



35th Avenue SW Road Safety Corridor

Project Manager Jim Curtin
July 15 and 16, 2015

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

Presentation overview

- Welcome
- Project overview
- 35th SW design and implementation plan
- General Q & A
- Speak directly with SDOT



Project review

- Safety improvements requested by local community on several occasions
- 35th Avenue SW Road Safety Corridor Project launched October 2014



West Seattle Blog...

Home | Advertise | Contact | Crime Watch | **Event Calendar** | Jobs | Lost/Found Pets | Restaurants | Sponsors! | Traffic | Weather | WC | Forums

Report #1: Pedestrian-safety rally at 35th/Juneau
October 7, 2008 at 4:36 pm | In High Point, Safety, West Seattle news | 9 Comments



WSB EVERYWHERE

THE BIG STORIES

- *NOW: SUMMER FEST EVE!
- *SUMMER FEST BUS REROUTES
- *FOLLOWUP: Charter-school plan
- *Eats Market Café closing
- *VIDEO: Duwamish won't give up
- *Water-supply outlook drops
- *Park expansion opens
- *County cannabis crackdown
- *More 'brush fires'
- *Post-holiday cleanup
- *VIDEO: July 4th parade
- *VIDEO: Delridge rollover
- *Abandoned seal pup rescued
- *CRIME WATCH: Child chased

Posted October 2008

Project goals

Make 35th Avenue SW safer for everyone

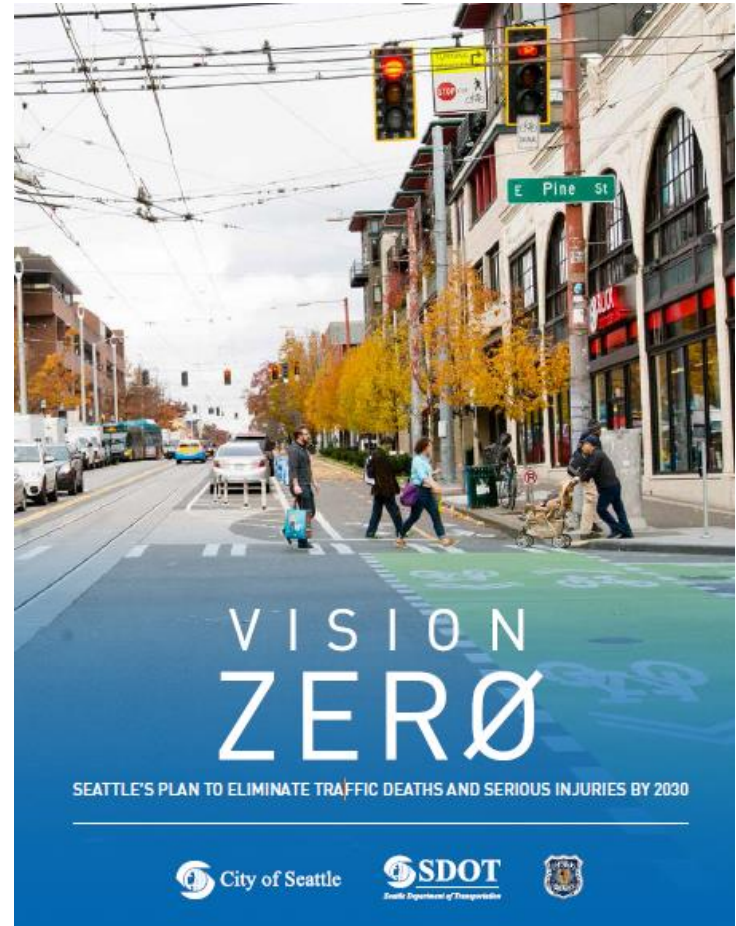
- Reduce speeds
- Reduce collisions and injuries
- Improve conditions for vulnerable users
- Maintain acceptable vehicular travel times



Vision Zero

Seattle's plan to eliminate traffic deaths and serious injuries

- Street designs that prioritize safety
- Public education and engagement
- Targeted enforcement patrols



