2019 Project Review Sheet (2020 Construction)

City Council District 1 (Ballot # 1B)

Project #	19-4
Project Title:	Speed humps
Location:	Neighborhood: Alki, 98116 Area: The three blocks of 61st Avenue SW between SW Admiral Way and Beach Drive SW, specifically the 3200, 3400 and 3600 hundred blocks.

SDOT Contact Information

SDOT Reviewer Name: Shauna Walgren

Reviewer Phone Number: 206-684-8681

Review Date: July 10, 2019

SDOT Project Summary

SDOT approves project

- ☒ Yes
- ☐ Yes, with revisions
- ☐ No

Comments: The traffic data collected supports the installation of speed cushions.

There is an opportunity to partner with another program:

- ☐ Yes
- ☒ No

Partnering Program: N/A

Total Project Cost: $30,000

YVYC 2019: Project 19-4, The three blocks of 61st Avenue SW between SW Admiral Way and Beach Drive SW, specifically the 3200, 3400 and 3600 hundred blocks.

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

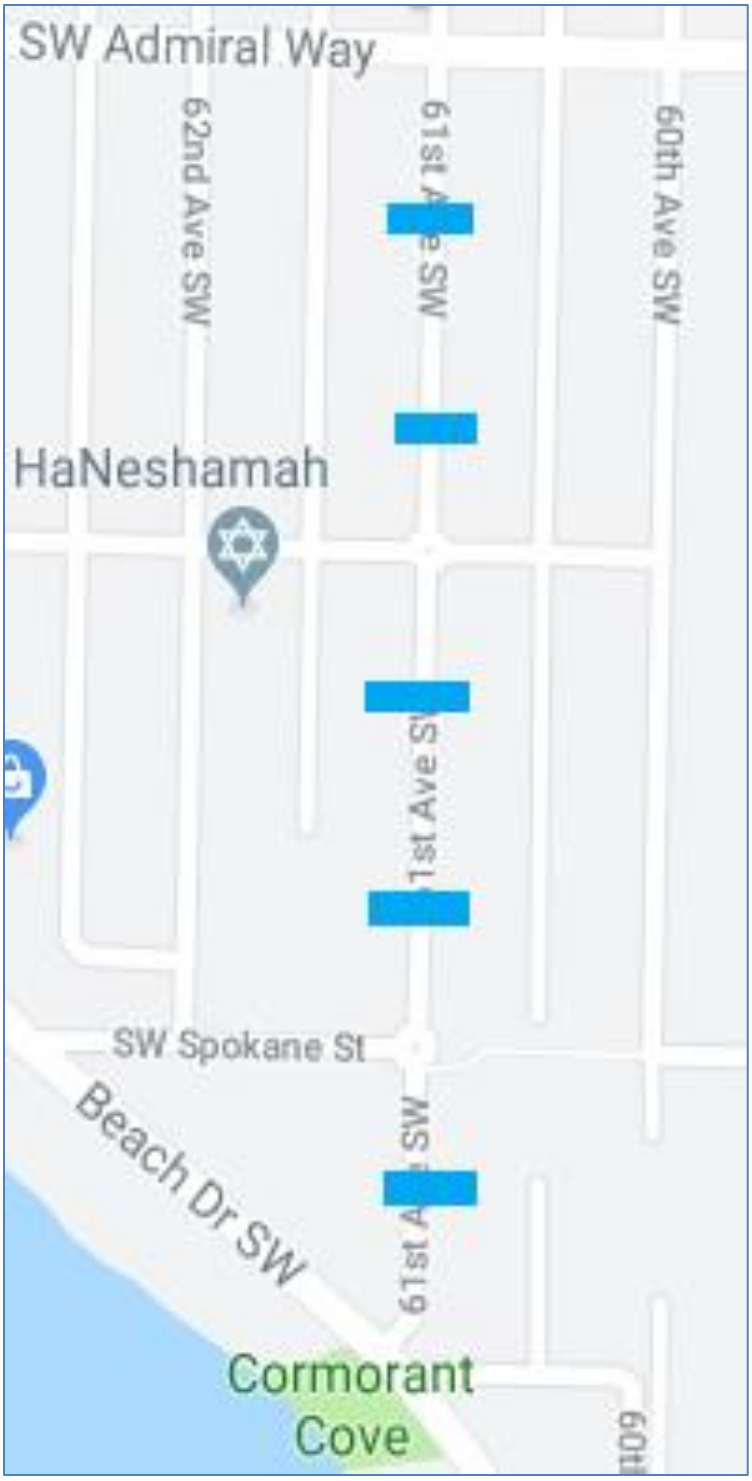
61st Ave SW between SW Admiral Way and Beach Drive SW is a non-arterial street and an emergency response route with a posted of 20 mph. There are two traffic circles, one at SW Hinds St and another at SW Spokane St. The street is 30 feet wide and parking is allowed on both sides of the street.

