



2018 Project Review Sheet (2019 Construction)

City Council District 5

Ballot #5I

Project #	18-520
Project Title:	Intersection Improvements at 1st Ave NW/N 137th St
Location:	1st Ave NW/N 137th St in the Broadview neighborhood in North Seattle, District 5.

SDOT Project Summary

SDOT approves project

- ☐ Yes
- ☒ Yes, with revisions
- ☐ No

Comments: Due to relatively low vehicle volumes and speeds, neither street is eligible for neighborhood traffic calming devices. However, due to observed visibility constraints and collision patterns, stop control on eastbound and westbound approaches is recommended to improve the intersection.

There is an opportunity to partner with another program:

- ☐ Yes
- ☒ No

Partnering Program: N/A

Total Project Cost: \$ 2,750

Solution and Comments:

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



Both 1st Ave NW and NW 137th St are non-arterial streets with an average vehicle volume of 145 and 265 vehicles per day respectively. 85th Percentile speeds on both streets are around 16 MPH. On the SW corner of the intersection of 1st Ave NW and NW 137th St, there is a fence on private property that is reducing visibility at the intersection. On the SE corner, vegetation density is also obstructing visibility. In the last 3 years, there has been 1 recorded collision.

Since 2005, there have been 8 reported collisions, 4 collisions between northbound and westbound vehicles, and 3 collisions between eastbound and northbound vehicles. There was only one (1) collision in the last three years. As a possible improvement, SDOT recommends installing Stop signs on the west and east approaches to the intersection. Vehicles stopped on the east and west leg will be more visible for pedestrians, cyclists, and motorists entering the intersection from the north and south approaches.

Image:



Figure 1: Eastbound view of Proposed Improvement



Figure 2: Westbound view of Proposed Improvement



Information Provided by Community Members

Project Idea: Significantly increase traffic safety for pedestrians, bicyclists, and cars at 1st Ave NW/N 137 St intersection in the Broadview neighborhood in Northwest Seattle. An engineered solution is critical to calm traffic at this neglected and dangerous intersection because of its narrow sight lines and hazards to pedestrians, car commuters, and bicyclists.

Need for Project: This intersection has a long and well-documented accident and injury history as noted by Seattle Department of Transportation (SDOT) collision data and continues to have heightened risks to life safety because of poor visibility combined with high volume use by pedestrians, bicyclists and cars who share the road due to a lack of sidewalks. Based on SDOT's collision data, there have been at least 10 accidents at this intersection since 2005, including several injury accidents. Neighbors anecdotally report many more accidents and near misses with cars, pedestrians, and bikers that were not reported to SDOT. North 137th St connects from 8th Ave NW to Aurora and cars routinely cut through here above the speed limit and cannot see 1st Ave NW until entering the intersection on/at 1st Ave NW, which is too late. First Ave NW is the only uninterrupted north/south route between 132nd/143rd. It is heavily used by children and families walking and biking to nearby Broadview Thomson K-8 School/Churches/Library/Bitter Lake Community Center and a favorite route for bicyclists and car commuters. In a neighborhood without sidewalks, the foot and bike traffic shares the road with cars, which further increases the risk of this dangerous intersection.

Community Benefit from Project: This will benefit hundreds of neighbors, families, and children by significantly improving safety at this intersection. First Ave NW is heavily used by: an estimated 20-30 Broadview Thomson K-8 (BTK8) school children daily who walk/ride bikes on 1st Ave NW to attend BTK8 five blocks away; numerous pedestrians travelling daily to the nearby Broadview library, Bitter Lake Community Center, and Foss Senior assisted living facility (serving over 60 residents) at 130th/Greenwood; two churches at 132nd/1st Ave NW with numerous attendees during the week and on Sundays. Starting in 2019, there will be an additional 100+ residents and families from the 60-unit Affordable Housing currently under construction by Compass Housing at 132/Greenwood. A traffic



safety solution for this intersection project is supported by over 30 neighbors, members of the Broadview Bitterlake Community Council, church leaders and members of two churches on 132nd/Greenwood (Luther Memorial Church, and the Latter Day Saint Church), and members of the Broadview Thomson PTA.



Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Low – SDOT standard plan	Low – No perceived impacts	Low – SDOT standard plan	Low – SDOT standard plan

Cost Estimate:

Design Phase	
Preliminary Engineering (Survey) Costs	\$ 150
Project Management Costs (City Labor)	\$ 150
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	\$ 150
Subtotal – Design Phase Costs	\$ 450
Design Contingency (10% of Design Phase Subtotal)	\$ 50
Total Design Phase Costs	\$ 500
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 1,500
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 200
Subtotal – Construction Costs	\$ 1,700
Construction Management (10-25% of Construction Cost)	\$ 200
Construction Contingency (20%)	\$ 350
Total Construction Phase Costs	\$ 2,250
Total Project Cost = Total Design and Construction Phase Costs	\$ 2,750