



Rainier Avenue South Road Safety Corridor

Issue Identification Meetings
Project Manager Jim Curtin
November 12 and 18, 2014

SDOT's mission & vision

Mission: delivering a first-rate transportation system for Seattle.



Vision: a vibrant Seattle with connected people, places, and products.

SDOT's values



Presentation overview

- Project background
- Project area
- Existing conditions
- Data
- General Q & A
- Feedback session



Background

Why this project?

- Safety improvements requested by local community
- Data indicates significant speed and collision issues along the Rainier corridor



Project goals

Make Rainier Ave safer for everyone

- Reduce speeds
- Provide new and enhance existing pedestrian crossings
- Maintain efficient transit service
- Improve intersection safety
- Reduce injuries



Strategies and timing

Strategies

- Data-driven education, enforcement, and engineering efforts
- Short and long-term engineering solutions
- Public input

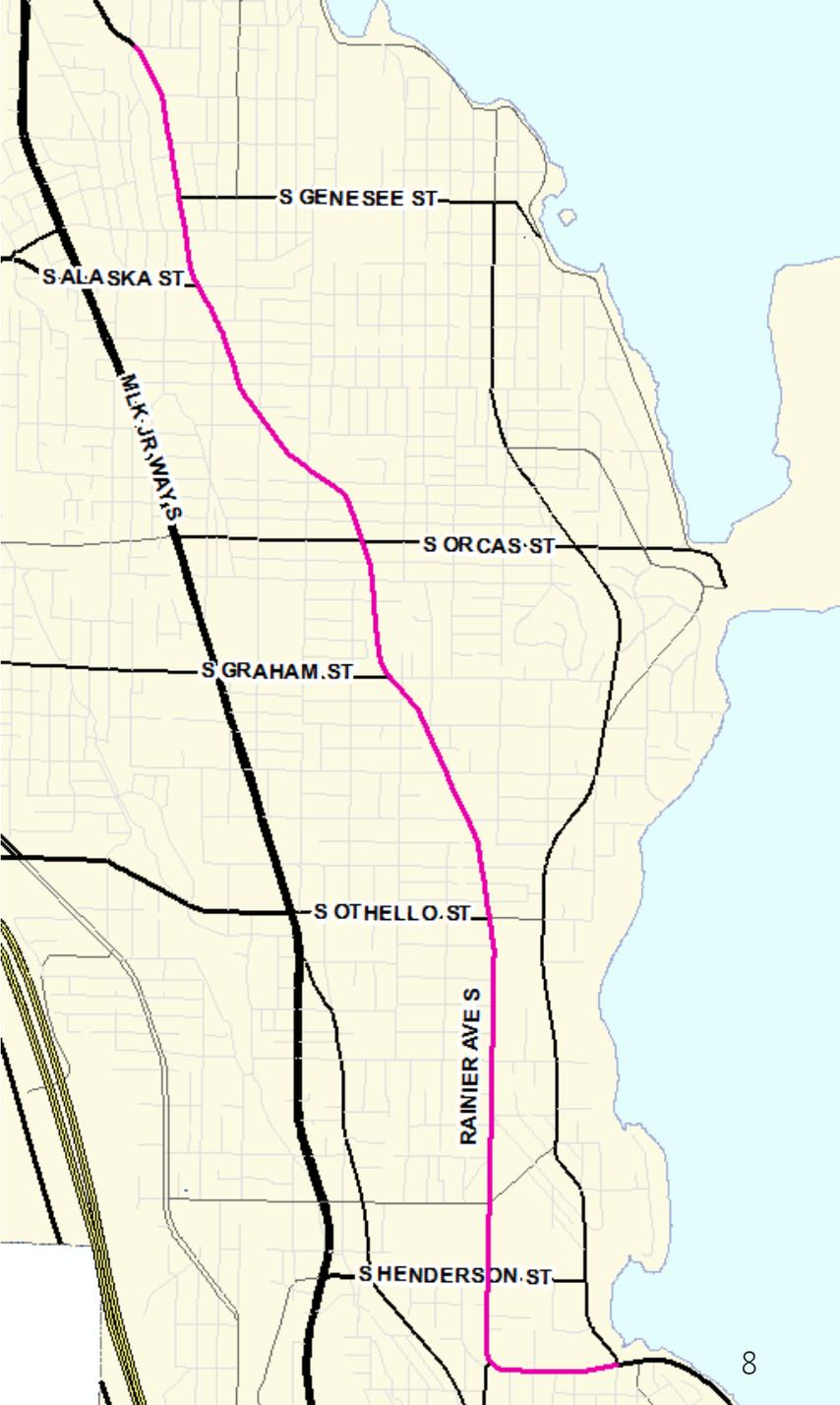
Implementation

- Spring 2015 and beyond



Project area

Rainier Avenue S, between
Letitia Avenue S and
Seward Park Avenue S



Current street design

Rainier Avenue South

- Principal arterial
- 4 to 5 lanes
- 50-52 feet wide
- Curves and skewed intersections