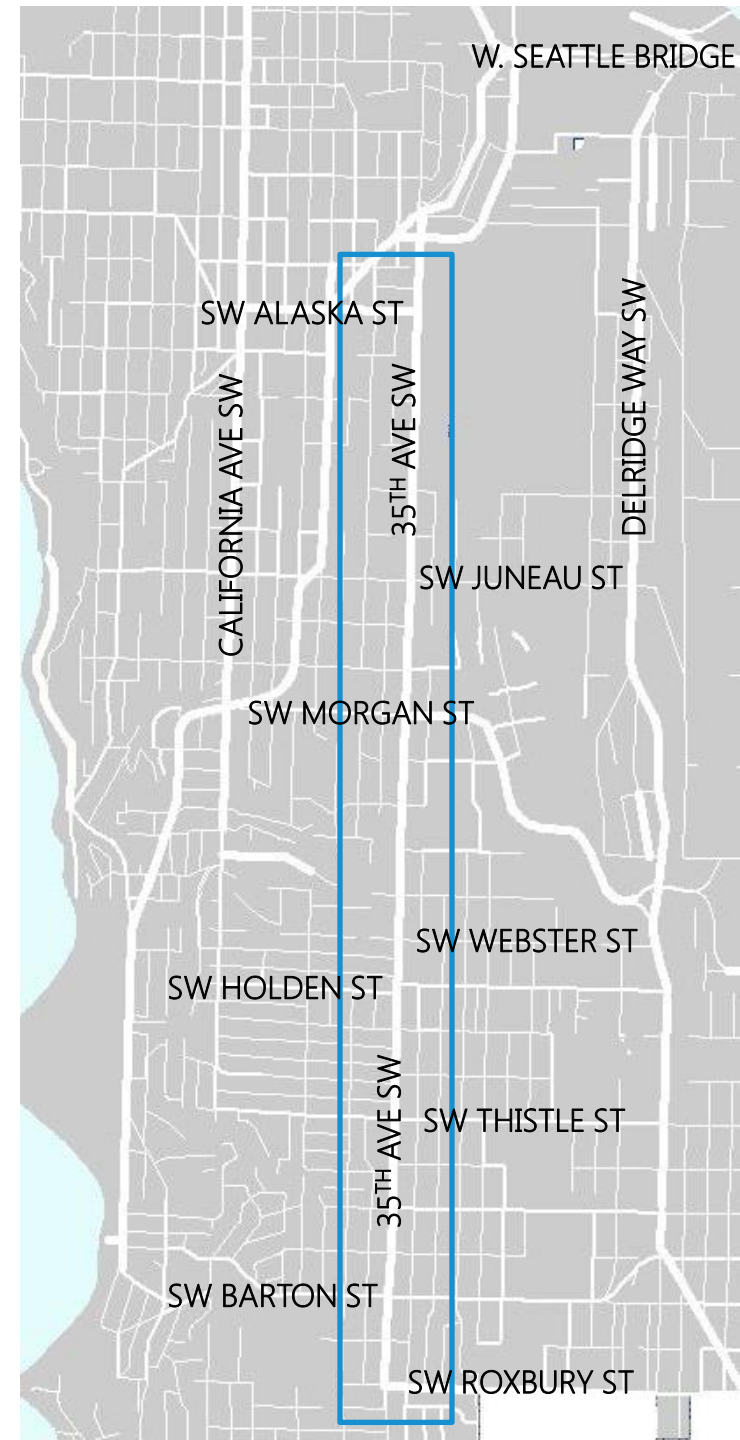
www.seattle.gov/visionzero

Project area

35th Avenue SW between
SW Avalon Way and SW Roxbury
Street

Current street design

- Principal arterial
- 4 to 5 lane street
- 54-55 feet wide
- Served by multiple transit routes
- Emergency response route



Along the corridor

- 488 parcels
 - 73% single family residential (359)
 - 11% apartment, condo, townhouse (55)
 - 10% commercial/industrial (48)
- 4 churches or religious service centers
- 3 schools within two blocks
- 2 libraries, parks and community centers
- 2 daycare centers
- Retirement/nursing homes, medical services

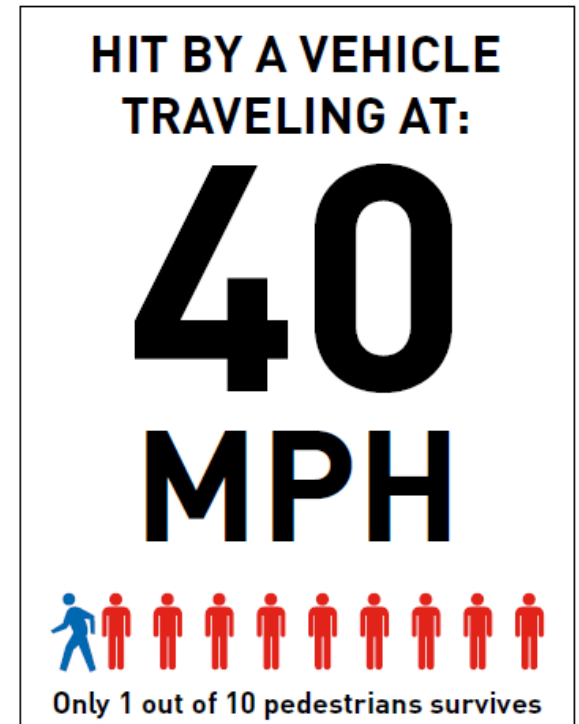
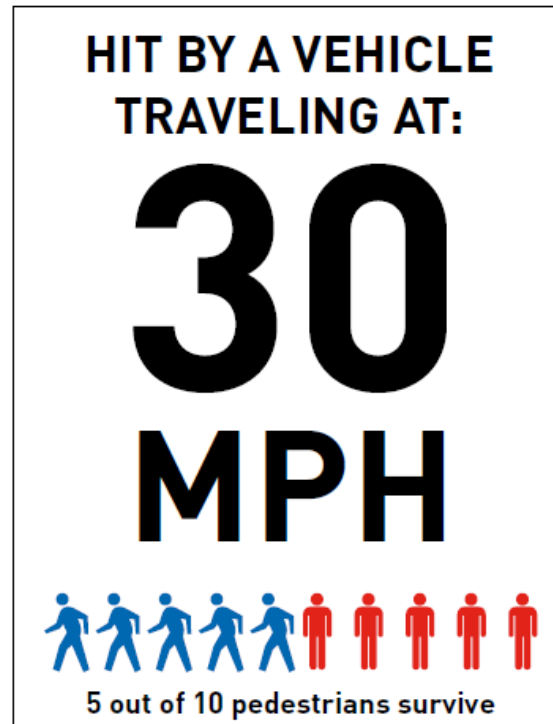
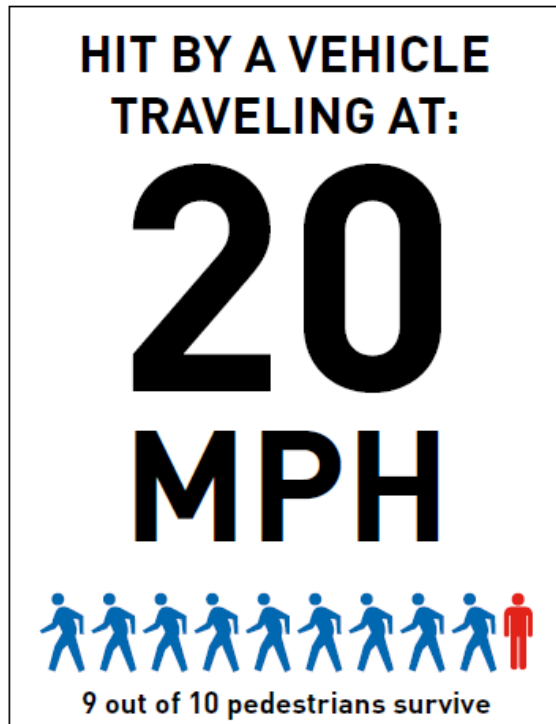


