



2019 Project Review Sheet (2020 Construction)

City Council District 2

Project #	19-65
Project Title:	Left turn signal
	Neighborhood: Columbia City, 98118
Location:	Area: On Rainier ave s and S. Edmunds. Left turn signal as you come south on Rainier and would turn left onto Edmunds

SDOT Contact Information

SDOT Reviewer Name: Laura Wojcicki & Matthew Dunlap
Reviewer Phone Number: 206-684-8855
Review Date: August 7th, 2019

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: SDOT does not recommend adding a left turn signal for the southbound Rainier Ave S traffic on to S Edmunds St.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

Total Project Cost: \$0

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Solution and Comments:

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

Allowing the southbound left turn (permissive) would have significant impacts to the heavy southbound thru movement during the PM peak period. This is because the southbound through lane is a single lane, and any vehicle wanting to make the southbound left turn would block the southbound lane while waiting for an appropriate gap in the northbound traffic so that a safe maneuver can be made.

Another possibility would be to change the angle of the parking on Edmunds St. We however would not recommend that this be changed. Although, the skewed angle of the parking stalls along S Edmunds St located just east of Rainier Ave S is not ideal for westbound vehicles on S Edmunds St to perform the required back-in parking maneuver, it is designed to be easier to use for vehicles travelling eastbound on S Edmunds St. Reversing the angle from its current configuration (Parked cars face northeast) to a modified configuration where cars park facing northwest would only make parking for eastbound traffic more difficult.

The purpose of angling the parking in the first place is to serve two primary purposes. The first being that more cars can now park in the same space because back-in parking creates a denser configuration for vehicles than a parallel configuration. The second reason is that back-in angle parking here creates a natural traffic calming device intended to slow the speed of vehicles on Edmunds St. In addition, the skewed angle helps improve the site for vehicles exiting these stalls.

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Image:

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Information Provided by Community Members

Project Idea: Left turn signal

Need for Project: Last year signs were put up on Edmunds to back in only to parking spaces but the spaces are angled the wrong direction. Since cars can't turn left onto Edmunds they go around the block and then need to do an awkward 10 point turn to get into the angles spaces. As a business owner on Edmunds I have looked out my window and seen several accidents because of this maneuver. It would be a simple fix to allow cars to turn onto Edmunds going south on Rainier

Community Benefit from Project: Cars, traffic

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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	\$

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