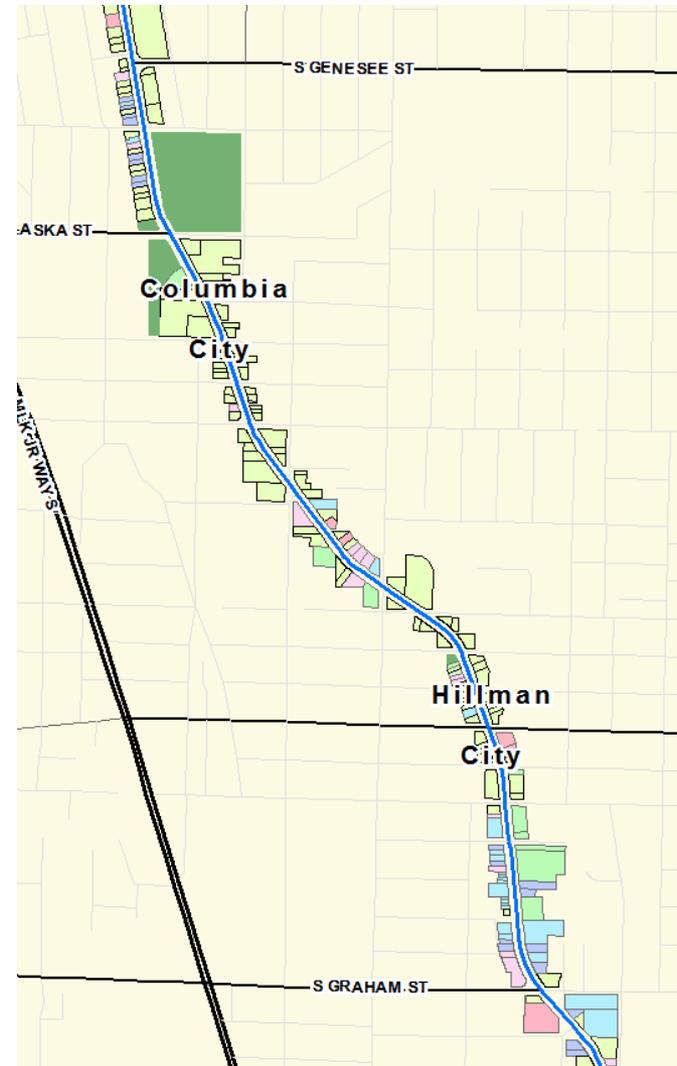
What's along the corridor

People

- More than 70,000 live in zip codes 98118 and 98144
- 15 percent of households car-less

