

RAINIER AVENUE S ROAD SAFETY CORRIDOR PROJECT

FEBRUARY 2015

Design Alternatives

OPTION 1A

Rechannelization

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

Key Features

- Reduction in top collision types
 - Left turns
 - Sideswipe
 - Parked car
- Lower vehicle speeds
- Better conditions for pedestrians
- Opportunities for new crossings
- Improved efficiency
- Easier turning movements – especially for large vehicles

Limitations

- Initial modeling shows vehicle delays of +/- 2 minutes during peak hour traffic

OPTION 1B

Rechannelization with Protected Bike Lanes

- 2 general purpose lanes
- Center left turn lane
- Protected bike lanes from S Alaska Street to S Kenny Street (Columbia City to Hillman City)

Key Features

- Same benefits as Option 1a
- Significantly improved environment for people biking

Limitations

- Initial modeling shows vehicle delays of +/- 2 minutes during peak hour traffic
- Design challenges for protected bike lanes

OPTION 2

Hybrid Design

- 2 general purpose lanes
- Center left turn lane
- Intermittent transit lanes

Key Features

- Improves transit performance
- Fewer collisions
- Lower vehicular speeds

Limitations

- Some parking removal likely
- Some delay during peak hour traffic (+/- 2 min)

