

Rainier Avenue S

Ithaca Place to City Limits



Bicycle Advisory Board
Brian Dougherty
August 5, 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

- Background
- Project area
- Existing conditions
- Proposal
- Next steps

Project goals



- Improve safety
- Reduce severity of collisions
- Reduce speeding
- Provide greater separation between motor vehicles and bicycle traffic
- Maintain access and improve choices for residents
- Accommodate oversized vehicles
- Implement recommendations from Bicycle Master Plan

Land Use



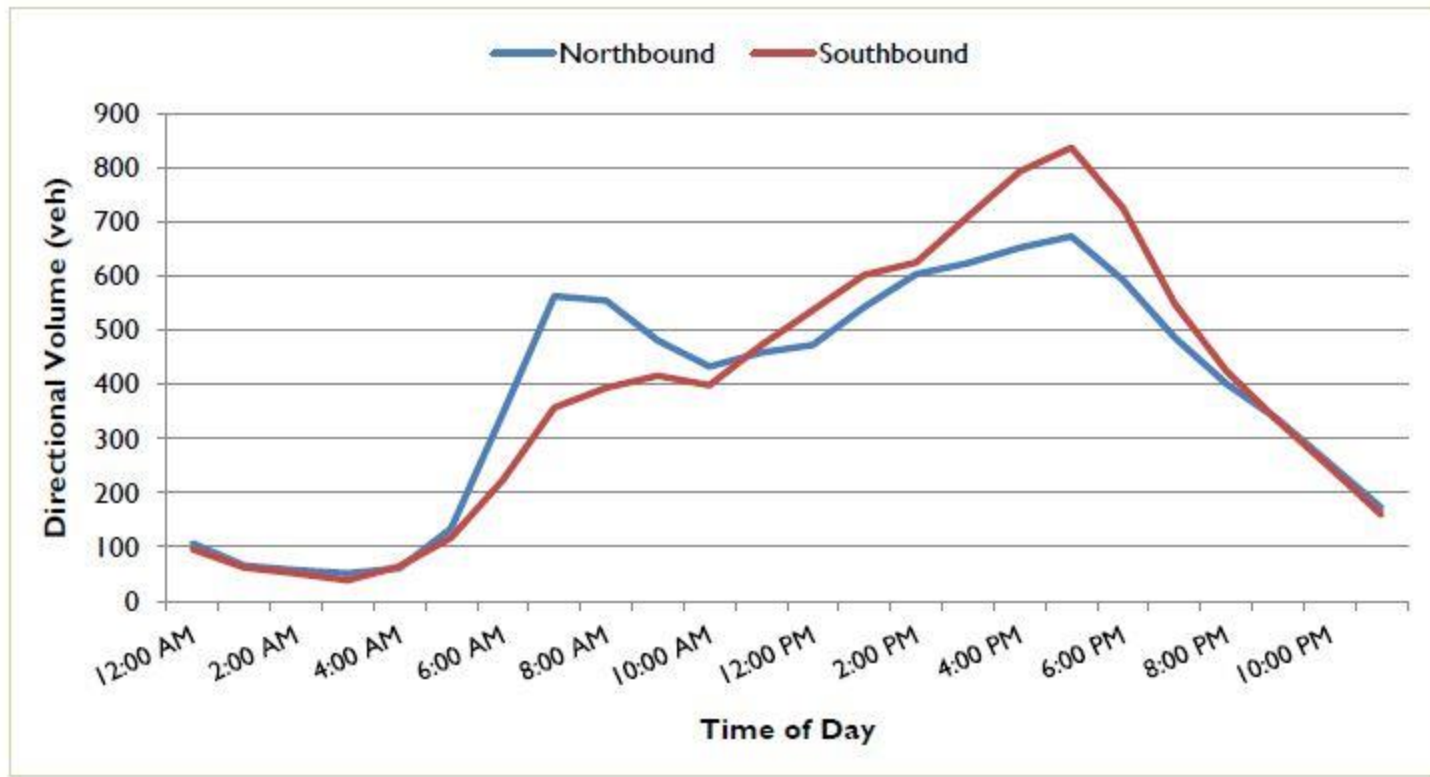
- Current use nearly all single family
- 2 commercial properties (restaurants)
- Three multifamily structures
- Zoning is nearly all SF5000
- Most parcels already built out to what's allowed under the zoning code

