



2018 Project Review Sheet (2019 Construction)

City Council District 6

Ballot #6I

Project #	18-661
Project Title:	Traffic Calming on on Ashworth Avenue North between 85th and 80th
Location:	North Green Lake on Ashworth Avenue North between 85th and 80th and I-5 and 99

SDOT Project Summary

SDOT approves project

- Yes
- Yes, with revisions
- No

Comments: Due to recorded vehicle volumes and speeds, Ashworth Ave N between N 80th St and N 85th St is eligible for traffic calming. If selected and contingent upon approval from the neighborhood and the Parks Department facility's, installation of four speed humps is recommended.

There is an opportunity to partner with another program:

- Yes
- No

Partnering Program: N/A

Total Project Cost: \$ 20,000

Solution and Comments:

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

YVYC 2018: 18-661, Ashworth Avenue North between 85th and 80th



Ashworth Ave N between N 80th St and N 85th St is a non-arterial street with a daily vehicle volume of about 1,100 vehicles per day. Between N 82nd St and N 85th St, 85th percentile speeds are about 15.9 mph. Between N 80th St and N 82nd St, 85th percentile speeds are about 27 mph. Parking is restricted on the east side of Ashworth Ave N between N 80th St and N 82nd St possibly due to vehicle access requirements for the Parks Department maintenance facility. Due to the recorded vehicle volumes and speeds, speed hump installation is recommended. Two speed humps per block could be expected to reduce speeds and make the street less appealing for cut-through motorists. Approval of speed hump locations from adjacent property owners and the Parks maintenance facility will be needed.

Image:

YVYC 2018: 18-661, Ashworth Avenue North between 85th and 80th



Figure 1: Proposed Speed Hump Locations

YVYC 2018: 18-661, Ashworth Avenue North between 85th and 80th



Information Provided by Community Members

Project Idea: Slowing down traffic on our residential street with speed humps

Need for Project: Thank you very much for considering our request! Our location is a residential street that has grown rapidly from nearly 0 to over 25 kids just on our block of Ashworth between 85th and 82nd! Traffic has increased dramatically over the last couple of years. While we understand that traffic cannot be eliminated, we simply want drivers to observe the speed limit of 20 mph on our residential street. Signs are posted but sadly they are not adequate because drivers frequently drive over 30 mph. Parked cars are routinely hit and, more importantly, given the amount of traffic accidents on Ashworth at 85th and at 80th, we fear for the potential of an injury or worse. Foot traffic, children and adult play, and talking the dog for a walk on Ashworth is not limited to residents of our street; the same level of growth of families has occurred on Densmore to the east, Interlake to the west, and 82nd to the south. Furthermore, our street serves as a heavily trafficked pedestrian walk way down to Green Lake for residents who live north of 85th and for students of Bishop Blanchet High School and employees of the Seattle Parks Department facility who park on our street. Installing traffic humps will aid in enforcing drivers to observe the residential speed limit of the City of Seattle, will encourage safe outdoor activity and valuable community building among residents of Ashworth and the surrounding streets, will reduce automobile collisions, and will help prevent a terrible injury or traffic death on our street. It is well-documented that lowering speed limits result in less catastrophic collisions and casualties; by awarding this grant, the City of Seattle will be taking a commendable proactive step towards protecting its citizens. Please let me know what questions I can answer! Thank you very much and we are very hopeful that we will be granted this project!

Community Benefit from Project: The following will be made safer by the installation of traffic humps: residents of Ashworth between 80th and 85th plus residents of the surrounding area as noted above in question #3, students of Bishop Blanchet High School and employees of the Seattle Parks Department facility who park on our street, and everyone who uses our street for commuting.

Risk Registry:

YVYC 2018: 18-661, Ashworth Avenue North between 85th and 80th



SDOT Review	Drainage impacts	Constructability	Community process
Low – SDOT standard plan	Low – SDOT standard plan	Low – SDOT standard plan	High – needs community support per location

Cost Estimate:

Design Phase	
Preliminary Engineering (Survey) Costs	\$ 450
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	\$ 900
Subtotal – Design Phase Costs	\$ 1,500
Design Contingency (10% of Design Phase Subtotal)	\$ 150
Total Design Phase Costs	\$ 1,650
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	\$ 12,000
Drainage Costs	\$ 0
Estimating Contingency (10-20%)	\$ 1,500
Subtotal – Construction Costs	\$ 13,500
Construction Management (10-25% of Construction Cost)	\$ 2,150
Construction Contingency (20%)	\$ 2,700
Total Construction Phase Costs	\$ 18,350
Total Project Cost = Total Design and Construction Phase Costs	\$ 20,000