



2018 Project Review Sheet (2019 Construction)

City Council District 3

Ballot #3G

Project #	18-357
Project Title:	Traffic Calming on 29th Avenue between Yesler and Alder
Location:	29th avenue between Yesler and Alder

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: The traffic data indicates speeding concerns along this stretch, however, the traffic volumes are within the expected range for a residential street. Speed humps along 29th Avenue between E Yesler Way and E Alder Street are recommended.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

Total Project Cost: \$ 16,100



Solution and Comments:

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

The 85th percentile is 27 mph for this stretch of 29th Avenue. This meets the criteria for speed humps. This is a long stretch of roadway so 2 to 3 speed humps are appropriate. There are many driveways and limited street lamp locations that may be problematic for siting speed humps. The mid-week average daily traffic volumes on this stretch of 29th Avenue is 600 vpd, which is in the expected range for a residential street.

Image: N/A



Information Provided by Community Members

Project Idea: Speed bumps on 29th Ave

Need for Project: This long straight stretch of 29th ave between Yesler and the circle at Alder is often used as a cut-through to avoid MLK. Especially during rush hours, cars regularly speed down this stretch of road at 30-35 mph. This is 2 blocks from Leschi Elementary school/Peppi's park and 2 blocks from the popular Powell Burnett park, so there is a lot of pedestrian traffic, particularly kids, at the same time as the speeding cars. We inquired about double-sided parking as a low-cost traffic calming solution, but the street is 24 feet wide, which means that it is 1 foot too narrow to support parking on both sides. Speed bumps would help with traffic calming and may be enough of a deterrent to encourage people to use MLK, 2 blocks over.

Community Benefit from Project: Neighborhood, elementary school students walking to Leschi, students walking to other neighborhood schools, Park-goers



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Medium, driveways and lack of street lights	Low	Low	Medium, property owners may object to locations

Cost Estimate:

Design Phase	
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	\$ 1,000
Subtotal - Design Phase Costs	\$ 1,000
Design Contingency (10% of Design Phase Subtotal)	\$ 100
Total Design Phase Costs	\$ 1,100
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 9,000
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 1,500
Subtotal - Construction Costs	\$ 10,500
Construction Management (10-25% of Construction Cost)	\$ 1,500
Construction Contingency (20%)	\$ 3,000
Total Construction Phase Costs	\$ 15,000
Total Project Cost = Total Design and Construction Phase Costs	\$ 16,100