Recent speed studies

- Posted speed limit 35 mph
- **85th percentile speeds:**
 - 38.5 mph at SW Brandon St
 - 40.9 mph at SW Willow St
 - 36.5 at SW Roxbury St
 - 39.3 at SW Graham Street
- 15 percent of drivers travel faster than the 85th percentile speed



Why speed matters



Note that the chance of injury is nearly 100 percent when pedestrians or people biking are involved in a collision

Volumes

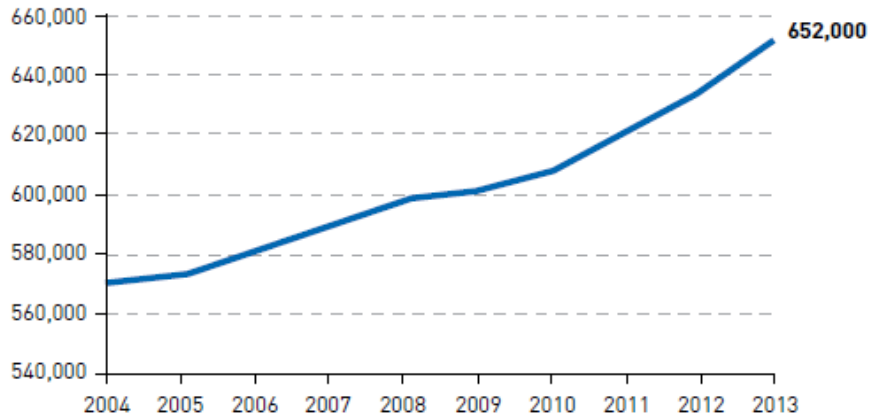
- 17,000 AWDT at Roxbury; 25,000 AWDT at Alaska (2015)
- Transit: 21, 21X, Rapid Ride C Line

35 th Avenue SW Traffic Volume Roxbury to Alaska			
	Average Weekday Traffic		
Year	At Roxbury	At Alaska	% change
2008	22,400	22,400	--
2009	20,600	23,600	-3.6%
2010	16,100	22,700	-9.0%
2011	15,800	23,500	+1.5%
2012	16,000	23,000	0.0%
2013	16,500	24,600	+4.3%
2015	16,937	24,631	

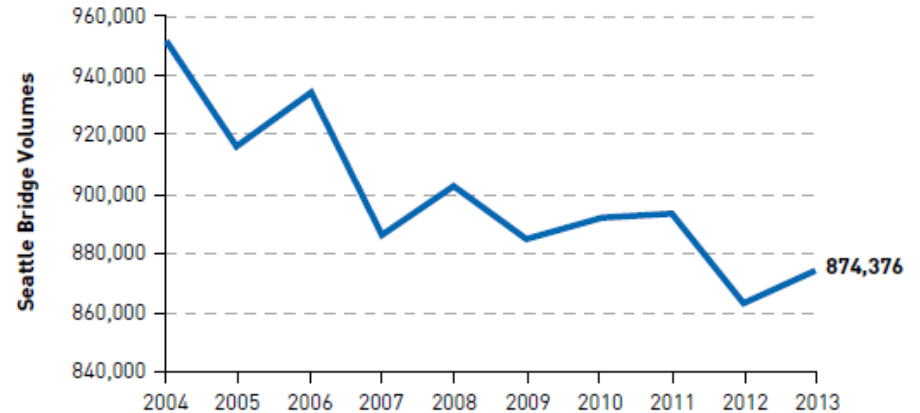
Citywide trends

- Seattle's population is growing rapidly
- Traffic volume dropping
- Transit ridership is up 40+ percent
- More information at: www.seattle.gov/transportation/reports.htm

SEATTLE POPULATION



AVERAGE DAILY TRAFFIC IN SEATTLE



Pedestrian volumes

- Many pedestrian generators line 35th including schools, parks, libraries, businesses and transit stops
- Counts were taken during peak hours and mid-day at 15 locations

Pedestrian volumes	
Time of day	Pedestrian count
AM peak hour (7:45 AM – 8:45 AM)	313
Mid-day (11:30 AM – 12:30 PM)	239
PM peak hour (4:30 PM to 5:30 PM)	561

