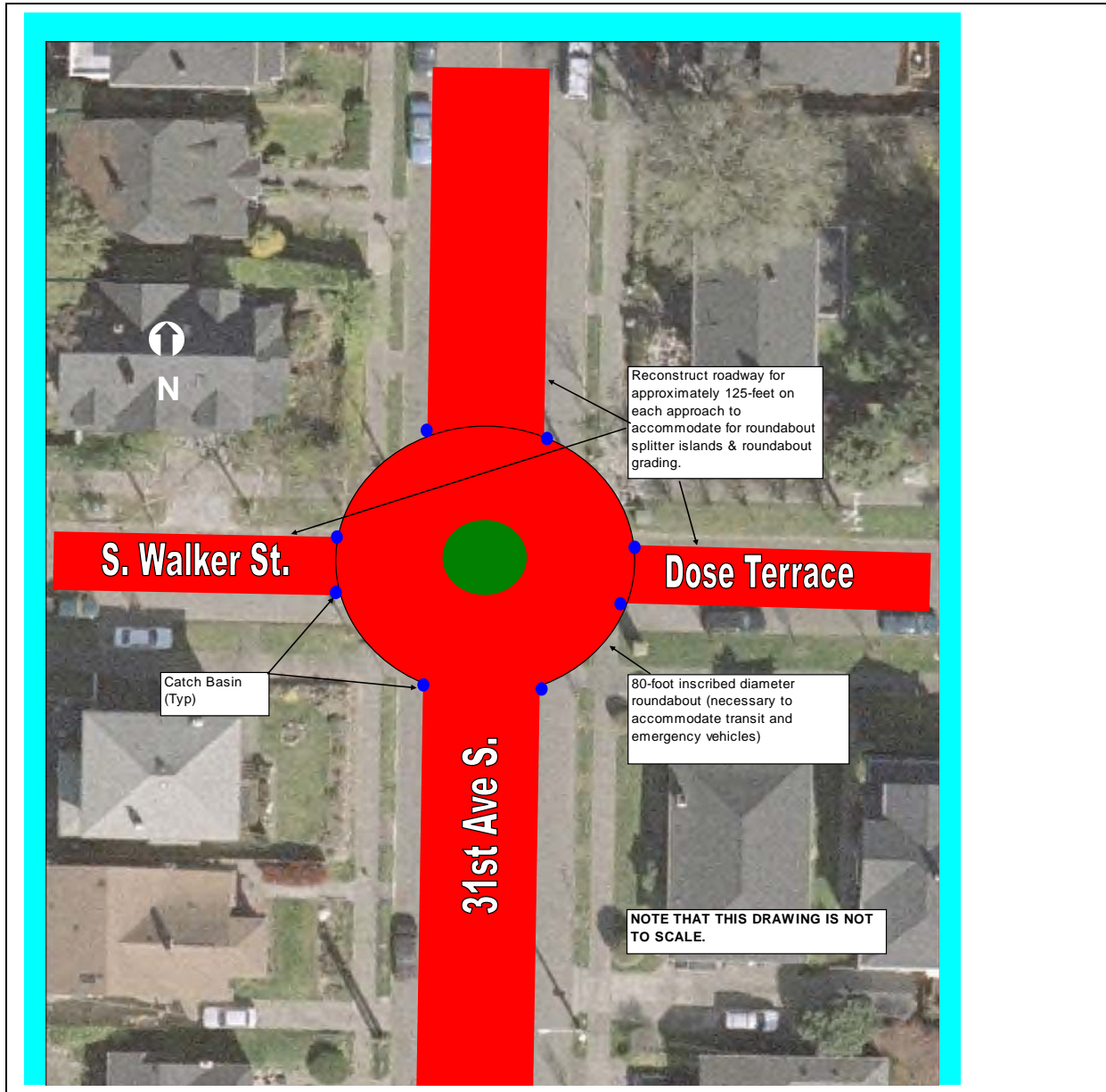


31st Avenue S and S Walker Street



31st Avenue S and S Walker Street

Project ID # 2007-220

Type of Improvement: Pedestrian Improvements
Neighborhood: Mt. Baker

Approximate Length: 250 feet
Street Classification: Collector Arterial

Applicant Description of Problem and/or Project:

Problem: None given.

Suggested Project: The proposed roundabout is essential for slowing both north and southbound traffic. This would go in with another roundabout at Bayview and 31st Ave S. 31st Ave. is very wide and straight in this section and the elevation change encourages speeding traffic in both directions. Currently there are not traffic calming measures between McClellan and Massachusetts, making this an extremely stretch of roadway for residents, pedestrians and bicyclist. Traffic roundabout needed at Walker/Dose Terrace & 31st Ave S.

Potential Solution and/or Comments:

- Construct an 80-foot inscribed diameter urban compact roundabout, the typical size recommended to accommodate emergency and transit vehicles, and consistent with the size recommended by the community's consultant.
- The 80-foot inscribed diameter roundabout is estimated to require a triangle of right-of-way, approximately 5 feet on each leg from each corner parcel.
- Reconstruct the streets approaching the roundabout for a distance of approximately 125 feet to accommodate the splitter islands, and other features of the roundabout.

Challenges/Tradeoffs:

- Additional engineering is required to confirm the appropriate size of the roundabout, which has a significant bearing on project cost.
- The total project cost is higher than indicated in the community's application, when future construction costs, right-of-way acquisition, utility relocation, and the potential need to reconstruct the approach streets is considered.
- A smaller diameter urban compact roundabout with a reduced size central island, or a mini-roundabout, could be considered as part of the design. This would result in a significant cost-savings for the project, but may not be feasible given the need to accommodate emergency vehicles and transit. In addition, a smaller roundabout may be much less effective in calming traffic.
- There may be significant impacts in on-street parking and private improvements, including landscaping.

Preliminary Range of Cost: \$500,000 to \$1,250,000