Collisions

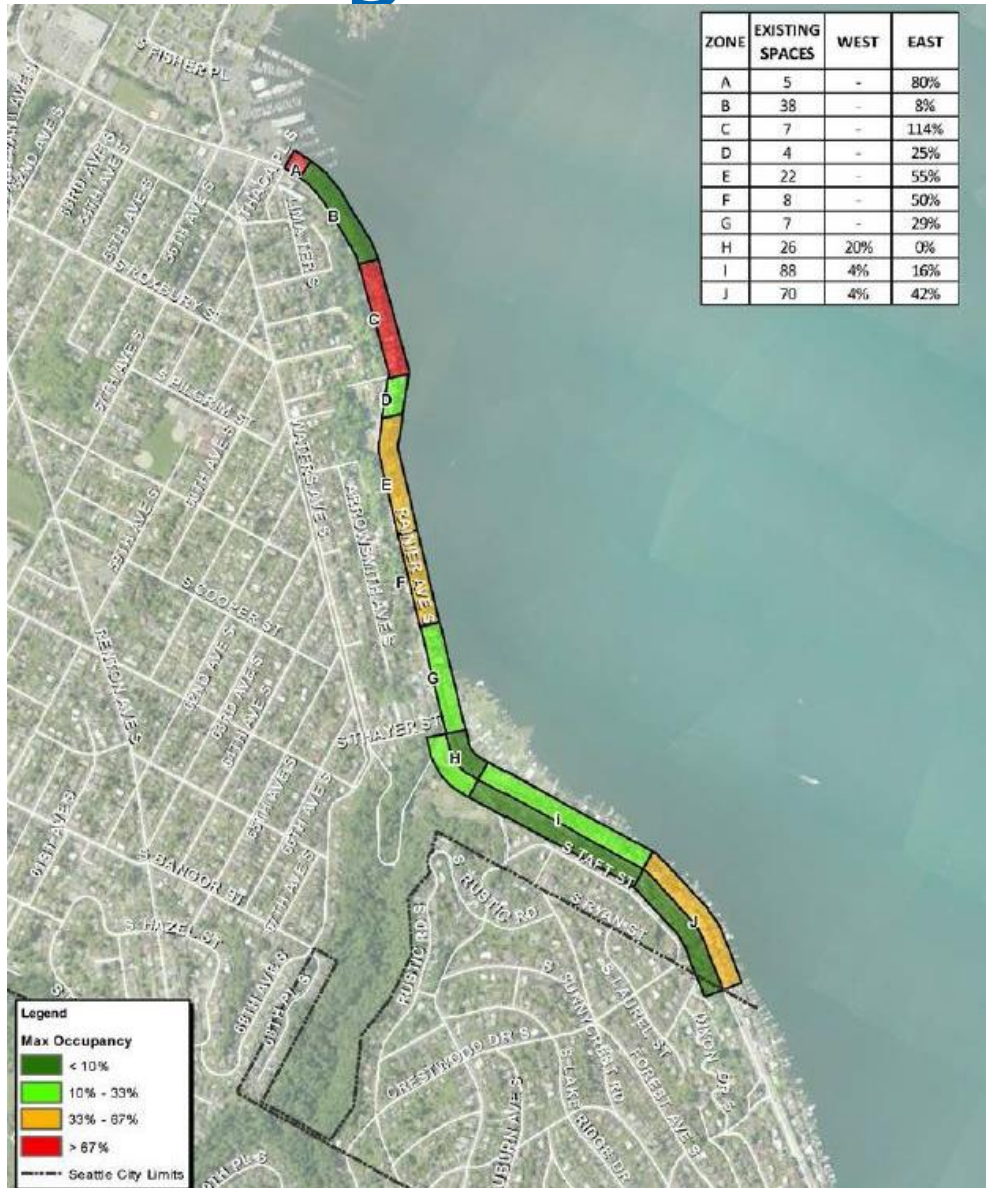
| Collision Type | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 ¹ | Total |
|--------------------------|-----------|-----------|-----------|----------|-----------|-------------------|-----------|
| Angles | - | 1 | - | 1 | 1 | - | 3 |
| Pedalcycles ² | 1 | - | - | - | 1 | - | 2 |
| Head On | - | 3 | 1 | - | 1 | 1 | 6 |
| Left Turn | - | 2 | 1 | - | 1 | 1 | 5 |
| Other | 5 | 6 | 6 | 2 | 6 | 5 | 30 |
| Parked Car | 1 | 4 | 5 | 5 | 3 | 3 | 21 |
| Rear Ended | 2 | 2 | 3 | 1 | 4 | - | 12 |
| Right Turn | - | 1 | - | - | 1 | - | 2 |
| Sideswipe | 4 | 4 | 1 | 2 | 1 | 2 | 14 |
| (Blank) | 3 | - | 3 | - | 2 | 2 | 10 |
| Total | 12 | 20 | 16 | 9 | 17 | 14 | 88 |

