2018 Project Review Sheet (2019 Construction)

City Council District 4

Ballot #4E

Project #	**18-402**
Project Title:	**Crossing Improvements on Burke-Gilman Trail crossing Stone Way N at N 34th St**
Location:	**On Burke Gilman Trail crossing Stone Way N at N 34th St.**

SDOT Project Summary

SDOT approves project

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

Comments: After visiting the site and exploring design alternatives, SDOT staff currently recommends a leading bicycle/pedestrian signal phase, new motor vehicle turning assignments, improved markings and signage, and minor civil improvements to provide a more protected crossing of Stone Way N pending ongoing coordination with the N 34th St Mobility Improvements Project.

There is an opportunity to partner with another program:

- ☒ Yes
- ☐ No

Partnering Program: Bicycle Master Plan, Protected Bike Lane Program
The N 34th St Mobility Improvements Project, currently in planning, is evaluating alternative design improvements to this crossing as part of the project. YVYC funding could fund the design and construction improvements associated with the signal improvements.

Total Project Cost: $182,050 ($90,000 YVYC, $92,050 Bicycle Master Plan, Protected Bike Lane Program)

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

SDOT staff has visited the site and explored design alternatives to facilitate a safer Burke-Gilman Trail (BGT) crossing of Stone Way N at N 34th St. This crossing improvement would improve safety for people walking and biking along the Burke-Gilman Trail, and provide a safer connection to the N 34th St bicycle lanes. The SDOT Bicycle and Pedestrian Safety Analysis identifies the BGT/Stone/N 34th intersection as a safety hot spot that has potential for improvements.

SDOT currently proposes a leading bicycle/pedestrian signal phase, new motor vehicle turning restrictions, improved markings and signage, and minor civil improvements to provide a more protected crossing of Stone Way N. This revision accommodates freight mobility in the corridor. SDOT will continue to analyze the intersection to identify if the "NE Blakeley St Bike Signal" treatment could work.

Image:

Figure 1:Street View of the Burke Gilman Trail Crossing at Stone Way Ave N

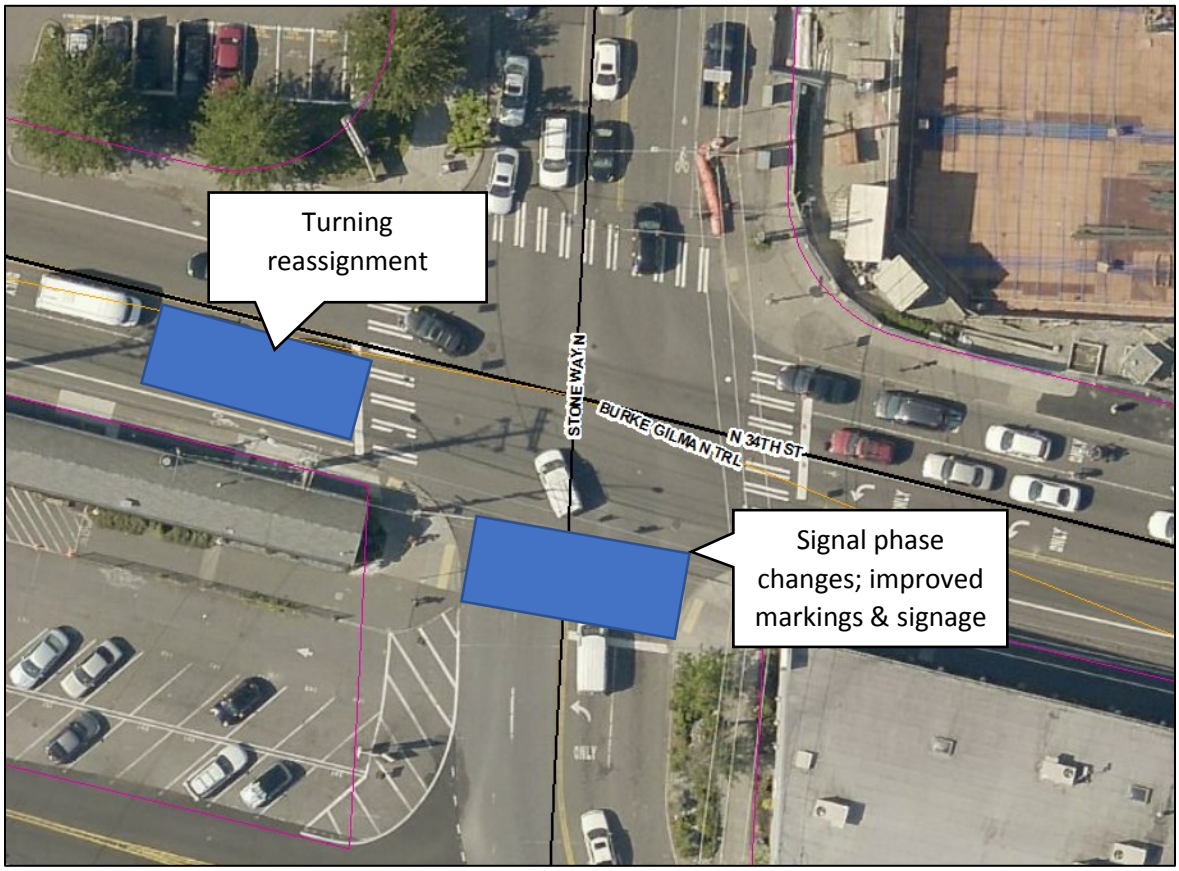

Figure 2: Proposed Intersection Improvements

Information Provided by Community Members

Project Idea: Bike signal similar to one on Burke Gilman Trail crossing 25th Ave NE at Ne Blakeley St.

Need for Project: Cars turn southbound from N. 34th, crossing the BGT, causing a hazard for bikes. Bikes can cross much faster than pedestrians so often will continue through the crossing when the walk signal is flashing. I have seen some close calls with cars and bikes at this busy intersection.

Community Benefit from Project: Cyclists, pedestrians, car drivers.

Risk Registry:

SDOT Review	Drainage impacts	Constructability	Community process
Medium – SDOT has identified potential improvements.	Low – design alternatives would have minimal impact.	Low – planned project to include	High – many interested stakeholders and design alternatives.

Cost Estimate:

Design Phase	
Preliminary Engineering (Survey) Costs	$ 5,000
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	$ 25,000
Subtotal – Design Phase Costs	$ 35,000
Design Contingency (10% of Design Phase Subtotal)	$ 3,500
Total Design Phase Costs	$ 38,500
Construction Phase	
Construction Costs (include urban forestry, signs & markings, traffic control, layout or construction staking as necessary)	$ 90,000
Drainage Costs	$ 0
Estimating Contingency (10-20%)	$ 9,000
Subtotal – Construction Costs	$ 99,000
Construction Management (10-25% of Construction Cost)	$ 24,750
Construction Contingency (20%)	$ 19,800
Total Construction Phase Costs	$143,550
Total Project Cost = Total Design and Construction Phase Costs	$182,050