



2018 Project Review Sheet (2019 Construction)

City Council District 6

Ballot #6A

Project #	17-687
Project Title:	Improvements on 8th Ave NW from NW 85th St to NW 100th St
Location:	8th ave. NW, north of 85th Street. Two of the worst intersections are at 90th and 92nd, where the planned greenway is going in.

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: Due to observed speeds, upsizing of existing speed limit signs and addition of speed limit signing is recommended on 8th Ave NW between NW 85th St and NW 100th St. Adding a climbing bike lane on the west side of 8th Ave NW is not recommended. Shifting the travel lanes to accommodate a bike lane would move the center line away from the road crown, causing southbound vehicles to travel along the pavement joint lines. As there are buses on this corridor, the expected vehicle loading is prohibitive to installing a bike lane. However, to visibly narrow the travel lanes and potentially mitigate speeds, SDOT recommends widening the parking lane to 9' wide, reducing the travel lanes to 11' wide from 13' wide. Reinstallation of sharrow markings for northbound and southbound bikes on this corridor is recommended to improve awareness of cyclists.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

YVYC 2018: 17-687, 8th Ave NW, north of 85th Street



Total Project Cost: \$ 86,640

Solution and Comments:

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

8th Ave NW between NW 85th St and NW 100th St is a collector arterial with a posted speed limit of 30 mph. The average vehicle volume is about 8,000 vehicles per day. 85th percentile speeds recorded on this corridor range from 34 mph to 37 mph. There are two speed radar feedback signs on this section of 8th Ave NW. Additional static speed limit signs are also posted on this corridor. In an attempt to mitigate speeding, upsizing current static signs and adding additional speed limit signs every 1,500 – 2,000 feet is recommended.

Additionally, the total roadway width is about 40 feet for most of this street section. SDOT reviewed providing a climbing 5-foot bike lane on the west side of 8th Ave NW. The two 7-foot parking lanes would be maintained, and the 13-foot travel lanes would be narrowed to 10.5 feet. However, due to concerns regarding the pavement structure, changing the lane configuration is not recommended. With the addition of a bike lane, the center line would shift in a way to cause southbound vehicles to travel along the pavement joint lines, accelerating pavement deterioration. As buses are present on this corridor, the expected loading on the pavement joints is prohibitive to moving the center line. However, SDOT recommends narrowing travel lanes which tends to decrease vehicle speeds. Widening the parking lanes from 7 feet to 9 feet wide would reduce travel lanes from 13 feet wide to 11 feet wide. Due to cost, removing of existing parking lane lines is not feasible.

In order to improve awareness of cyclists, remarking of the bicycle sharrow legends is recommended.

Image:

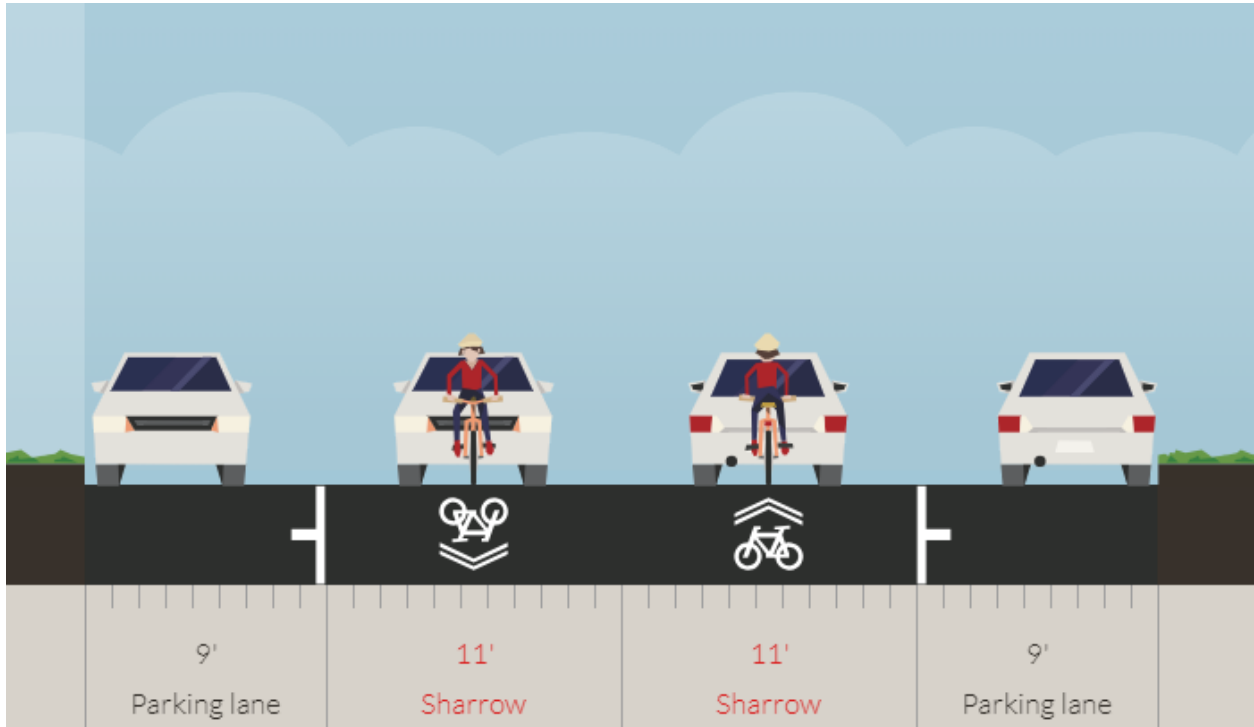


Figure 1. Proposed Lane Configuration



Information Provided by Community Members

Project Idea: After discussing the issue with multiple people from SDOT and community liaisons, the most cost-effective solution appears to be a road diet, either by repainting the lines on both sides to visibly shrink the lanes, or by adding a climbing bike lane on the west side of the street, which would also effectively shrink the size of the driving lanes. We have a study that shows the benefit of more constrained roads on traffic speed. We also have fairly recent traffic speed studies that capture the percentage of cars regularly going more than 5mph over the speed limit.

Need for Project: Traffic on 8th Ave. NW north of 85th Street is regularly well above the speed limit, which makes crossing on foot, parking, and pulling out driveways quite treacherous.

Community Benefit from Project: All residents who lives along this corridor as well as everyone in the surrounding neighborhood who walks across 8th Ave. NW to reach Sandel Park (one of the best neighborhood parks in the area) or to Fred Meyer for groceries. Also, everyone who needs to cross the street to catch the 28x which has popular stops on both sides of 8th Ave. NW.



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Low	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	\$ 6,000
Subtotal – Design Phase Costs	\$ 8,000
Design Contingency (10% of Design Phase Subtotal)	\$ 800
Total Design Phase Costs	\$ 8,800
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 54,400
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 5,440
Subtotal – Construction Costs	\$ 59,840
Construction Management (10-25% of Construction Cost)	\$ 6,000
Construction Contingency (20%)	\$ 12,000
Total Construction Phase Costs	\$ 77,840
Total Project Cost = Total Design and Construction Phase Costs	\$ 86,640