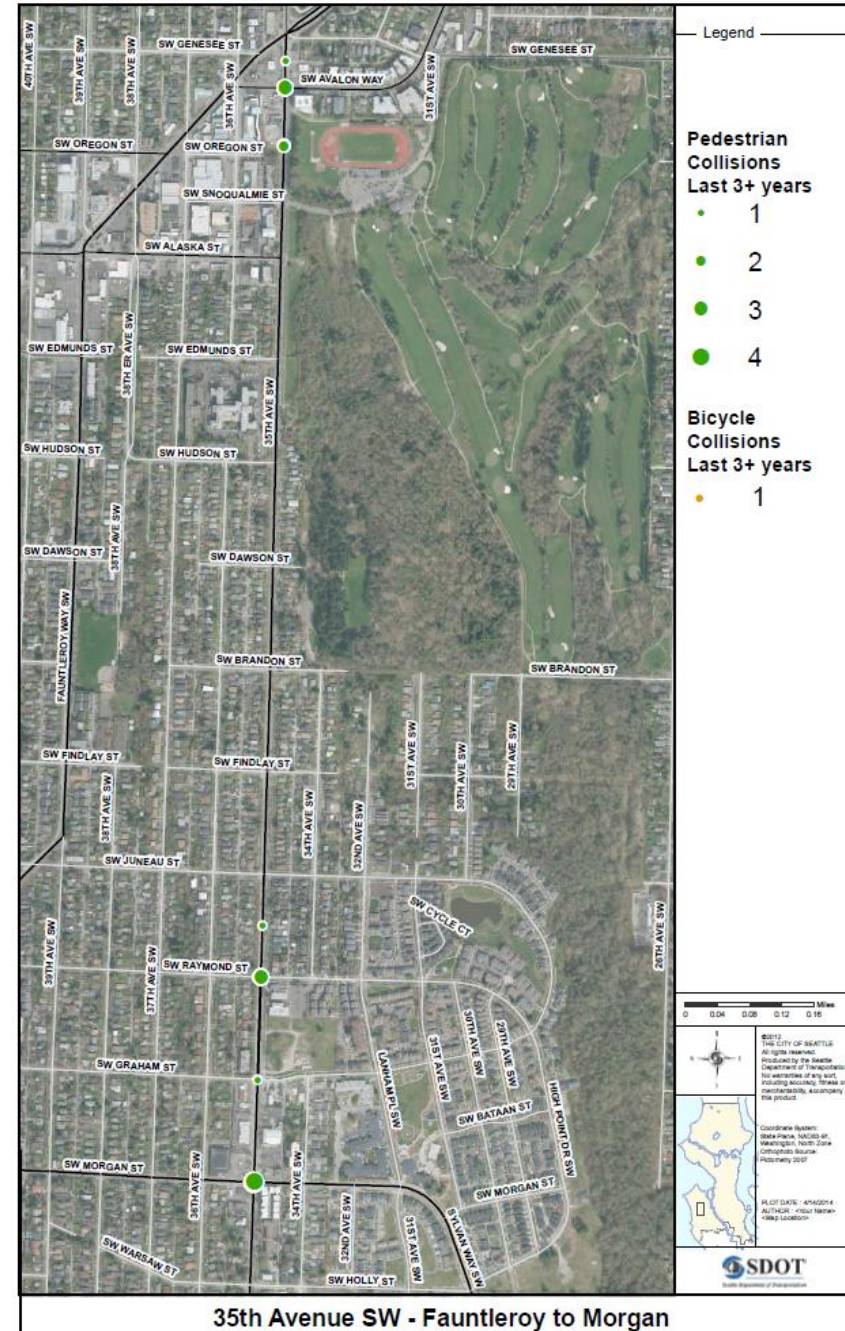
Collision data

Pedestrian and bicycle collisions last 3 plus years

- 15 pedestrian-vehicle
- 1 bicycle-vehicle

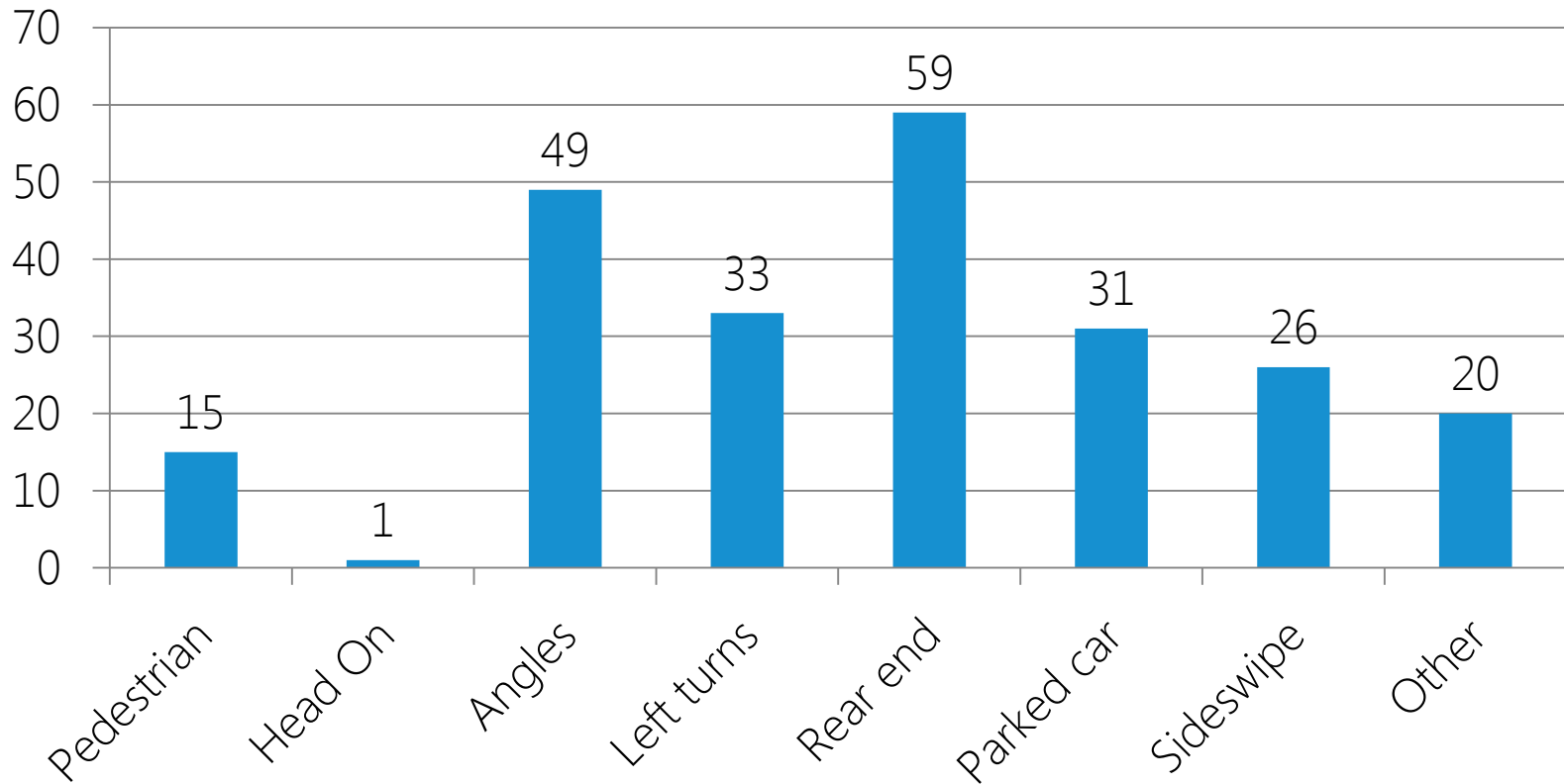
Pedestrian and bicycle collisions last 10 years