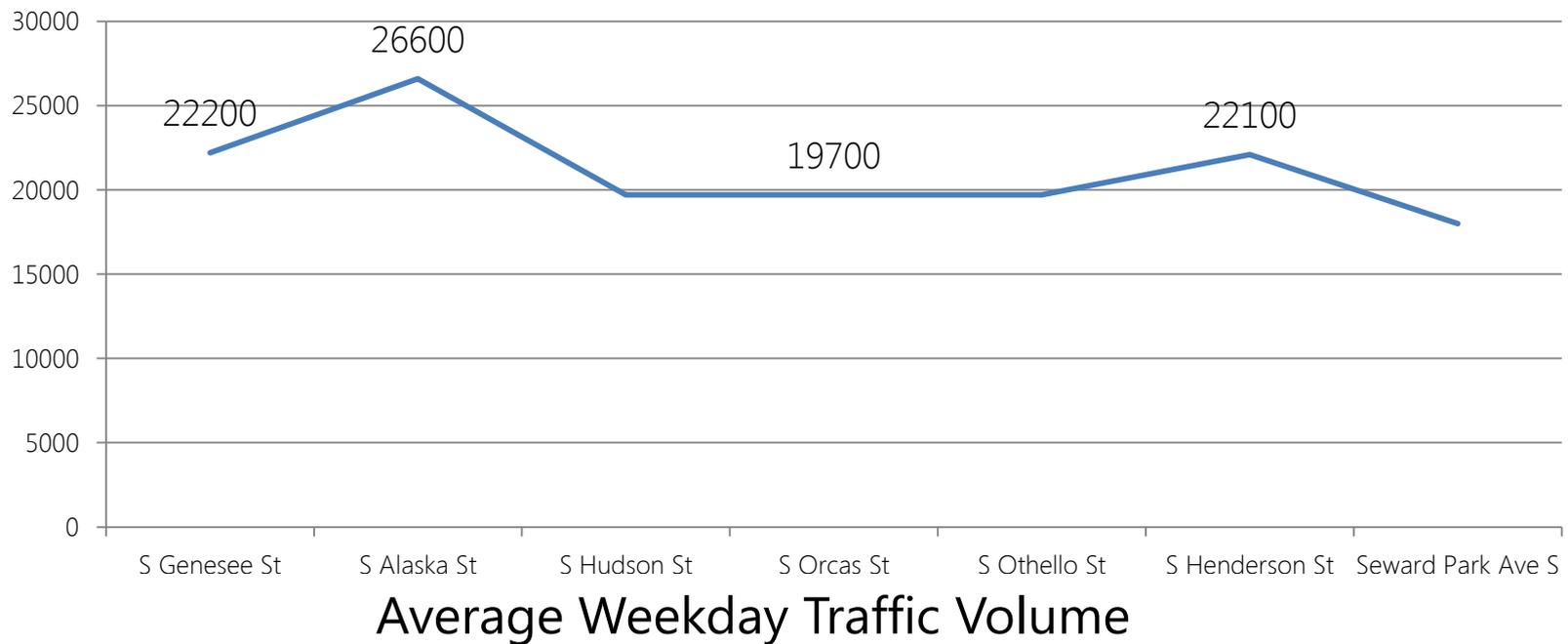
Land uses

- 431 parcels
 - 45% Commercial/Mixed Use (195)
 - 30% Single/Multi-Family (128)
 - 16% Vacant (70)
- 18 major institutions
- 10+ schools and daycare centers within three blocks
- 10 industrial uses
- 5 parks
- Senior housing and community centers
- 2 libraries



Traffic data

- 19,700 to 26,600 vehicles per weekday
- More than 11,000 daily transit trips, transit service every 10 minutes
- High levels of pedestrian activity
 - 100 crossings per day Rainier and Henderson
- Primary emergency response route
- Commercial vehicle route



Collisions – a global health issue

- 1.24 million per year worldwide road traffic deaths
- 35,200 traffic deaths in United States
- 3.8 million crash injuries



