



2018 Project Review Sheet (2019 Construction)

City Council District 2

Ballot #2H

Project #	18-207
Project Title:	Crossing Improvements on Rainier Ave S & S Holly St
Location:	Intersection at Rainier Ave/S Holly

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: SDOT recommends upgrading the traffic signal cabinet and adding APS.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Programs: Vision Zero, Neighborhood Greenways

Total Project Cost: \$ 90,000

Solution and Comments:

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

The Vision Zero Rainier Phase 2 Corridor Project will be doing signing and striping along the corridor. There may be channelization work to shorten the crossing distance at the south approach of the intersection with striping. The RapidRide program will be coming in the future and evaluate for more permanent improvements.



Our suggestion is a longer-term improvement to replace the existing signal controller and cabinet with new ones, and install Accessible Pedestrian Signals (APS).

A newer signal controller and cabinet will provide us with more signal phasing treatment options, such as Leading Pedestrian Intervals (LPIs). LPIs provide a head start for people walking across the street (vehicles are stopped during this signal phase) so they are more visible to turning vehicles.

APS is a newer push button device we use to provide audible tones and vibrotactile surfaces. They often help pedestrians begin crossing sooner by providing these additional cues and benefits the visually impaired community.

When this work begins, we will coordinate with Greenways on potential intersection improvements.

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Image:



Figure 1: Standard Accessible Pedestrian Signal



Information Provided by Community Members

Project Idea: Here we are again! Last year I ask that this intersection be made safer. Maybe I asked for too much. I don't know. This is the intersection for the East-West Rainier Valley Greenway. Unlike the other greenway crossings this is across one of the deadliest streets in Seattle on the section of road that has yet to have road rechannilzation. This is a major intersection for several groups of people: people going to/from the Senior Center, low income housing and the school crossing for Martin Luther King Elementary. The speed humps along S. Holly do little to deter drivers from turning fast on to Rainier Ave. We cross Rainier Ave daily, mostly on bike but on occasion walking, on our way to light rail. Drivers on Rainier Avenue blow through the red lights frequently, reducing our time to cross Rainier. I've seen senior citizens and people less able to make the crossing quickly, honked at by impatient drivers. I would like the street narrowed with flexpost and paint feature to prevent drivers from making fast right hand turns from S. Holly on to Ranier Ave. I want this on all four corners of this intersection. Here is an example of what flexpost and paint intersection treatment.

<https://twitter.com/NoSpandexReq/status/958175316114993152> You have room for this, street configuration

<https://twitter.com/NoSpandexReq/status/958175720869478401> On one occasion we were trying to activate the light with our bikes and a driver came very close to hitting my daughter, a CHILD on her bike. The paint and post would prevent drivers from turning right, forcing them to wait. Here is the video footage of someone almost running over my child

<https://twitter.com/NoSpandexReq/status/958177828012359680>

Need for Project: Crossing distance needs to be reduce and physical barriers need to be installed to make sure drivers wait for pedestrians and bicyclist to cross the street.

Community Benefit from Project: Students of MLK Elementary, seniors, low income housing residents at several complexes on this corner, patron of the Cafe Avole, user of Metro Transit

Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
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Low	N/A	Low	Low (postcards and construction notice)
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Cost Estimate:

Design Phase	
Preliminary Engineering (Survey) Costs	\$ 2,500
Project Management Costs (City Labor)	\$ 2,500
Design Costs (Consultant Fees, if externally designed, internal labor otherwise) - use 10% of construction cost for in-house design of relative uncomplicated projects	
Subtotal - Design Phase Costs	\$ 5,000
Design Contingency (10% of Design Phase Subtotal)	\$ 0
Total Design Phase Costs	\$ 5,000
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 85,000
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 0
Subtotal - Construction Costs	\$ 0
Construction Management (10-25% of Construction Cost)	\$ 0
Construction Contingency (20%)	\$ 0
Total Construction Phase Costs	\$ 90,000
Total Project Cost = Total Design and Construction Phase Costs	