- 40 pedestrian-vehicle
- 8 bicycle-vehicle
- 4 of 5 fatalities were pedestrians or bicyclists



Collision data

Top Collision Types



Collision data

Top contributing collision causes:

- Distraction
- Speeding
- Impairment
- Failure to grant right of way



Collision data

- Collision rate on 35th Avenue SW is below citywide rate
- 35th is a top corridor for fatalities

Top Corridors for Traffic Fatalities (last 10 years)

1. Aurora/SR-99

2. Rainier Avenue S

3. MLK Jr Way S

4. 35th Avenue SW

East Marginal Way

Lake City Way NE

Outreach

- Four public meetings
- Walking tour
- Community and business briefings
- Design alternatives released March 2015

35TH AVENUE SW ROAD SAFETY CORRIDOR PROJECT

MARCH 2015

Design Alternatives

OPTION A

SW ROXBURY ST TO SW EDMUNDS ST Rechannelization

- 4 lanes to 3 lanes
- 2 general purpose lanes
- Center left turn lane

Key Features

- Reduces top collision types
- Lower vehicle speeds
- Better conditions for people walking
- Opportunities for new crossings
- Improved efficiency
- Easier turning movements – especially for large vehicles

Limitations

- Initial modeling shows vehicle delays of 3 to 4 minutes during peak hour traffic

OPTION B

SW ROXBURY ST TO SW RAYMOND ST

- Rechannelization

SW ROXBURY ST TO SW EDMUNDS ST

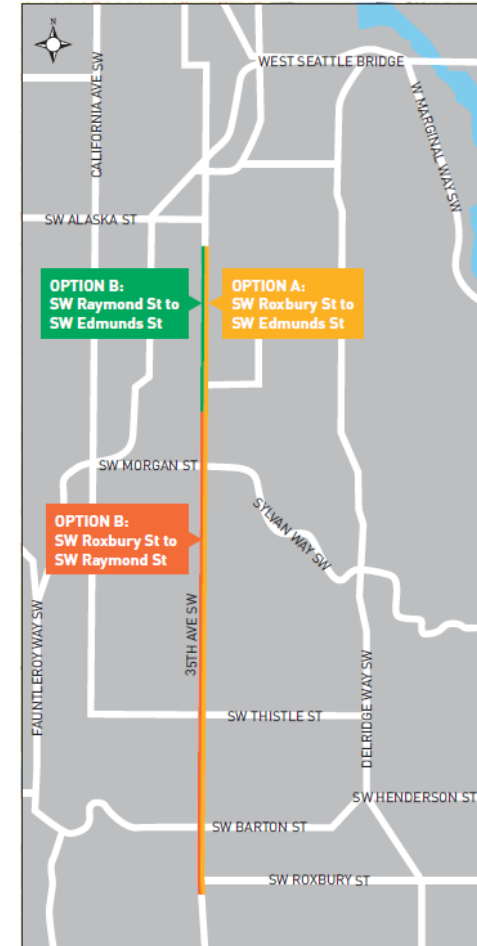
- Peak hour parking restrictions – allows for one additional lane for vehicular traffic
- AM – northbound
- PM – southbound

Key Features

- Maintains extra travel lane during peak
- Same benefits as alternative 1 south of SW Raymond Street

Limitations

- Initial modeling shows vehicle delays of 3 minutes during peak hour traffic
- Partial pedestrian safety benefits during peak hours



Community feedback

- Make 35th safer for pedestrians
- Reduce speeds
- Improve parking conditions
- Put/don't put 35th on a road diet
- Repair pavement
- Provide bicycle facilities on adjacent routes
- Provide more enforcement patrols
- Two petitions



Design process

Options developed to:

- Balance the need to move people and goods with the function of the nearby land uses
- Achieve project safety goals

Performance monitoring

- Regularly monitor and collect data including:
 - Volumes
 - Speeds
 - Collisions