Traffic Volume

- ADT 18,000



Parking Utilization



- Occupancy highest at the north / west end of the corridor
- Occupancy lowest (below 10%) south of Cornell adjacent to the hillside

Speed

| Location | Direction | 85th % speed (mph) | Top end speeders (10mph or more over speed limit) | Percent of Drivers Traveling over Speed Limit (35mph) |
|--------------------------|-------------------|--------------------|---|---|
| East of 75th Avenue S | Eastbound | 39.9 | 1.2% | 59.9% |
| | Westbound | 41.6 | 3.3% | 72.4% |
| East of Cornell Avenue S | Eastbound | 39.6 | 1.3% | 52.3% |
| | Westbound | 40.1 | 1.6% | 60.8% |
| East of Ithaca Place | Westbound | 34.2 | 0.1% | 4.6% |
| South of Norfolk Street | Northbound | 40.0 | 1.7% | 59.0% |
| | Southbound | 40.6 | 2.1% | 59.2% |

Modal Plans / Designations

| Pedestrian | Bicycle | Transit | Freight |
|---|------------------------|---|---|
| Top Tier Crossing the Roadway in High Priority Area | Protected Bicycle Lane | Not identified as a Transit Priority Corridor | Oversize Load Route Minor Truck Street |

Initial Alternative Analysis

| | Buffered and one-way hybrid | Buffered | One-way protected | Two-Way Protected |
|---------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| Traffic Operations | | | | |
| Intersection LOS | No change | No change | No change | Minor negative |
| MV Travel Time | Minor negative | Minor negative | Minor negative | Minor negative |
| Parking | Low negative | No change | Medium negative | Low negative |
| Site Access | No change | No change | No change | No change |
| Freight | Accommodates oversized loads | Accommodates oversized loads | Accommodates oversized loads | Accommodates oversized loads |
| Ped/Bike Metrics | | | | |
| Perceived safety | Medium to high increase | Medium increase | High increase | High increase |
| Bicycle access | Low decrease | No change | Low decrease | Medium decrease |
| Connectivity | No change | No change | No change | Minor decrease |
| Consistency with 2014 BMP | Partial | No | Yes | Yes |

