Thank you for coming to tonight’s SW Admiral Way Safety Improvements Open House.

6:15 PM
Please sign in and browse the information stations

6:45 PM
Stay for presentation and conversation after

7:15 PM
Continue with the open house

7:45 PM
Open house concludes
MEETING GUIDELINES

1. Stay on topic
2. Listen while others are talking
3. Give everyone a chance to speak
4. Respect one another even if you disagree
5. Challenge ideas, not people
6. Avoid repeating comments
7. Please silence your phones
Seattle’s plan to end traffic deaths and serious injuries by 2030 using:

- Street design
- Education
- Enforcement
Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.
Goals

- Encourage slower speeds
- Reduce collisions
- Provide a comfortable and predictable bike connection between Alki and California Ave business district
- Accommodate existing maximum on-street parking occupancy
HOW MANY PEOPLE TRAVEL ON SW ADMIRAL WAY?

People Driving

SW Admiral Way Average Daily Traffic (February 2015)

People Biking

Bicycle Counts Over One Week in April 2015
<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>April - May</td>
<td>Admiral Neighborhood Association and SW District Council briefings; Open house #1</td>
</tr>
<tr>
<td>Summer</td>
<td>Conduct parking study and revise concept</td>
</tr>
<tr>
<td>Sept 8</td>
<td>Admiral Neighborhood Association briefing</td>
</tr>
<tr>
<td>Sept 17</td>
<td>Open house #2</td>
</tr>
<tr>
<td>Oct 1</td>
<td>Comments due</td>
</tr>
<tr>
<td>Fall</td>
<td>Final design</td>
</tr>
<tr>
<td>Fall/Winter</td>
<td>Implementation</td>
</tr>
<tr>
<td>2016</td>
<td>Evaluation</td>
</tr>
</tbody>
</table>
63RD AVE SW TO 60TH AVE SW

Existing Cross Section

<table>
<thead>
<tr>
<th>north</th>
<th>9'</th>
<th>12'</th>
<th>12'</th>
<th>12'</th>
<th>9'</th>
<th>south</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td></td>
<td>Drive Lane</td>
<td></td>
<td>Two-Way Left</td>
<td>Drive Lane</td>
<td>Parking</td>
</tr>
</tbody>
</table>

Proposed Cross Section

<table>
<thead>
<tr>
<th>north</th>
<th>8'</th>
<th>5'</th>
<th>3'</th>
<th>11'</th>
<th>11'</th>
<th>3'</th>
<th>5'</th>
<th>8'</th>
<th>south</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>Bike Lane</td>
<td>Buffer</td>
<td>Drive Lane</td>
<td>Drive Lane</td>
<td>Buffer</td>
<td>Bike Lane</td>
<td>Parking</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Speed:** 32 MPH in both directions

**Average number of vehicles (east of 61st Ave SW):** 6,236

3,471 Westbound
2,765 Eastbound
60TH AVE SW TO SW STEVENS ST

Existing Cross Section

<table>
<thead>
<tr>
<th>north</th>
<th>9'</th>
<th>12'</th>
<th>12'</th>
<th>12'</th>
<th>9'</th>
<th>south</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>Drive Lane</td>
<td>Two-Way Left</td>
<td>Drive Lane</td>
<td>Parking</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Proposed Cross Section

<table>
<thead>
<tr>
<th>north</th>
<th>9'</th>
<th>3'</th>
<th>5'</th>
<th>11'</th>
<th>11'</th>
<th>3'</th>
<th>5'</th>
<th>7'</th>
<th>south</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>Buffer</td>
<td>Bike Lane</td>
<td>Drive Lane</td>
<td>Drive Lane</td>
<td>Buffer</td>
<td>Bike Lane</td>
<td>Parking</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Speed: 37 MPH in both directions
Average number of vehicles (east of SW Stevens St): 8,506
4,154 Westbound
4,352 Eastbound
SW STEVENS ST TO SW LANDER ST

Existing Cross Section

<table>
<thead>
<tr>
<th>north</th>
<th>9'</th>
<th>11.5'</th>
<th>10'</th>
<th>11.5'</th>
<th>9'</th>
<th>south</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>Drive Lane</td>
<td>Two-Way Left</td>
<td>Drive Lane</td>
<td>Parking</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Proposed Cross Section

<table>
<thead>
<tr>
<th>north</th>
<th>7'</th>
<th>3'</th>
<th>5'</th>
<th>10.5'</th>
<th>10.5'</th>
<th>3'</th>
<th>5'</th>
<th>7'</th>
<th>south</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>Bike Lane</td>
<td>Drive Lane</td>
<td>Drive Lane</td>
<td>Buffer</td>
<td>Bike Lane</td>
<td>Parking</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Speed:** 37 MPH in both directions

**Average number of vehicles (east of SW Stevens St):** 8,506
4,154 Westbound
4,352 Eastbound
**SW LANDER ST TO 47TH AVE SW**

**Speed:** 37 MPH in both directions

**Average number of vehicles (east of 51st Ave SW):** 10,477

- 5,137 Westbound
- 5,340 Eastbound
47TH AVE SW TO 44TH AVE SW

Existing Cross Section

Proposed Cross Section

Speed: 33 MPH in both directions
Average number of vehicles (east of 48th Ave SW): 11,976
6,013 Westbound
5,963 Eastbound
No Change - Existing Cross Section

<table>
<thead>
<tr>
<th>north</th>
<th>10.5'</th>
<th>10.5'</th>
<th>10'</th>
<th>10.5'</th>
<th>10.5'</th>
<th>south</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Parking: 1/2 block</td>
</tr>
<tr>
<td>Drive Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(at California)</td>
</tr>
<tr>
<td>Drive Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Left Turn Lane</td>
</tr>
<tr>
<td>Drive Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>North</td>
</tr>
</tbody>
</table>

**Speed:** 31 MPH in both directions

**Average number of vehicles (east of 45th Ave SW):** 14,421
- 7,336 Westbound
- 7,085 Eastbound
COLLISION LOCATIONS
(1/1/2011 - 12/31/2014)

- 1 pedestrian collision (2012)
- 2 bicycle collisions (both in 2011)
- 71 vehicle-only collisions
# SW Admiral Way Safety Project

## Option A

**Legend**
- Buffered Bike Lane
- Maintain Parking on Both Sides, Remove Center Turn Lane
- A Potential New Crosswalk
- Left Turn Pocket

### Map Details
- Westbound radar feedback sign
- Maintain existing left turn pocket
- Under Study

## Option B

**Legend**
- Buffered Bike Lane
- Maintain Parking on Both Sides, Remove Center Turn Lane
- A Potential New Crosswalk

### Map Details
- Westbound radar feedback sign
- North Side: 2 out of 69 Parking Utilization
- South Side: 11 out of 65 Parking Utilization
- Maintain existing left turn pocket
- Under Study