2018 Project Review Sheet (2019 Construction)

City Council District 2

Ballot #2I

Project #	**17-260**
Project Title:	**Crossing Improvements at Seward Park Ave & S. Orcas St**
Location:	**Seward Park Ave and S Orcas**

SDOT Project Summary

SDOT approves project

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

Comments: This location does not meet the requirements for an all-way STOP control or a marked crosswalk. However, curb bulbs and curb ramps in the SE and SW quadrants and curb ramp in the NW quadrant are recommended to improve pedestrian visibility and safety.

There is an opportunity to partner with another program:

- ☐ Yes
- ☒ No

Partnering Program: N/A

Total Project Cost: $ 90,000

Solution and Comments:

This review has been completed for use in the 2018 Your Voice, Your Choice: Parks & Streets process.

The intersection of Seward Park Ave S. and S. Orcas St is two-way STOP controlled, with S. Orcas controlled by STOP signs. The intersection turning movement count indicates low pedestrian volumes (less than 10 during the peak hours) crossing at the intersection. The vehicular volumes for most movements at the intersection during the peak hours range from 10-20 vehicles per hour. The exceptions are

eastbound and westbound through movements on S. Orcas St, which ranges from 30-165 vehicles per hour. Pedestrian crossing Seward Park Ave S have relatively fewer traffic conflicts. The 85th percentile traffic speed on both S Orcas St and Seward Park Ave S ranges from 30-35 mph (the posted speed limit is 30 mph). In the last three years, there was only one collision at the intersection. The collision was an angle crash involving SB and EB vehicles.

The intersection does not meet the requirements for an all-way stop control. The pedestrian volumes do not meet the requirements for a marked crosswalk either. However, to improve the sight lines and pedestrian visibility, curb bulbs are proposed in the SE and SW quadrants of the intersection. In combination with these curb bulbs, curb ramps are proposed to be installed in the SE quadrant (one), SW quadrant (two) and NW quadrant (one). The curb bulbs will minimize the crossing distance on the south leg, where sight distances are slightly shorter due to the curve to the south.

Image: N/A

Information Provided by Community Members

Project Idea: It needs a pedestrian crossing.

Need for Project: The intersection of Seward Park Ave and S Orcas street needs a 4 way stop. There is a curve on SPA which does not give adequate visual clearance to pedestrians crossing SPA at Orcas on either side and it is a wide street to cross. Cars are moving fast and don't have enough time to stop. There has already been at least one fatality in recent years.

Community Benefit from Project: Lives would be saved.

Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Medium	N/A	Medium	Low

Cost Estimate:

Design Phase	
Preliminary Engineering (Survey) Costs	$ 1,000
Project Management Costs (City Labor)	$ 1,000
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	$ 7,000
Subtotal – Design Phase Costs	$ 9,000
Design Contingency (10% of Design Phase Subtotal)	$ 1,000
Total Design Phase Costs	$ 10,000
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	$ 50,000
Drainage Costs	$ 0
Estimating Contingency (10-20%)	$ 5,000
Subtotal – Construction Costs	$ 55,000
Construction Management (10-25% of Construction Cost)	$ 7,500
Construction Contingency (20%)	$ 7,500
Total Construction Phase Costs	$ 80,000
Total Project Cost = Total Design and Construction Phase Costs	$ 90,000