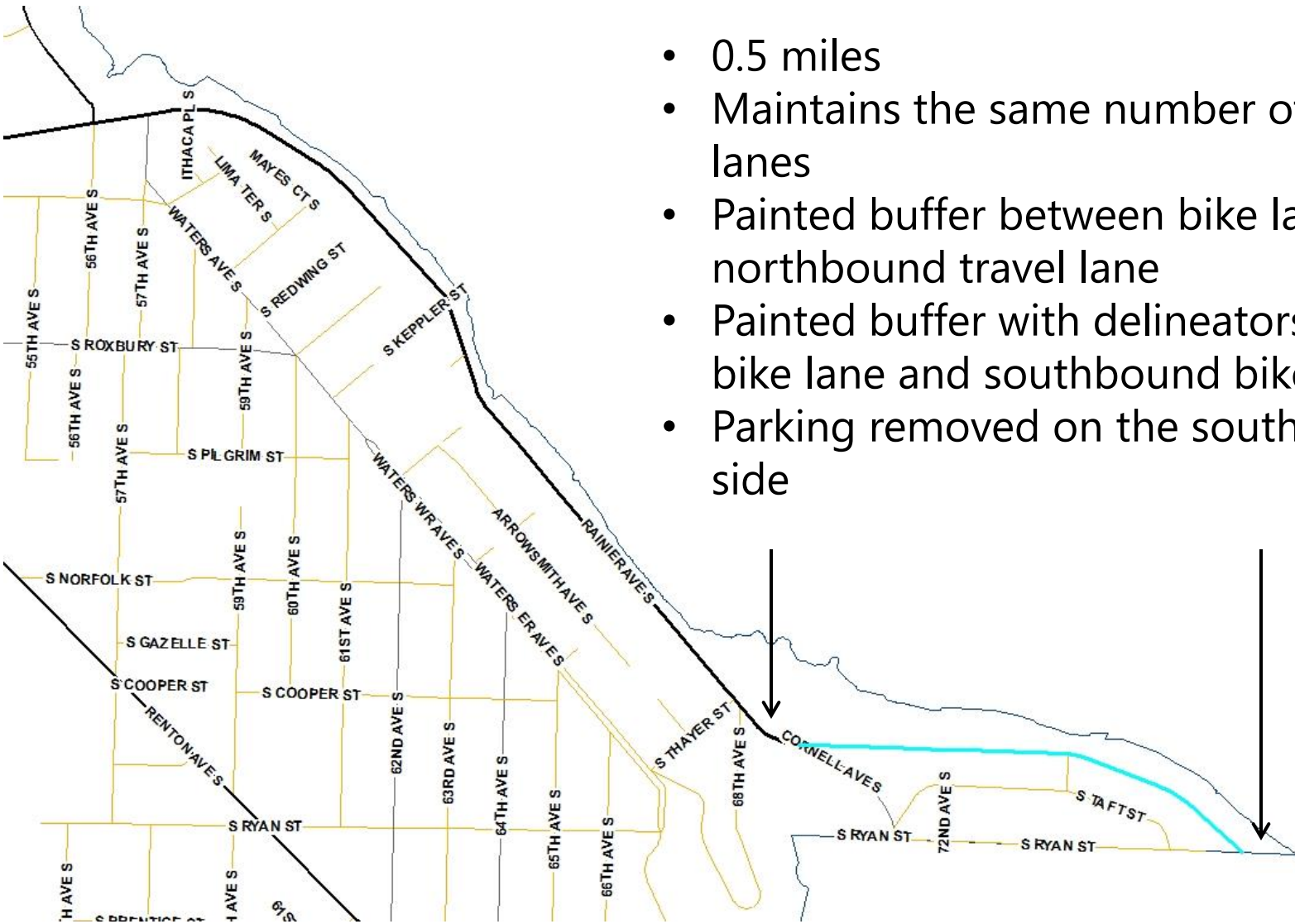
March 2015 Open House

- Initial proposal was to remove two-way left turn lane
- Resident concerns about turning into driveways at peak hour without turn lane
- Request to consider other design alternatives that do not remove travel lanes

