



## 2018 Project Review Sheet (2019 Construction)

### City Council District 4

Ballot #4A

<b>Project #</b>	<b>18-412</b>
<b>Project Title:</b>	<b>Crossing Improvements at NE 45th St &amp; 8th Ave NE</b>
<b>Location:</b>	<b>Intersection of NE 45th St &amp; 8th Ave NE in the U-District</b>

### SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: The project would be for a new pedestrian crossing signal at 8<sup>th</sup> Ave on the east leg of the intersection where there are currently pedestrian curb ramps, but not marked crosswalk.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: Pedestrian Master Plan (PMP). The intersections of 8<sup>th</sup> Ave NE and 9<sup>th</sup> Ave NE on NE 45<sup>th</sup> St rank as Tier 2 and Tier 1 locations, respectively, for improving pedestrian crossings in the PMP program. An awarded project for \$90,000 could receive funding from PMP to pay for the excess construction costs of approximately \$60,000.

**Total Project Cost: \$ 150,000 (YVYC \$ 90,000, PMP \$60,000)**

### Solution and Comments:

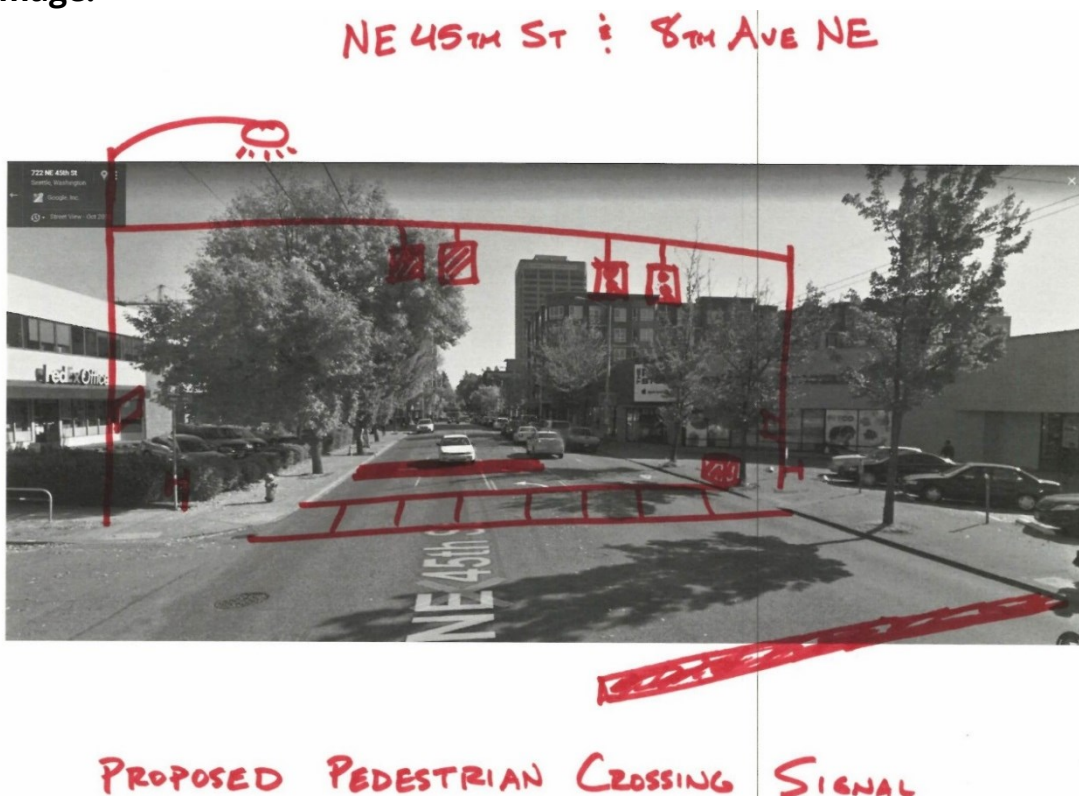
The project would be for a new pedestrian crossing signal at 8<sup>th</sup> Ave on the east leg of the intersection. The proposed signal location would be about 340' from the signalized crosswalk at 7<sup>th</sup> Ave NE and about 425' from the signalized crosswalk at Roosevelt.

