



2018 Project Review Sheet (2019 Construction)

City Council District 7

Ballot #7E

Project #	18-725
Project Title:	Crossing Improvements on Western Ave & Lenora/Blanchard
Location:	First Curb bulb in on the SW corner of Western Avenue and Lenora, on Lenora. The second curb bulb isn on the SW corner of Western Avenue and Blanchard, on Blanchard. There is a curb bulb on the SW corner of Western and Blanchard, but it is one Western,

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: Due to the budget of the YVYC program, and the existing site conditions, full curb bulbs are not feasible. SDOT recommends installing paint-and-post bulbs at both intersections, on all corners of Western Avenue and Blanchard Street and the north, east, and south corners of Western Avenue and Lenora Street.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: Vision Zero (\$10,000)

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.

YVYC 2018: 18-725, Western Ave & Lenora and Blanchard



SDOT recommends installing paint-and-post curb bulbs (or asphalt island bulbs, depending on funding) at the intersections of Western Avenue and Lenora Street and Western Avenue and Blanchard Street. The bulbs will shorten the crossing distance for pedestrians, help slow traffic, and enforce the default parking restrictions within 20 feet of an intersection, and 30 feet of a stop sign. In partnership with the Vision Zero program, SDOT will study installing leading pedestrian intervals (where pedestrians get the walk sign a few seconds before drivers get the green light) at Western Avenue and Lenora Street, and installing curbing along the centerline of Western Ave south of Lenora Street as well as Lenora St east of Western Ave, to slow turning vehicles. Depending on costs, the existing vehicle signals at Western and Lenora may be replaced to meet current standards. Additionally, the centerline on Western Avenue between University and Lenora Streets will be changed to a no passing, double solid yellow, center line.

The bulbs will be designed to allow for typical vehicles to make turns. The interior of the bulbs could be filled with a decorative material, such as a brick pattern. The existing curb ramps and sidewalks will be left as is and the existing bike lanes on Western Ave will remain. This project will likely include the removal of a few on-street parking spaces that are within the default parking restriction limits.

In a separate project, the Pedestrian Master Plan program is planning to install a marked crosswalk across Western Ave at Blanchard St. This is not dependent on whether this project is selected in the Your Voice, Your Choice program.

This project will require coordination with several other projects in the area that will be in construction in 2019, including the Alaskan Way Viaduct demolition and the Waterfront Seattle program. It will also be coordinated with the Market to MOHAI planning effort.

Image:

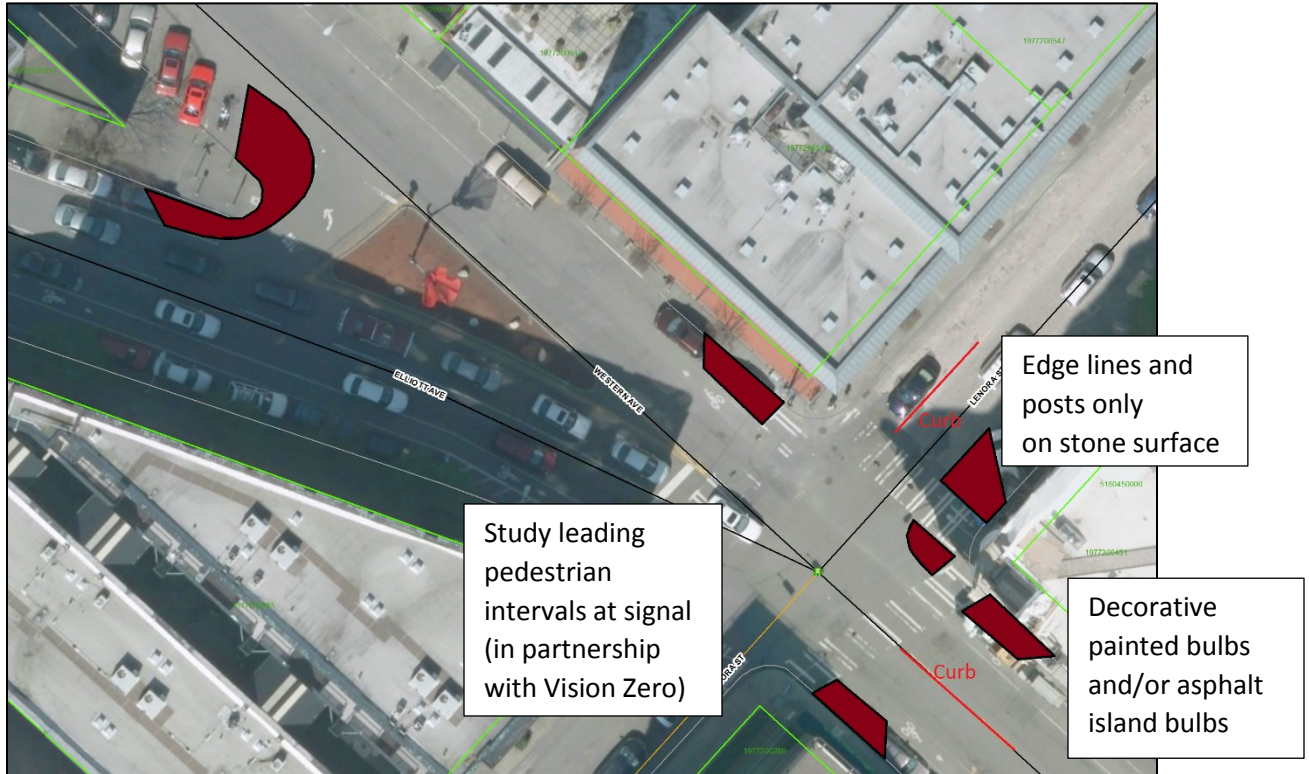


Figure 1: Proposed Improvements at Western Ave and Lenora St

Install no-pass centerline on Western Ave south to University St

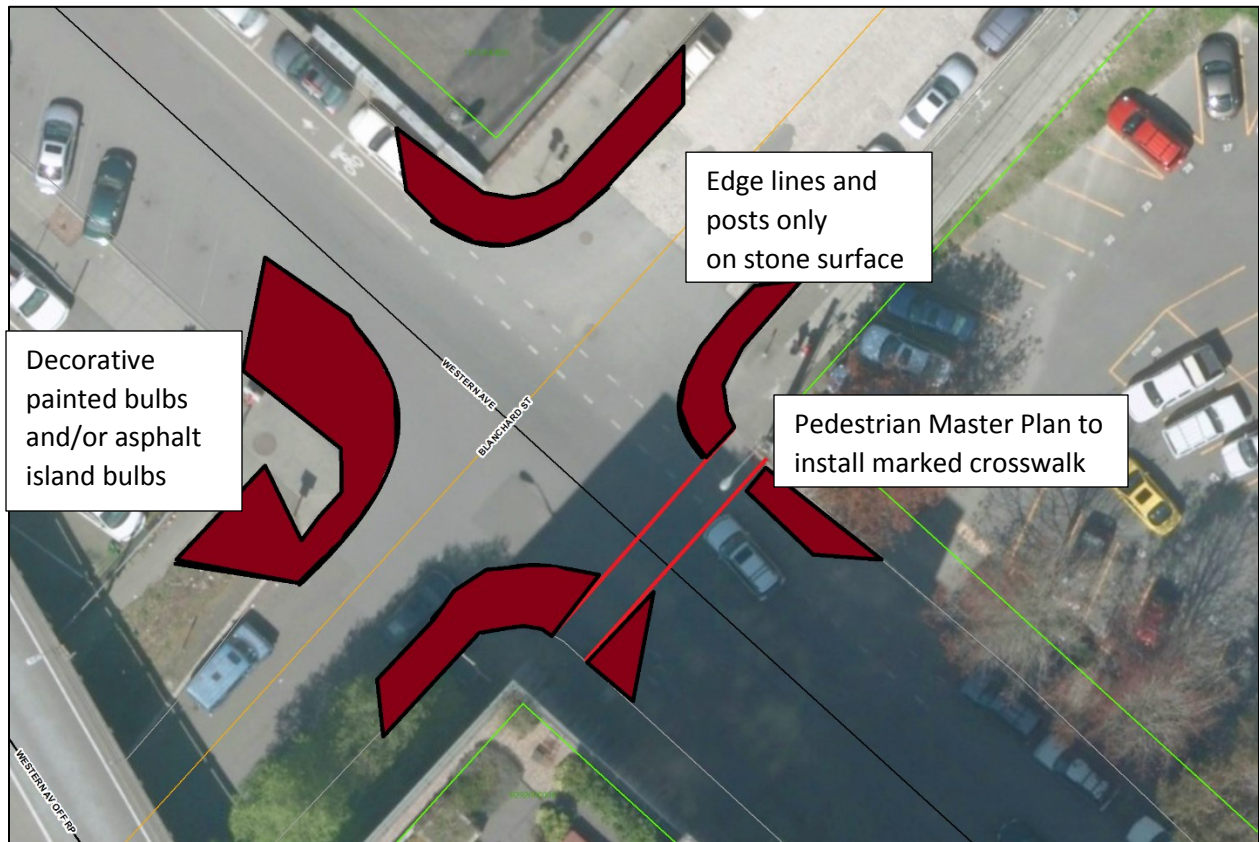


Figure 2: Proposed Improvements at Western Ave and Blanchard St



Figure 3: Example of decorative painted bulb



Figure 4: Example of Asphalt Island Bulb



Information Provided by Community Members

Project Idea: Add two curb bulbs on Western Avenue, one on Lenora and one on Blanchard. This is on the Market to MOHAI pedestrian corridor, a community initiated project, originally funded with Private funds and a DON NMF grant, but now in SDOT's Capital budget.

Need for Project: Curb Bulbs are one of the best ways to reduce the risks of pedestrian crossings by reducing length of exposure to vehicles. With the City, the community is developing this pedestrian corridor from the Pike Place Market to MOHAI that is safe, comfortable, well-lit and engaging. There was a pedestrian fatality at Western and Lenora in 2017.

Community Benefit from Project: Current, thousands use Western Avenue, but with completion of the Market to MOHAI and the Waterfront Seattle, this will become Millions annually.



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Medium	Low (painted bulbs do not impact drainage)	High (high pedestrian traffic area, coordination with nearby construction projects)	High (busy area near Pike Place Market, coordination with community programs)

Cost Estimate:

Design Phase	
Preliminary Engineering (Survey) Costs	\$ 2,000
Project Management Costs (City Labor)	\$ 2,000
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	\$ 5,000
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%)	\$ 10,000
Subtotal - Construction Costs	\$ 60,000
Construction Management (10-25% of Construction Cost)	\$ 8,000
Construction Contingency (20%)	\$ 12,000
Total Construction Phase Costs	\$ 80,000
Total Project Cost = Total Design and Construction Phase Costs	\$ 90,000