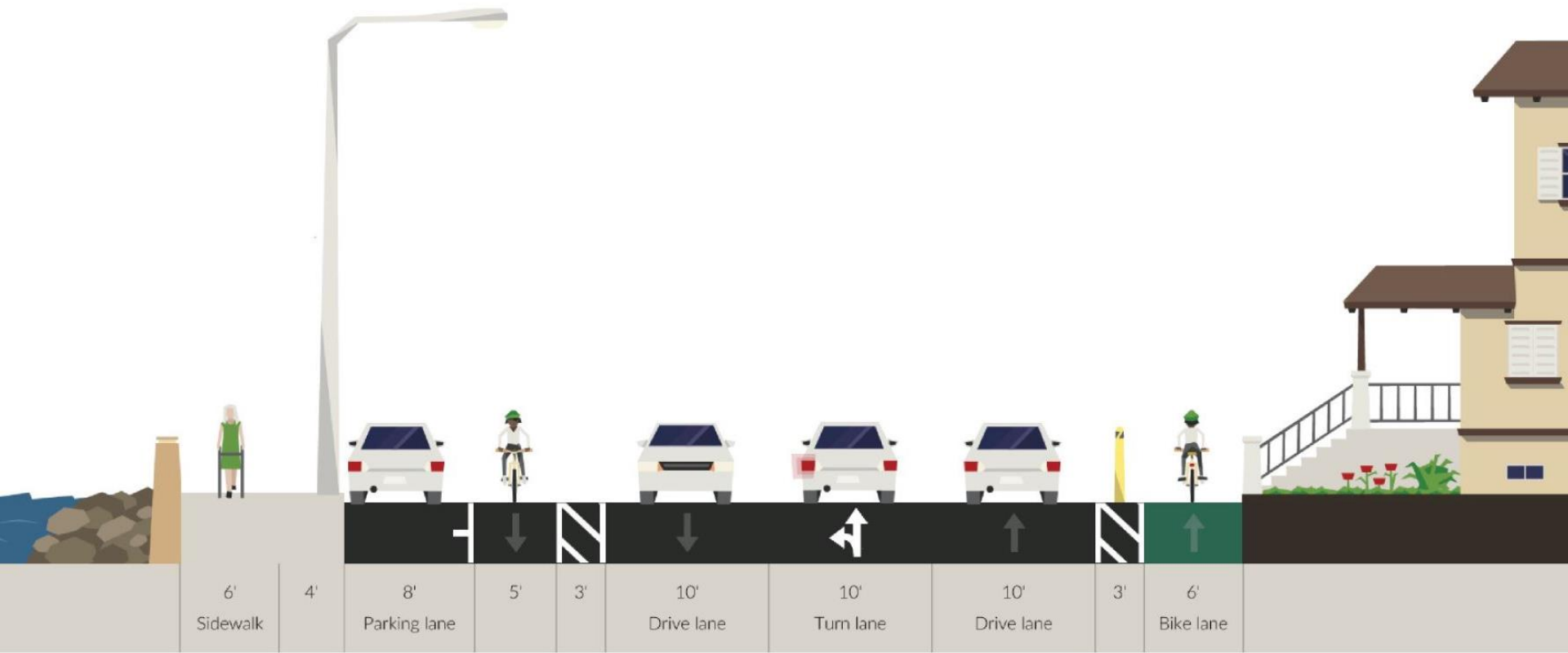


Revised Proposal (Cornell to City Limits)

- 0.5 miles
- Maintains the same number of travel lanes
- Painted buffer between bike lane and northbound travel lane
- Painted buffer with delineators between bike lane and southbound bike lane
- Parking removed on the south / west side



Revised Proposal (Cornell to City Limits)



Next steps

| | |
|-------------|-----------------|
| Late July | 60% Plan Review |
| Late August | 90% Plan Review |
| Fall 2015 | Implementation |
| 2016 | Evaluation |

Questions?

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<http://www.seattle.gov/transportation/rainieraves.htm>

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