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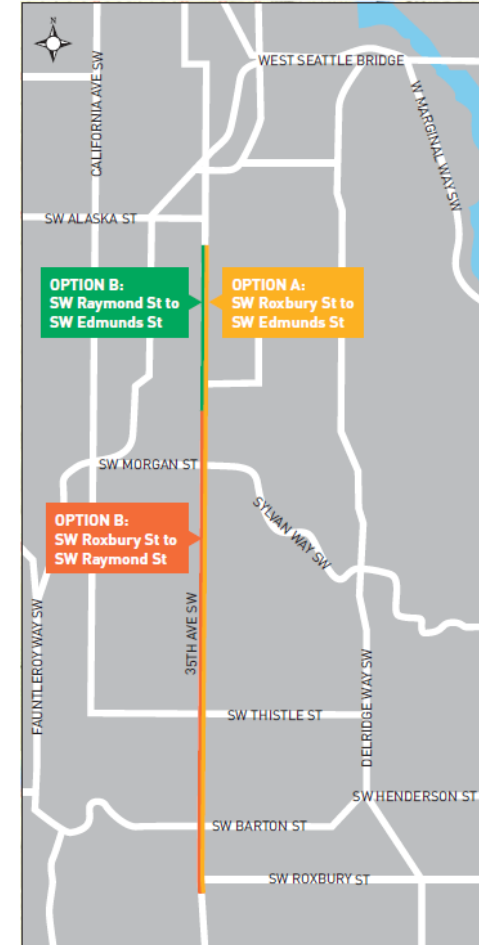
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Design

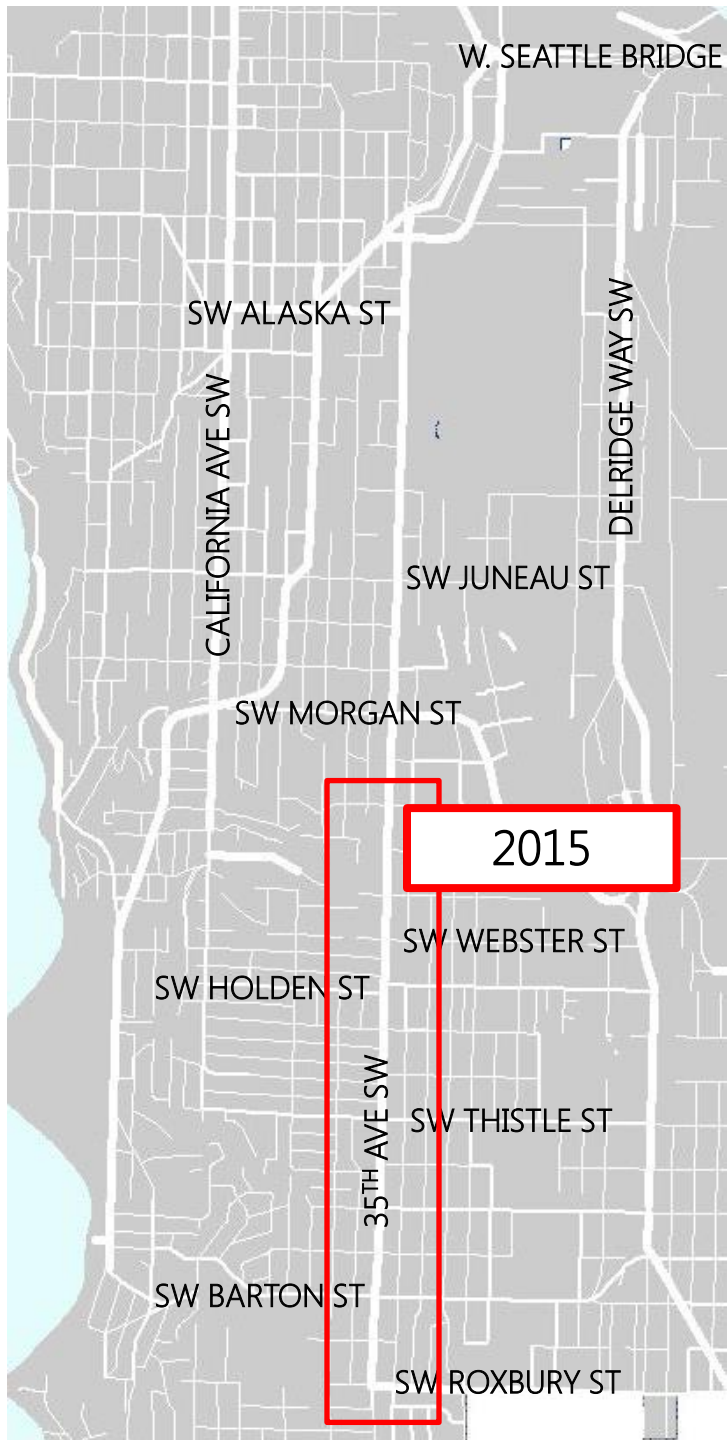
Modeling and travel times

- Design alternatives modeled using Synchro 8 and SimTraffic 8
- Efficiency of design and longer signal cycles substantially offset loss of travel lanes
- Modeling results:
 - 1 to 2 two minutes delay depending on time of day and direction of travel
 - Maximum delay of 2.5 minutes during PM peak hour

