



2018 Project Review Sheet (2019 Construction)

City Council District 4

Ballot #4F

Project #	18-413
Project Title:	Crossing Improvements at Woodland Park Avenue North and N. 46th/N 45th Streets
Location:	Woodland Park Ave N & N 46th/N 45th Streets

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: In the interest of improving pedestrian travel along Woodland Park Ave N at the intersections of Woodland Park Ave N at N 45th St and N 46th St/N Midvale Pl, striped barriers will be marked and sign assemblies upgraded. These improvements will enhance pedestrian travel at the intersections by narrowing the sections of pavement available for vehicle travel, which will decrease the area of conflict between vehicles and pedestrians. (Pedestrian volumes are not currently sufficient to mark crosswalks.)

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

Total Project Cost: \$ 35,000

Solution and Comments:

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



Pedestrian volumes in the area were collected and then reviewed. At the Woodland Park Ave N intersections with N 46th St/N Midvale Pl and N 45th St, pedestrian activity was not sufficiently high to mark crosswalks. However, the study indicated the paved area available to vehicle travel was more than enough to accommodate the movements provided. Therefore, the travel width available to vehicle travel is proposed to be narrowed at both intersections to reduce the area of conflict between vehicles and pedestrians.

At N 46th St/N Midvale Pl, the area in advance of the stop signs would be marked off to clearly delineate the distance from which parking is not allowed and where vehicle travel should occur. Additionally, the center median markings will be adjusted to provide a gap for pedestrian travel and a corner barrier marking installed at the southwest corner to guide eastbound right-turning vehicles to keep left of the curb and where pedestrians enter the street. Lastly, curbside areas downstream of N 46th St/N Midvale Pl would be marked off and signed for formally signed for no parking to provide additional clear space for pedestrians.

At N 45th St, similar treatments at N 46th St/N Midvale Pl would be applied. Median treatments would be applied at both legs of N 45th St, however, the west median may need to be adjusted to allow more movements to and from the south side driveway west of the intersection. Curbside treatments in advance of the stop signs and on the downstream stream side to provide additional pedestrian clear space would be installed. Additionally, marked barriers would be applied on the N 45th St approaches as well. These improvements would reduce the total conflict space between vehicles and pedestrians from 48 feet to approximately 24 feet on N 45th St.

Image:



