



2018 Project Review Sheet (2019 Construction)

City Council District 5

Ballot #5B

Project #	18-580
Project Title:	Crossing Improvements on 33rd Ave NE between NE 125 St and NE 130 St
Location:	33rd Ave NE between NE 125 St and NE 130 St

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: Based on speed data, SDOT does not recommend speed humps on 33rd Ave NE, between NE 125th and 130th Streets. However, SDOT does recommend installing a marked crosswalk with curb ramps to improve accessibility for people crossing 33rd Ave NE mid-block.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program:

Total Project Cost: \$ 70,000



Solution and Comments:

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

As part of this review, SDOT studied the speed that people are driving along this street, as well as the number of pedestrians crossing the street mid-block. From the speed studies, the 85th percentile speed (the speed at which 85 percent of drivers are driving at or below) was 23 mph. SDOT's standards for non-arterial streets that are not part of Neighborhood Greenways or in a school zone are to install speed humps only if the 85th percentile speed is 25 mph or above. Therefore, SDOT does not recommend installing speed humps at this location.

From the pedestrian counts, the data shows 50 people crossing 33rd Ave NE mid-block in the peak hour. As this is greater than 20 per hour, this location meets SDOT's standards for crosswalks. Therefore, SDOT recommends installing a new marked, signed crosswalk with curb ramps, designed to current SDOT guidelines, to improve the accessibility of the mid-block crossing. The existing curb bulb will be extended to shorten the crossing distance.

The existing sidewalks in this area are permeable concrete, so replacing that in kind increases the project costs because an outside contractor will need to be used instead of SDOT crews. Additionally, one storm drain, on the west side of the street, will likely need to be relocated, and the one on the east side may need to be relocated as well. Street trees may need to be relocated or removed and replaced as part of this project. Parking will be restricted within 30 feet of the crossing.

Image:

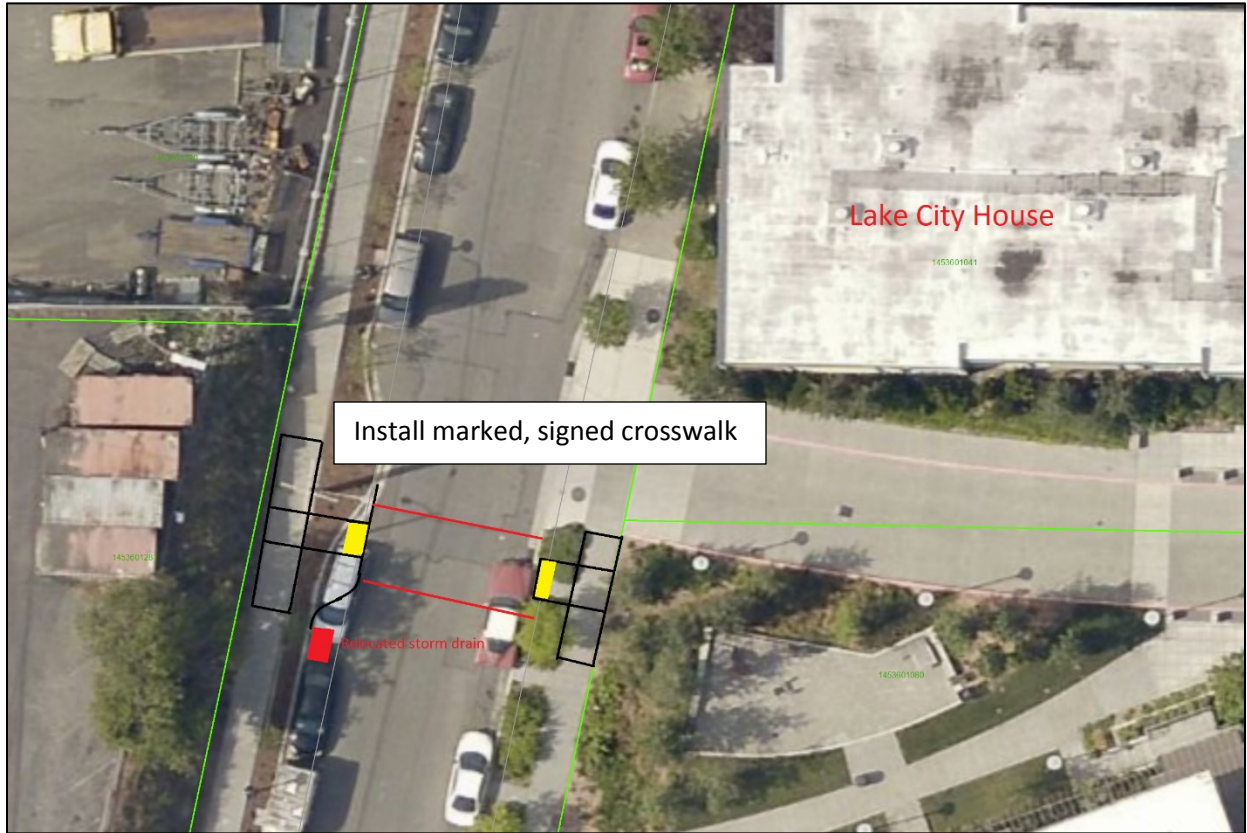


Figure 1: Proposed Improvement



Information Provided by Community Members

Project Idea: Create a curb ramp, flashing beacon crossing and speed tables to allow safe on 33rd Ave NE between NE 125 street and NE 130 street.

Need for Project: There are two public communities (Lake City House and Lake City Court) on the east side of 33rd Ave NE. They, and other area residents, regularly cross the street to get to the stores on West side of the street via the middle of the block between NE 125th and NE 130th (which is a very long block). Creating a place to cross at this point which is accessible for mobility aid users and strollers would significantly decrease the risk of harm to the people who cross at this point.

Community Benefit from Project: Many area residents are young children or seniors and younger adults with mobility impairments who would really benefit from a safe, close, place to cross on 33rd Ave NE.



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
High	High (one inlet will likely need to be relocated, and another might as well)	High (permeable concrete sidewalks will require an outside contractor)	Medium (some construction impacts, minor parking impact)

Cost Estimate:

<i>Design Phase</i>	
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	\$ 6,000
Subtotal - Design Phase Costs	\$ 10,000
Design Contingency (10% of Design Phase Subtotal)	\$ 1,000
Total Design Phase Costs	\$ 11,000
<i>Construction Phase</i>	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 25,000
Drainage Costs	\$ 10,000
Estimating Contingency (10-20%)	\$ 5,000
Subtotal - Construction Costs	\$ 40,000
Construction Management (10-25% of Construction Cost)	\$ 9,000
Construction Contingency (20%)	\$ 10,000
Total Construction Phase Costs	\$ 59,000
Total Project Cost = Total Design and Construction Phase Costs	\$ 70,000