YVYC 2018: 18-412, NE 45th St & 8th Ave NE



NE 45<sup>th</sup> St is an arterial street with 5 lanes, 2 lanes in the eastbound and westbound directions with a two-way left turn lane (48' cross section). The AWDT (average weekday daily traffic) is 39,000 vehicles. Pedestrian crossing volumes of NE 45<sup>th</sup> at 8<sup>th</sup> and 9<sup>th</sup> Avenues are relatively low, but that could be due to heavy traffic. Pedestrian volumes do not quite meet SDOT's criteria for a pedestrian crossing signal but is close. In the past, there had been enough pedestrian volumes to justify a signal. Also, with the future opening of the Sound Transit Link Light Rail station nearby, there would likely be more pedestrian activity. There has not been any reported collisions between vehicles and pedestrians in the last few years between 7<sup>th</sup> and Roosevelt.

**Image:**



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**Information Provided by Community Members**

YVYC 2018: 18-412, NE 45th St & 8th Ave NE



**Project Idea:** Add a pedestrian island and crosswalk markings to improve pedestrian safety in an area of high – and increasing – foot traffic. This area is currently inhospitable to pedestrians with infrequent, non-standard crosswalks, complex traffic patterns and heavy vehicle congestion leading to driver frustration and risk taking.

**Need for Project:** This project will improve pedestrian safety in an area heavy foot traffic area that is currently inhospitable to pedestrians. Specifically, there are only 3 marked pedestrian crossings on NE 45th St. for the 0.3 miles between 5th Ave NE in Wallingford and Roosevelt Way NE in the U-District (a 7 minute walk at average walking speeds). Only 1 of the 3 (Roosevelt Way) is a standard crossing on all 4 sides of the intersection. The crossing at 5th Ave NE only permits pedestrians to cross on the west side of the intersection. The pedestrian crossing at NE 7th street is unusual – and dangerous - in that it is in the middle of the intersection, with cars traversing at speed on either side of pedestrians. While cars are not supposed to cross the crosswalk to change lanes, it happens with some regularity and I have observed several near misses with pedestrians. To avoid walking several extra blocks to cross the street (and then backtracking) and to avoid the sketchy crossing at 7th Ave NE, many pedestrians instead cross 45th near the intersection of 8th Ave NE. Pedestrians will “frogger” 45th in the area between Roethke Mews and the middle of the 800 block of NE 45th. This often leaves pedestrians standing in the heavily used center turn lane waiting for a break in traffic. Despite the lack of a marked crosswalk, many pedestrians I have spoken to prefer it to the mid-intersection crossing at 7th because cars patterns are more predictable and traffic is more frequently at a standstill. There is no notice to motorists of a pedestrian crossing here, which also creates issues for drivers. I have observed many near misses and have been myself surprised by pedestrians who step into the center turn lane from behind a tall vehicle. The recommendation is to install a pedestrian island in the center-turn lane as well as more obvious signage for motorists to make a safe and standard crossing of 45th in this area. This should help consolidate pedestrian traffic from the current block-long “frogger” zone into a safe, predictable crosswalk for both pedestrians and motorists. And it also helps pull pedestrian traffic away from the more complex, dangerous, and higher speed interchange with I-5.



**Community Benefit from Project:** The main beneficiaries are pedestrians – students going to/from UW, commuters using the freeway express bus stops, and residents of the nearby buildings. With the now approved U-District upzoning and coming light rail station, the number of people benefitting will increase. It should also make it easier for motorists by making pedestrian crossing patterns more predictable.

**Risk Registry:**

<b>SDOT Review</b>	<b>Drainage impacts</b>	<b>Constructability</b>	<b>Community process</b>
Low, coordination with PMP	None	High, traffic control on a principal arterial	Low



**Cost Estimate:**

<b><i>Design Phase</i></b>	
Preliminary Engineering (Survey) Costs	\$ 0
Project Management Costs (City Labor)	\$ 0
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	\$ 9,000
<b>Subtotal - Design Phase Costs</b>	\$ 9,000
Design Contingency (10% of Design Phase Subtotal)	\$ 1,000
<b>Total Design Phase Costs</b>	\$ 10,000
<b><i>Construction Phase</i></b>	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 90,000
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 10,000
<b>Subtotal - Construction Costs</b>	\$100,000
Construction Management (10-25% of Construction Cost)	\$ 12,000
Construction Contingency (20%)	\$ 28,000
<b>Total Construction Phase Costs</b>	\$140,000
<b>Total Project Cost = Total Design and Construction Phase Costs</b>	\$150,000