Figure 1. Study Area

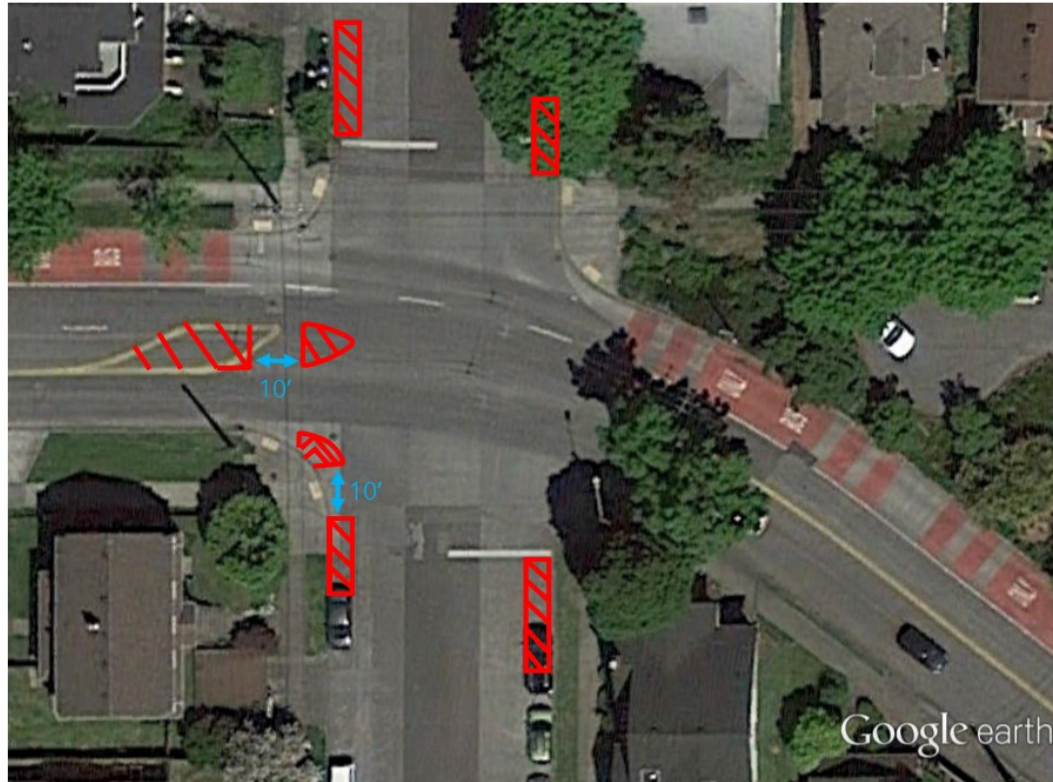


Figure 2. N 46th St/N Midvale Pl at Woodland Park Ave N Improvements

YVYC 2018: 18-413, Woodland Park Avenue N & N 46th/45th Streets

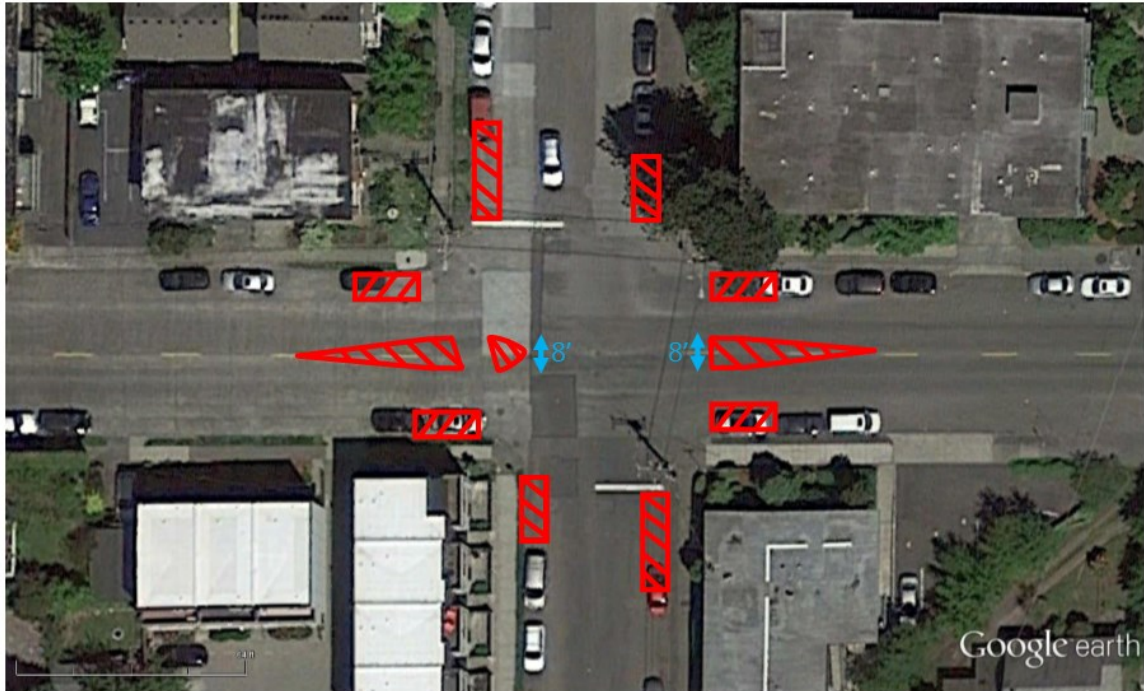


Figure 3. N 45th St at Woodland Park Ave N Improvements



Information Provided by Community Members

Project Idea: Make it easier to walk to Woodland Park from west Wallingford/East Fremont. Specifically, provide a safer crossing for pedestrians at Woodland Park Ave. N. and N. 46th Street, and also at Woodland Park Ave. N. and N. 45th Street. My understanding is that there will be a crosswalk built soon at about Greenlake Way N. and 48th Street, which will help us a lot, but we still need a safe way to get to that crosswalk.

Need for Project: N. 46th Street and Greenlake Way N. (north). Residents in this area, which technically is considered to lie in both the Fremont and Wallingford neighborhoods, already have trouble walking to Fremont because SR99 is in the way. We do have decent access east to Wallingford proper, because of crosswalks along Stone Way. A major amenity we don't have safe access to on foot – even though it's within sight and easy walking distance - is Woodland Park to the north, and through the park, to Green Lake. The reason it's so hard to get to Woodland Park is two-fold: (1) crossing N. 46th Street is dangerous, and (2) crossing Greenlake Way N. is dangerous. I understand a crosswalk is going in at 48th and Greenlake Way N. that should help immensely with the latter problem. But getting to that crosswalk – ie. across N. 46th Street – is still a dicey proposition, safety-wise, for pedestrians living in our neighborhood. The problem with N. 46th Street is that (a) drivers are going quite fast, especially those headed downhill from the traffic light at Aurora/Greenlake Way east towards the traffic light at 45th and Stone Way, (b) it's a busy bus thoroughfare, and (c) 46th Street makes a fairly sharp turn as it veers east to become 45th Street, so drivers don't have a clear view of pedestrians trying to cross. If safe crossings were built in to Woodland Park Ave. N. at 45th and 46th, we could walk over to the new crosswalk at 48th and get across Greenlake Way safely, and the rest of the walk to Woodland Park is easy and safe. If we could make these crossings safer, it might also help bicyclists who use Woodland Park Ave. N. as a commuter route. The bicycle-friendly Wallingford Greenway route currently begins at 43rd and Midvale, just a block away from 43rd and Woodland Park Ave. Finally, longer-term, I'd like to think about making Woodland Park Ave. into something of a boulevard to encourage more walking and make sure it



connects well south and north. It's the central road in the west Wallingford/East Fremont neighborhood, heavily walked and biked, and is very wide since it used to be the old trolley road connecting Lake Union to Woodland Park. As Wallingford adds significantly density with HALA (proposed to add 95% more housing capacity), much of the growth is slated for this western edge around Woodland Park Ave. and it would be nice to ensure residents have walkability and can connect on foot not just east to Wallingford but north to Woodland Park and Green Lake, and south across Bridge Way to the lower reaches of Fremont.

Community Benefit from Project: The project would benefit all the residents of west Wallingford/East Fremont who want to walk safely north to Woodland Park and through the park to Green Lake without being forced onto the major highways (SR99) and arterials (Stone Way).



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Low – SDOT Standard Plan	N/A	N/A	Moderate – Code being marked, some outreach. West median at N 45 th St may need revisions due to driveway.

Cost Estimate:

<i>Design Phase</i>	
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	\$ 1,870
Subtotal – Design Phase Costs	\$ 2,870
Design Contingency (10% of Design Phase Subtotal)	\$ 290
Total Design Phase Costs	\$ 3,160
<i>Construction Phase</i>	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 18,700
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 3,950
Subtotal – Construction Costs	\$ 22,650
Construction Management (10-25% of Construction Cost)	\$ 4,660
Construction Contingency (20%)	\$ 4,530
Total Construction Phase Costs	\$ 31,840
Total Project Cost = Total Design and Construction Phase Costs	\$ 35,000