Implementation plan

2015

- Option A between SW Roxbury Street and SW Willow Street

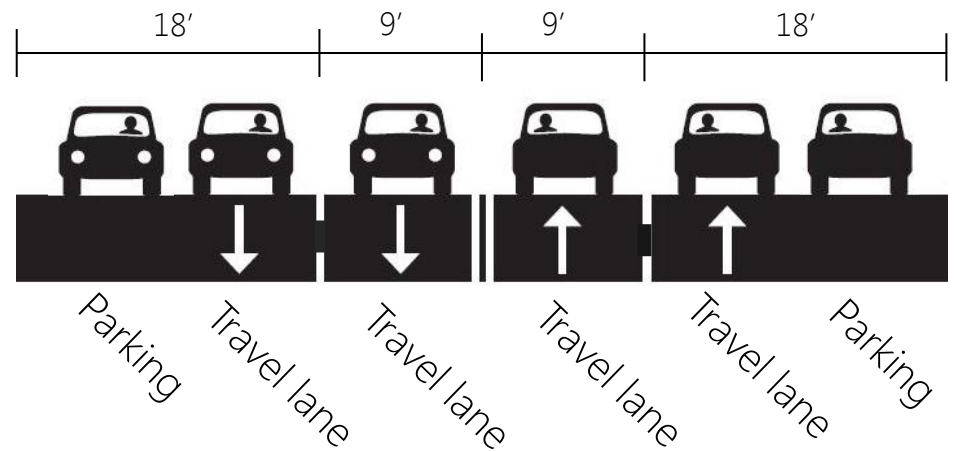


Design

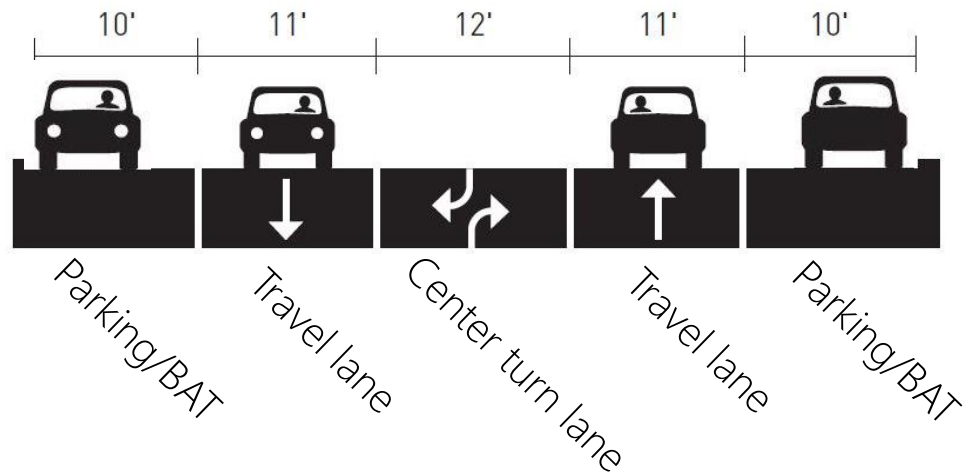
2015 design details

- More space for parking
- One lane in each direction
- Center turn lane
- Bus and turn lanes (BAT) at:
 - Barton, Thistle, Holden and Webster
- 30 mph speed limit
- Signal optimization
- Channelization improvements on SW Barton Street
- No changes on approaches to SW Roxbury Street

35TH AVENUE SW (EXISTING)



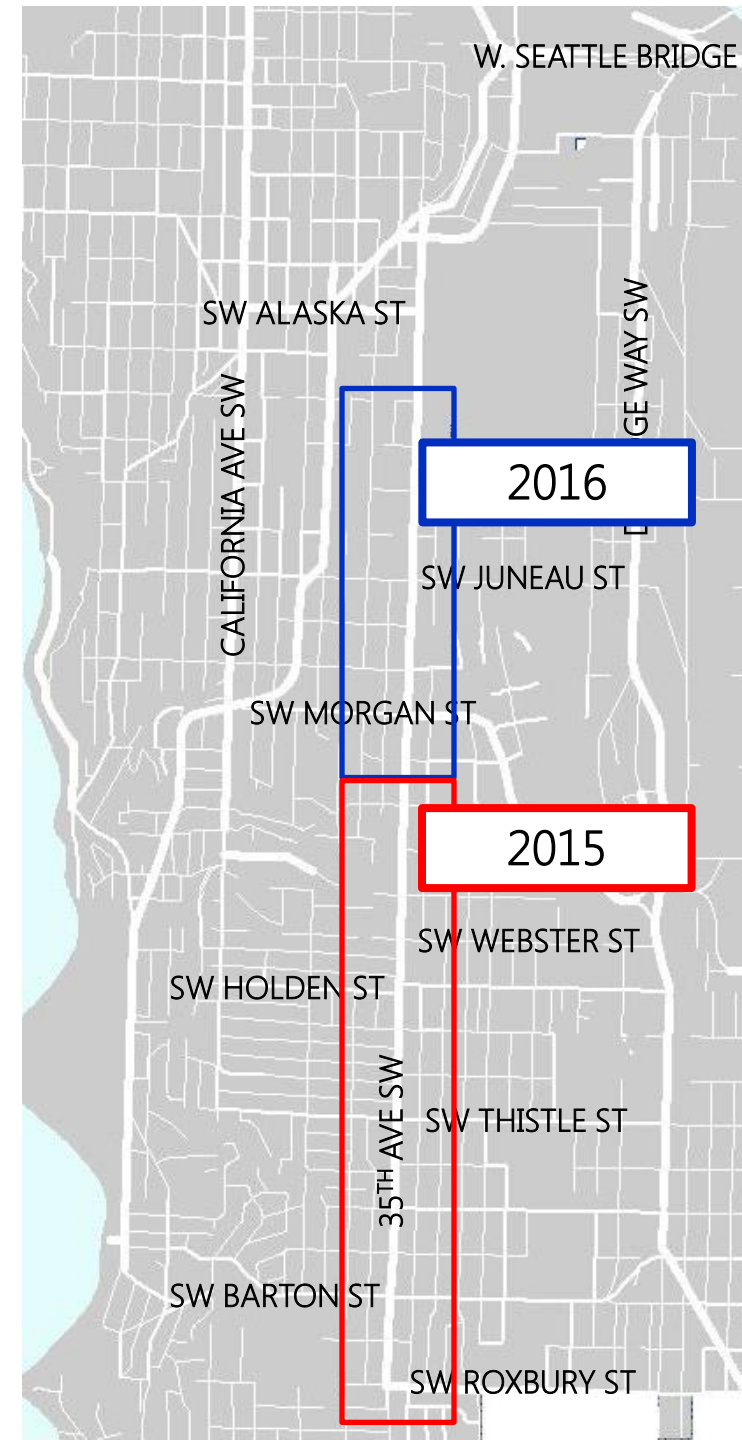
35TH AVENUE SW (PLANNED)



