



2018 Project Review Sheet (2019 Construction)

City Council District 6

Ballot #6H

Project #	18-604
Project Title:	Crossing Improvements at Leary & 41st
Location:	Leary & 41st

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: SDOT recommends the installation of temporary painted bulbs with tuff curb & posts along the curb line of Leary Way NW at the intersections of:

- NW 40 ST & Leary Way NW
- NW 41 ST & Leary Way NW

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: There is a potential partnership opportunity in the [future with the Fremont Rapid Ride](#)

Total Project Cost: \$ 40,000



Solution and Comments:

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

To install a new marked crosswalk, the marked crosswalk warrants need to be met. We have completed a traffic and pedestrian counts at two intersections:

1. NW 40 ST & Leary Way NW.

- The existing KCM transit Route 40 is one of the [future 2024 Seattle Rapid Ride Network: Fremont](#) corridors (<http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/rapid-ride>)
- Existing intersection geometry is a four-legged simple intersection
- There may be an opportunity for bus stop consolidation along corridor and the stop at this location may be a good candidate to remain after consolidation.
- The existing land use, curb space and driveway access may be supportive of some bus stop improvements.
- Approximately 820-LF from an existing traffic signal, NW 39 ST & Leary Way NW
- Approximately 1250-LF from an existing traffic signal, NW 43 ST & Leary Way NW

2. NW 41 ST & Leary Way NW – requested by applicant

The low pedestrian counts do not warrant a new marked crosswalk across both

- NW 40 ST & Leary Way NW
- NW 41 ST & Leary Way NW

We have also reviewed potentially installing new center median refuge islands in the center of Leary Way NW. Due to the following:

- existing traffic volumes for each of the northwest & southeast bound directions
- travel speeds, and
- turning movement counts

A center median refuge island is not an option and is NOT approved.



We have also reviewed potentially installing temporary painted bulbs with tuff curb& posts along the curb line of Leary Way NW to reduce the pedestrian crossing distance across Leary Way NW.

SDOT would support the **installation of temporary painted bulbs with tuff curb & posts along the curb line of Leary Way NW** since it will reduce the crossing distance but will have a NO detrimental impact on the potential [future 2024 Seattle Rapid Ride Network: Fremont](#) corridor improvements

Image:

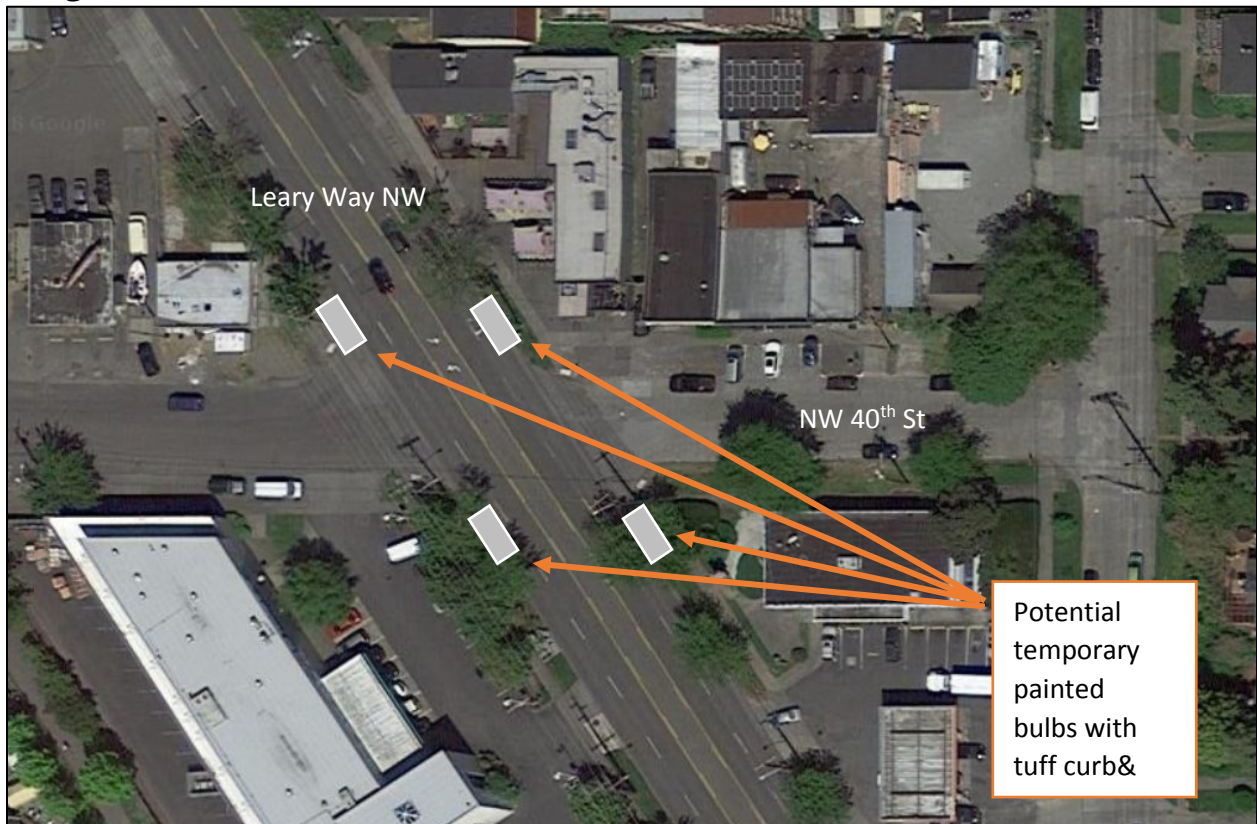


Figure 1: Proposed Improvement, NW 40th Street & Leary Way NW



Figure 2: Proposed Improvement, NW 41ST Street & Leary Way NW



Information Provided by Community Members

Project Idea: More crosswalks along Leary St., particularly around 41st St.

Need for Project: There are minimal crossing opportunities along Leary St., despite it being a major bus route and adjacent to the Burke Gilman trail. "Every intersection is a crosswalk" is not helpful in this case, as drivers on a four lane road traveling at high speeds are not inclined to stop for pedestrians and are not aware that it's the law. Build more marked crosswalks throughout the corridor, particularly where there are route 40 bus stops.

Community Benefit from Project: All road users, particularly the most vulnerable road users. Also benefits KC Metro and users of the Burke Gilman Trail



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Low Risk	Low risk	Low risk	Low risk

Cost Estimate: New temporary painted bulbs with tuff curb& posts for both intersections

Design Phase	
Preliminary Engineering (Survey) Costs	\$ 2,500
Project Management Costs (City Labor)	\$ 5,000
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	\$ 5,000
Subtotal - Design Phase Costs	\$ 12,500
Design Contingency (10% of Design Phase Subtotal)	\$ 1,300
Total Design Phase Costs	\$ 13,800
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 15,000
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 3,000
Subtotal - Construction Costs	\$ 18,000
Construction Management (10-25% of Construction Cost)	\$ 4,600
Construction Contingency (20%)	\$ 3,600
Total Construction Phase Costs	\$ 26,200
Total Project Cost = Total Design and Construction Phase Costs	\$ 40,000