street unsafe for foot traffic. The road is used to bypass traffic lights on 35th at Lake City Way, as well as traffic coming off Sand Point Way onto 125th, attempting to bypass lights at 125th and 35th Ave NE. At times we have counted 70 to 90 cars an hour passing at high rates of speed passing down the street. While the street has traffic circles and speed bumps, this done little to slow or discourage commuter traffic through our residential street, and commuters can be observed speeding round the circles and around speed bumps due to a lack of curbs/sidewalks. Frequently neighbors turning into their driveways are passed on the wrong side of the road by commuter cars traveling through the neighborhood. This even occurs where the road is almost reduced to 1 lane due to cars parking on the sides of the road. This neighborhood has a high number of young families with children under 12 as well as older residents, and an adult care residential facility. Due to risk, there is light foot traffic due to the traffic conditions. This neighborhood is made up of single family homes, smaller apartment buildings, condos, and town houses. By significantly discouraging non-resident traffic, adding sidewalks or low cost curbs, and placing several chicanes though out the neighborhood, which could be turned into neighborhood-managed "mini parks", it would improve walkability and safety in our community and encourage more "neighbors on the street", interacting as a community.

Community Benefit from Project: This benefits the entire community around this area, as it reduces surface traffic on residential streets. It would encourage more of the residents to walk their neighborhood, as well as bring green spaces to the neighborhood, improving residents' perception of our community.

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	$

YVYC 2019: Project 19-211, 35th Ave NE between 140th and 145th