Implementation plan

2016

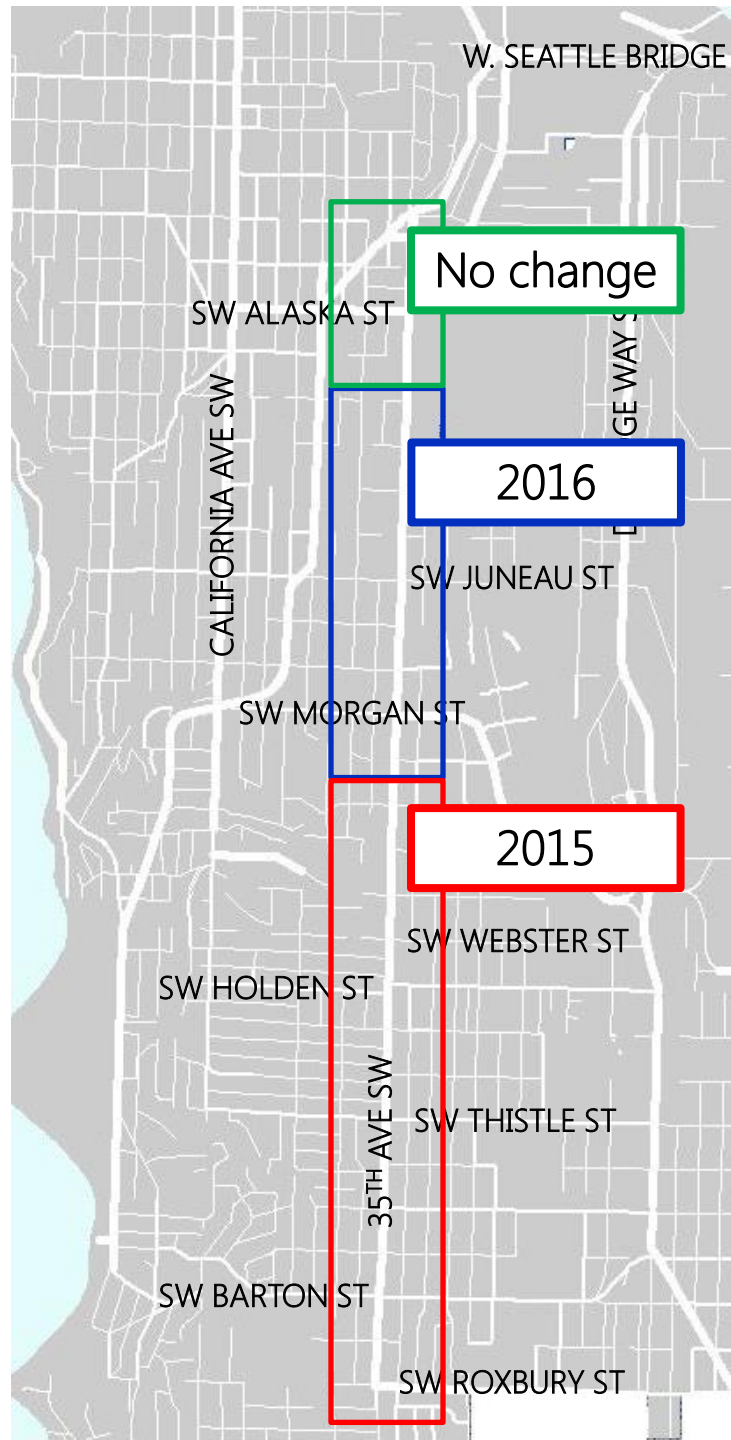
- Evaluation of 2015 changes
- Neighborhood greenway study
- SHA development at 35th and Graham
- NPSF partnership
- Channelization changes on SW Morgan Street
- *Option A north of SW Morgan Street*



Implementation plan

North of SW Edmunds Street

- No changes channelization changes north of SW Edmunds Street
- Re-paving and new curb ramps (entire corridor, pending Levy to Move Seattle)



Enforcement

- Increased enforcement efforts
 - SeaStat-Vision Zero patrols
 - Grant funded pedestrian emphasis patrols
- Target areas:
 - North of Morgan
 - At Barton
 - At Raymond
 - School zones
- SDOT cannot install speed photo enforcement cameras outside of school zones



Benefits

- Reduction in crash frequency
- Lower speeds, fewer severe crashes
- Improves parking conditions
- Addresses correctable collision patterns
- Less exposure for pedestrians
- Potential low cost crossing improvements
- Maximum capacity turn pockets
- Easier turns to and from 35th
- Transit efficiency treatments
- Minimal impact to traffic



Benefits

- Rechannelization is a FHWA-recognized proven measure to reduce speeds and collisions
- Local results confirm that rechannelization is an effective countermeasure

Street	Collisions	85% speed	10+ mph speeders	Volume change
Nickerson St	-23%	-21%	-94%	-1%
Fautleroy Way SW	-31%	-1%	-13%	+0.3%
NE 125 th St	-10%	-8%	-69%	+4%
NE 75 th St	-50%	-13%	-75% to 79%	+3%

Next steps

July 2015	Outreach meetings
September-October 2015	Phase 1 implementation begins
Spring 2016	Project information sessions
Summer 2016	Phase 2 implementation begins

Questions?

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<http://www.seattle.gov/transportation/35thSW.htm>

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