SW Admiral Way
Safety Project

Project Open House
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SDOT’s mission & vision

Mission: delivering a high-quality transportation system for Seattle

Vision: connected people, places, and products
SDOT’s 5 core values

Create a city that is:

- Safe
- Innovative
- Interconnected
- Vibrant
- Affordable
Presentation overview

- City’s safety vision
- Traffic data
- Project goals
- Proposed improvements
- Next steps
Eliminate traffic deaths and serious injuries through street designs, public education, enforcement patrols
Why speed matters

Drivers’ Field of Vision
15 mph

Drivers’ Field of Vision
30 mph
Why speed matters

**Hit by a Vehicle Traveling at:**
- **20 MPH**
  - 9 out of 10 pedestrians survive
- **30 MPH**
  - 5 out of 10 pedestrians survive
- **40 MPH**
  - Only 1 out of 10 pedestrians survive

**Two Lane Roads**
- 20 MPH:
  - 25% Did Yield
  - 75% Didn't Yield
- 37 MPH:
  - 17% Did Yield
  - 83% Didn't Yield

**Four Lane Road**
- 37 MPH:
  - 9% Did Yield
  - 91% Didn't Yield

25% Did Yield
75% Didn't Yield
83% Didn't Yield
91% Didn't Yield
Traffic calming

- Radar speed signs
- Safer street design
  - Lane reduction
  - Lane width reduction
- Speed cushions (dependent on grade)
**Seattle’s bicycle vision**

Create a network to make riding a bike a comfortable part of daily life for people of all ages and abilities.

Recommendations from Seattle’s Bicycle Master Plan
Project area
Speed data

SW Admiral Way 85th % Speed (February 2015)

- e/o 61st Ave SW: 32.4, 32.4
- e/o SW Stevens St: 37.5, 37.2
- e/o 51st Ave SW: 37.9, 35.8
- e/o 48th Ave SW: 32.6, 33.4
- e/o 45th Ave SW: 31.2, 31.1

EB: Blue, WB: Orange
Volume data

SW Admiral Way ADT
(Feburary 2015)

e/o 61st Ave SW
3,471

e/o SW Stevens St
4,154

Eastbound
4,352

Westbound

5,137

5,340

6,013

6,035

7,336

7,085

e/o 51st Ave SW

e/o 48th Ave SW

e/o 45th Ave SW
People biking on SW Admiral Way

Bicycle Counts over 1 Week in April 2015

- SW Admiral Way - Both Directions (at SW Stevens St)
- SW Admiral Way - Both Directions (at 48th Ave SW)
Collision locations (2011-2014)

- 1 pedestrian collision (2012)
- 2 bicycle collisions (both in 2011)
- 45 vehicle-only collisions
Parking use

- December 2014 study results
- Second study being conducted in July

Existing On-street Parking Spaces

- Maximum occupancy 33%
- Empty spaces 67%
Project goals

• Encourage slower speeds
• Reduce collisions
• Provide a comfortable and predictable bike connection between Alki and California Ave business district
• Accommodate on-street parking
Proposed improvements

- Narrow lanes
- Improve pedestrian crossings
- Provide another travel option
Parking changes

DRAFT ON-STREET PARKING IMPACTS

LEGEND
- Green: No parking impacts
- Purple: Consolidate parking on the north side
- Brown: Consolidate parking on the south side

31 SPACES
Max Occupancy

63 SPACES
Preserved
(no parking change)

47 SPACES
Max Occupancy

58 SPACES
Preserved

4 SPACES
Max Occupancy

4 SPACES
Preserved
(no parking change)

124 SPACES
Preserved
**Next steps**

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<td>April 14</td>
<td>Admiral Neighborhood Association briefing</td>
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<td>May 6</td>
<td>SW District Council briefing</td>
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<td><strong>May 21</strong></td>
<td><strong>Open house</strong></td>
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<td>May - July</td>
<td>2nd parking study and final design</td>
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<td>Fall</td>
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Questions?

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http://www.seattle.gov/transportation/SWAAdmiralWaySafetyProject.htm