



## 2018 Project Review Sheet (2019 Construction)

### City Council District 4

Ballot #4B

<b>Project #</b>	<b>18-449</b>
<b>Project Title:</b>	<b>Improvements at NE 55th St &amp; Ravenna PI NE</b>
<b>Location:</b>	<b>NE 54th St, NE 55th St, Ravenna Ave NE and 22nd Ave NE</b>

### SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: The interaction of NE 54<sup>th</sup> St/NE 55<sup>th</sup> St/Ravenna Ave NE/22<sup>nd</sup> Ave NE is a series of closely spaced intersecting legs and given the space between them, it is not good candidate for drivers to negotiate all-way stop control. However, the intersection of NE 55<sup>th</sup> St at Ravenna PI NE is a distinct intersection that is eligible for all-way stop control and already has a marked crosswalk is provided at the west leg.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

**Total Project Cost: \$ 46,300**

### **Solution and Comments:**

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

Given the spacing of the intersecting legs of NE 54<sup>th</sup> St, 22<sup>nd</sup> Ave NE, Ravenna Ave NE, and NE 55<sup>th</sup> St, the proposed intersection is not a good candidate for all-way

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stop control. However, providing all-way stop control at the neighboring intersection to the east of NE 55<sup>th</sup> St/Ravenna Pl NE would provide gaps in traffic and a controlled location to cross NE 55<sup>th</sup> St.

At NE 54<sup>th</sup> St/Ravenna Ave NE/NE 55<sup>th</sup> St/22<sup>nd</sup> Ave NE, since 2015, 2 collisions have occurred involving vehicles turning onto NE 55<sup>th</sup> St from Ravenna Ave NE, both involved southbound left turns from the stop-controlled Ravenna Ave NE versus westbound movements on NE 55<sup>th</sup> St (which have no stop sign). There were no collisions involving the stop-controlled approach on eastbound NE 54<sup>th</sup> St.

At NE 55<sup>th</sup> St/Ravenna Pl NE, since 2015, 2 collisions have occurred involving turning vehicles; one eastbound right-turning vehicle collided with a bicyclist in the bike lane and one northbound left-turning vehicle from Ravenna Pl NE collided with an eastbound vehicle on NE 55<sup>th</sup> St.

Providing all-way stop control at NE 55<sup>th</sup> St/Ravenna Pl NE will control all of the vehicle movements at the intersection and provide a controlled location for pedestrians to cross NE 55<sup>th</sup> St to access the bus stop nearby, a trail leading into Ravenna Park, and control vehicle movements that conflict with the eastbound bike lane, where a collision has occurred.

Additionally, locating the all-way stop control intersection further east of Ravenna Ave NE provides more distance from vehicles traveling northbound to eastbound through the curve of 22<sup>nd</sup> Ave NE into NE 55<sup>th</sup> St to the stop sign, which allows drivers to navigate the curve before shifting focus to the stop sign.

Given the above consideration, the recommended improvement is all-way stop control, stop bars, and providing a striped hatched barrier area and a 30-foot floating concrete island at the north side of the intersection.

**Image:**



Figure 1. Study Area

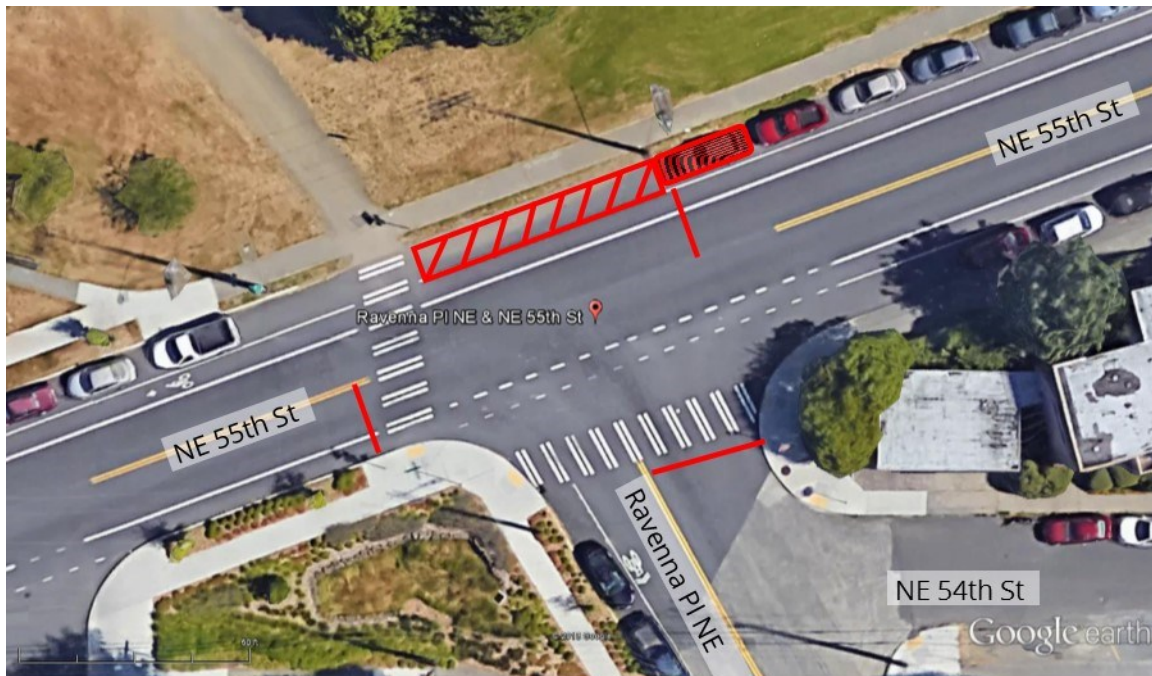


Figure 2. Project Recommendation – All-Way Stop Control and No Parking Zone Enhancement

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### Information Provided by Community Members

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**Project Idea:** all-way stop at NE 54th st, NE55th st, Ravenna ave NE and 22nd ave NE

**Need for Project:** Ambiguous right of way and blind curve makes complicated intersection dangerous for all users. It is difficult to walk across to access the bus stop across from Ravenna Park or for college students in area to get home after visiting businesses on 25th.

**Community Benefit from Project:** This would benefit people driving, walking, or biking this tricky unpleasant intersection. Adding clear right of way patterns would make it easier for people driving cars. It is challenging and scary to cross on foot, and a 4 way stop would benefit. This intersection is between the Burke Gilman trail and protected bike lanes on Ravenna, so is used by many people biking.



**Risk Registry:**

<b>SDOT Review</b>	<b>Drainage impacts</b>	<b>Constructability</b>	<b>Community process</b>
Low- SDOT standard plan	Low – Island will be constructed away from gutter.	Moderate – Raised island may need to be modified.	Low – SDOT process.

**Cost Estimate:**

<b>Design Phase</b>	
Preliminary Engineering (Survey) Costs	\$ 500
Project Management Costs (City Labor)	\$ 500
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	\$ 2,440
<b>Subtotal – Design Phase Costs</b>	\$ 3,440
Design Contingency (10% of Design Phase Subtotal)	\$ 360
<b>Total Design Phase Costs</b>	\$ 3,800
<b>Construction Phase</b>	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 24,400
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 4,880
<b>Subtotal – Construction Costs</b>	\$ 29,280
Construction Management (10-25% of Construction Cost)	\$ 7,320
Construction Contingency (20%)	\$ 5,900
<b>Total Construction Phase Costs</b>	\$ 42,500
<b>Total Project Cost = Total Design and Construction Phase Costs</b>	\$ 46,300