SDOT conducted a speed and volume study in spring, 2019. That showed the following:

- The 85th percentile speed north of SW Spokane St is 27.4 mph
- The 85th percentile speed north of SW Hinds St is 28.4 mph
- The 85th percentile speed north of SW Beach Drive is 25 mph
- Daily traffic volume around 1800 vehicles

Given that the 85th percentile speed all-day exceed the speed limit by 5 or more mph, and that traffic volumes are higher than what is seen on other non-arterial streets, speed cushions are an appropriate device.

Image:



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Information Provided by Community Members

Project Idea: The installation of Speed Bumps is needed to reduce the excessive speed of a substantial number of the vehicles traveling through this non-arterial residential section of 61st Avenue SW to a speed closer to the 20 mph current legal limit. Reducing the speed to less than 25 mph should encourage non-resident commuters and commercial vehicles currently using 61st Avenue SW as a "shortcut" between Beach Drive SW and SW Admiral Way to use the designated higher speed arterial route on 63rd Avenue SW. If successful in redirecting the "drive through traffic" the speed bumps would also significantly reduce the volume of vehicles using this three-block residential section of 61st Avenue SW. Reducing speed and lowering traffic volume would significantly increase the safety of residents and other pedestrians using this residential corridor. Note that we're requesting Speed Bumps in this residential corridor as opposed to the smaller Speed Humps which have been shown to be less effective in slowing traffic.

Need for Project: As residents we've watched both the average speed and daily volume of traffic steadily increase over the years. The most recent SDOT traffic study for this corridor that we've located was conducted in 2005, when the limit was 25 mph, and reports that "85% of the vehicles were traveling in excess of 31.1 mph." Our observations tell us that despite the speed limit having recently been lowered to 20 mph, these problems have continued to escalate since that study was conducted 14 years ago. Although the number of residences along the corridor has remained relatively constant, greater buildup in the adjacent Beach Drive and Admiral Way areas has caused this stretch of 61st Avenue SW to become an increasingly used shortcut between SW Admiral Way and Beach Drive SW. The result has been a noticeable increase in both the volume and speed of these vehicles. These external impacts have resulted in a growing number of "near misses" where residents experience nearly being hit or having to wait long periods to "take a chance" crossing the street. There has also been an increase in property damage to vehicles parked on the street.

Community Benefit from Project: In addition to the families living in the 68 residences along this portion of 61st Avenue SW, their visiting friends and many schoolchildren and their parents living on adjacent streets use this corridor going to and from Alki Elementary School on a daily basis when school's in session. The Alki Congregational United Church is ½ block off this corridor and shares its facilities with Kol HaNeshamah Synagogue and the Alki Cooperative Preschool which brings scores of additional visitors along the corridor on a regular basis. All of these individuals - residents, their friends and families, children heading to and from school, and other visitors to the beach and area businesses will benefit by having a safer environment when crossing the streets, accessing their vehicles, riding their bicycles or participating in other activities. At the February date of this proposal being submitted, over 40 of the impacted residences had indicated their support of the proposal with only one household being opposed.

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Risk Registry

SDOT Review	Drainage impacts	Constructability	Community process
Low	Low	Low	Medium

Cost Estimate

Design Phase	
Preliminary Engineering (Survey) Costs	$0
Project Management Costs (City Labor)	$2,500
Design Costs (Consultant Fees, if externally designed, internal labor otherwise)	$2,000
Subtotal – Design Phase Costs	$4,500
Design Contingency (10% of Design Phase Subtotal)	$5,00
Total Design Phase Costs	$5,000
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	$17,500
Drainage Costs	$0
Estimating Contingency (10-20%)	$2,500
Subtotal – Construction Costs	$20,000
Construction Management (10-25% of Construction Cost)	$2,500
Construction Contingency (20%)	$2,500
Total Construction Phase Costs	$25,000
Total Project Cost = Total Design and Construction Phase Costs	$30,000

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