



2018 Project Review Sheet (2019 Construction)

City Council District 4

Ballot #4C

Project #	18-418, 18-470
Project Title:	Traffic Calming along 20th Ave NE between 65th and Lake City Way
Location:	NE 20th AVE between 65th and Lake City Way

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: The broad scope of this request extends beyond the funding level available through the YVYC program, but if selected this YVYC project would fund elements of the request intended to improve traffic operations on this arterial street.

If selected, SDOT will evaluate the speed limit on 20th ave NE, (currently 30mph) and post both static signs to reflect the speed limit and two radar feedback signs to reinforce driver compliance with the speed limit. The project would also formalize 11' travel lanes along the corridor to help manage speeds when parking is not utilized.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

Total Project Cost: \$88,000

Solution and Comments:

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

YVYC 2018: 18-418, 18-470, NE 20th Ave between 65th and Lake City Way



20th Ave NE between NE 65th St & Lake City Way NE is currently designated as a collector arterial with a posted speed limit of 30mph. The mid-week average daily traffic volume ranges from 3,200 to 3,450 vehicles per day. A speed study along 20th Ave NE determined that 50% of the vehicles are traveling at or below about 28mph and that 85% of traffic is traveling at or below 32.5mph. In the section south of NE 75th St, there are 50-60 bicyclists using 20th Ave NE during the AM and PM peak hours. The bicyclist volumes drop to 20-30 per peak hour in the section north of NE 75th St. The curb-curb roadway width is approximately 36ft. Parking is allowed on both sides of the street. The major cross-streets at NE 75th St and at NE 80th St are signalized and has an All-way Stop Control (AWSC), respectively. All other intersections are two-way stop controlled on the side streets (20th Ave NE is uncontrolled).

A review of police-reported crashes over the last three years indicate that there were 15 crashes within this section. Of these, 8 crashes occurred at intersections. There was a total of 2 pedestrian/bicycle crashes along this section, both taking place at the signalized intersection of NE 75th St.

Analysis of the traffic, pedestrian and bicycle volume data and the collision history indicated that none of the existing two-way stop-controlled intersection along NE 20th St between the study limits meet the either MUTCD or SDOT thresholds for an AWSC.

Based on the significant volume of bicyclists traveling along NE 20th St without a dedicated bike lane, reducing the speed limit from 30mph to 25mph within this stretch may be appropriate, and would be evaluated. To further reinforce the speed limit and manage vehicle speeds, formalizing on-street parking by marking an edge line to provide 11 ft. travel lanes and 7 ft. parking lanes and adding two appropriately placed speed radar feedback signs would be part of the project.

Image: N/A



Information Provided by Community Members

Project Idea: To improve traffic conditions on 20th Ave NE: lower speed limit to 25; paint crosswalks; add stop signs at NE 70th & maybe NE 82nd; add radar speed sign; possibly add flashing ped lights. Speed bumps to slow traffic.

Need for Project: Vehicle speeds are dangerously high; peds are at risk, esp children near Community Center - also people entering parked vehicles on drivers' side. Cars drive over the speed limit and there is no check of their speed or stops between the traffic lights to calm traffic. This street is lined with homes and is in constant use by pedestrians and bicyclists. Something needs to calm traffic from just racing through from north to south and vice versa as pedestrians/bicyclists try to use (cross) the street

Community Benefit from Project: All residents on 20th NE (200 households); children accessing Ravenna Eckstein Community Center & Playground; parishioners at Reformed Presbyterian Church. All community members who use NE 20th Ave. Drivers will be more safe and pedestrians/cyclists will be more safe.



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Low – SDOT standard plan	Low – no perceived impacts	Low – SDOT standard plan	Low – similar parking and travel operations

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	\$ 8,000
Subtotal – Design Phase Costs	\$ 10,000
Design Contingency (10% of Design Phase Subtotal)	\$ 1,000
Total Design Phase Costs	\$ 11,000
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)	\$ 11,000
Construction Contingency (20%)	\$ 11,000
Total Construction Phase Costs	\$ 77,000
Total Project Cost = Total Design and Construction Phase Costs	\$ 88,000