



2019 Project Review Sheet (2020 Construction)

City Council District 2

Project #	19-76
Project Title:	Traffic calming
Location:	Neighborhood: Rainier Vista, 98108 Area: 31st Ave South between S. Adams and S. Oregon Street in the Rainier Vista neighborhood of SE Seattle.

SDOT Contact Information

SDOT Reviewer Name: Venu Nemani
Reviewer Phone Number: (206) 733-9643
Review Date: August 15th, 2019

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: This section of 31st Avenue S already has a choker, a traffic calming circle and parking on both sides of 31st Ave S. SDOT does not recommend any additional traffic calming measures on 31st Ave S at this time and will monitor it for any changes.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

Total Project Cost: \$0

Solution and Comments:

YVYC 2019: Project 19-76, 31st Ave South between S. Adams and S. Oregon Street in the Rainier Vista neighborhood of SE Seattle.



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

YVYC 2019: Project 19-76, 31st Ave South between S. Adams and S. Oregon Street in the Rainier Vista neighborhood of SE Seattle.



Image:

YVYC 2019: Project 19-76, 31st Ave South between S. Adams and S. Oregon Street in the Rainier Vista neighborhood of SE Seattle.



Information Provided by Community Members

Project Idea: Residents, especially children, of Rainier Vista neighborhood are requesting traffic calming and/or pedestrian improvements so they can safely walk and cross 31st Ave South between S. Adams and S. Oregon Street in the Rainier Vista neighborhood of SE Seattle. This particular area of Rainier Vista attracts extensive foot traffic because it is close to well-loved and much-used public parks (Genesee Park & Adams Park) and adjacent to the popular Smilow Rainier Vista Boys & Girls Club. This street is also near several social service organizations that provide tutoring and after-school activities to students. These include the Boys and Girls Club, Refugee Women's Alliance, Neighborhood House Preschool and Horn of Africa Services. All this generates foot traffic by kids or teens who may not always be paying attention to traffic or speeding cars. What makes it exceptionally hazardous is this particular area of Rainier Vista is also prone to drivers accelerating as they attempt to make the light on MLK Jr S. Some even cut through this neighborhood at high speed as a shortcut to bypass traffic lights on nearby arterials. This creates an unsafe environment for kids and adults alike who wish to cross the street to access the two public parks in the neighborhood as well as myriad social services and after-school programs. The speeding also affects elementary school students getting to the school bus stops, residents going to and from the Columbia City light rail station as well as residents of Mercy Housing, a multifamily low-income housing complex which is a stone's throw from Oregon Street & 31st Ave S. Another area of concern are the mid block intersections on the two sides of Genesee Park located at the cross of 31st Ave & S Genesee. Currently there are no traffic calming features in place on 31st Ave S /S Oregon making this a high danger zone. We would like the street to be made less appealing to cut-through traffic, have the remaining traffic calmed to go at slower speeds, and provide more cues to drivers that pedestrians have the right-of-way. Rainier Vista is a dense mixed-income neighborhood with a lot of foot traffic. A number of low-income housing providers house approximately 2000 residents. 640 youth alone live in Seattle Housing Authority properties. 400 older adults also live in low income housing properties in the neighborhood. Children from across the neighborhood use the beautiful play space Genesee Park provides and the open space that Adams Park offers. These parks are an open and welcoming meeting area for neighbors, friends, and community groups. We need them to be accessed safely by all. Hence these traffic calming and/or pedestrian improvements are being requested by all the above mentioned stakeholders.

Need for Project: Once Oregon Street opened up to traffic in 2017 connecting MLK Jr Way S to Rainier Ave S, we've noticed a HUGE increase in traffic volume and flow. Cars heading east or west make use of Columbian Way and Oregon St as cut through to avoid Alaska Street which tends to back up during peak hours. As a result there is a lot of reckless driving and speeding right by 31st Ave S/S Oregon. This creates an unsafe environment for kids and adults alike who wish to cross the street to access two parks on 31st Ave S and the myriad social services and after-school programs or even simply walking through the neighborhood or getting to the light rail.

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Community Benefit from Project: This safety improvement would directly benefit the approximate 2,000 residents in Rainier Vista who are diverse in terms of race, nationality, age, and income. The immediate community is a mix of homeowners and low-income housing renters. Approximately one-third of residents are under age 18, and more than half speak a second language at home (Ex. Somali, Oromo and Vietnamese). This improvement will help the following: All the neighborhood youth, children and teens who use two parks (Genesee Park & Adams Park) on 31st Ave S All the neighborhood youth, children and teens who access services at Boys & Girls Club, especially their after-school programs All the neighborhood youth, children and teens who benefit from the social services like Refugee Women's Alliance, Neighborhood House Preschool, Horn of Africa Services located in this area All residents of Mercy Housing which is a multifamily low-income housing complex located within a stone's throw from Oregon Street & 31st Ave S. All local residents who commute via light rail station and live along 31st Ave S All elementary school students getting to the school bus stop on 31st Ave S, All the elderly population of Providence Eldercare (located right across the street) some of whom are visually or aurally impaired.

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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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