GLOBAL STATUS REPORT ON ROAD SAFETY 2013

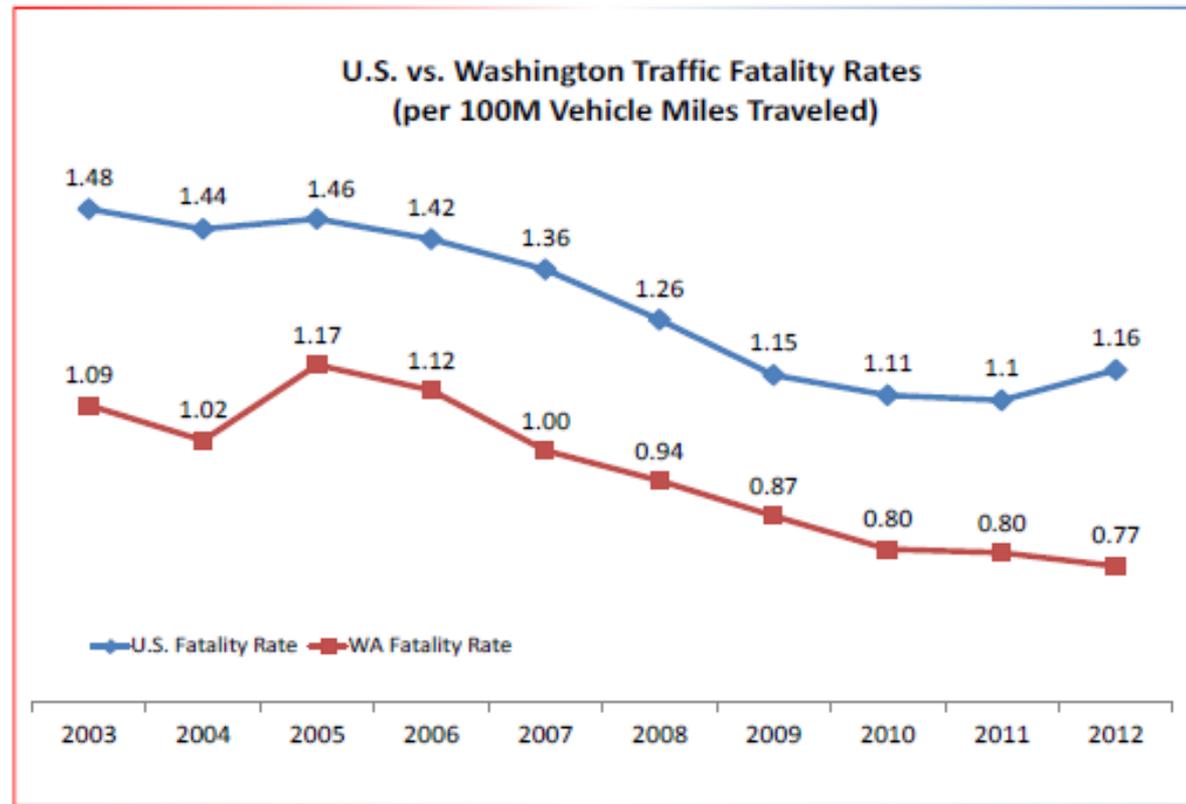


SUPPORTING A DECADE OF ACTION



2013 WA Annual Collision Summary

- 5,359,469 licensed drivers
- 6,003,141 vehicles
- 440,773 speeding citations
- 39,389 cell/texting citations
- 31,724 DUI citations
- 440 deaths in Washington, 76 in King County



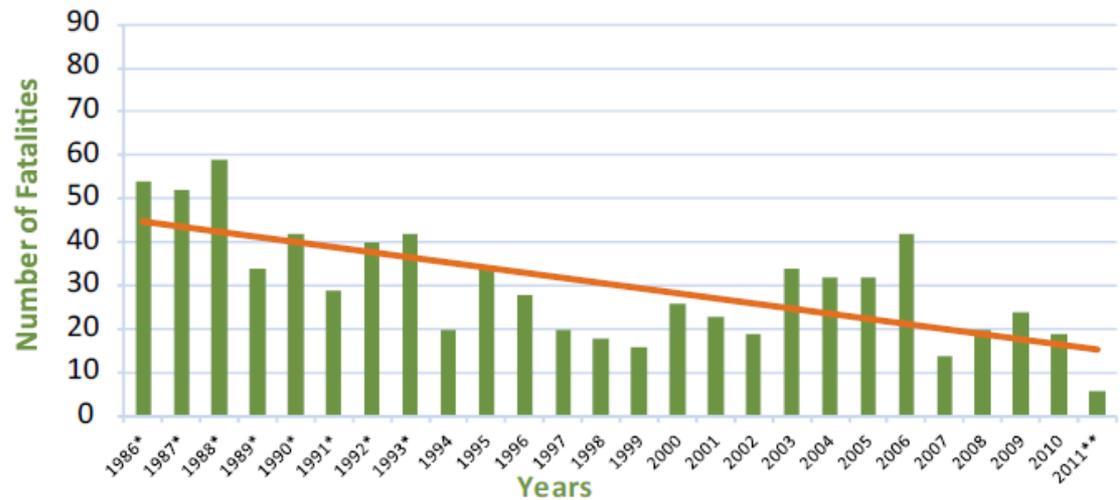
Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A and B for more information.
2013 data is not available.

Working toward zero traffic deaths

Seattle frequently recognized as safe city, but there's room for improvement

- 10,000+ collisions annually
- 350+ pedestrian crashes annually
- 400+ bicycle collisions annually
- Around 20 deaths per year

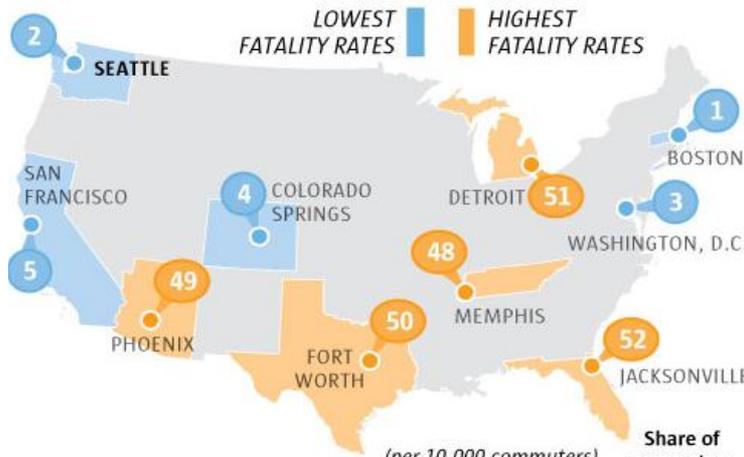
Traffic Fatalities in Seattle 1986 - 2011



*includes collisions from the freeways
 **2011 fatalities through 9/26/2011

Safest, deadliest cities for walking and biking

Cities where many people walk or bike to work are among the safest. Seattle ranks second, based on a formula to determine the overall fatality rate for bike and pedestrian commuters.



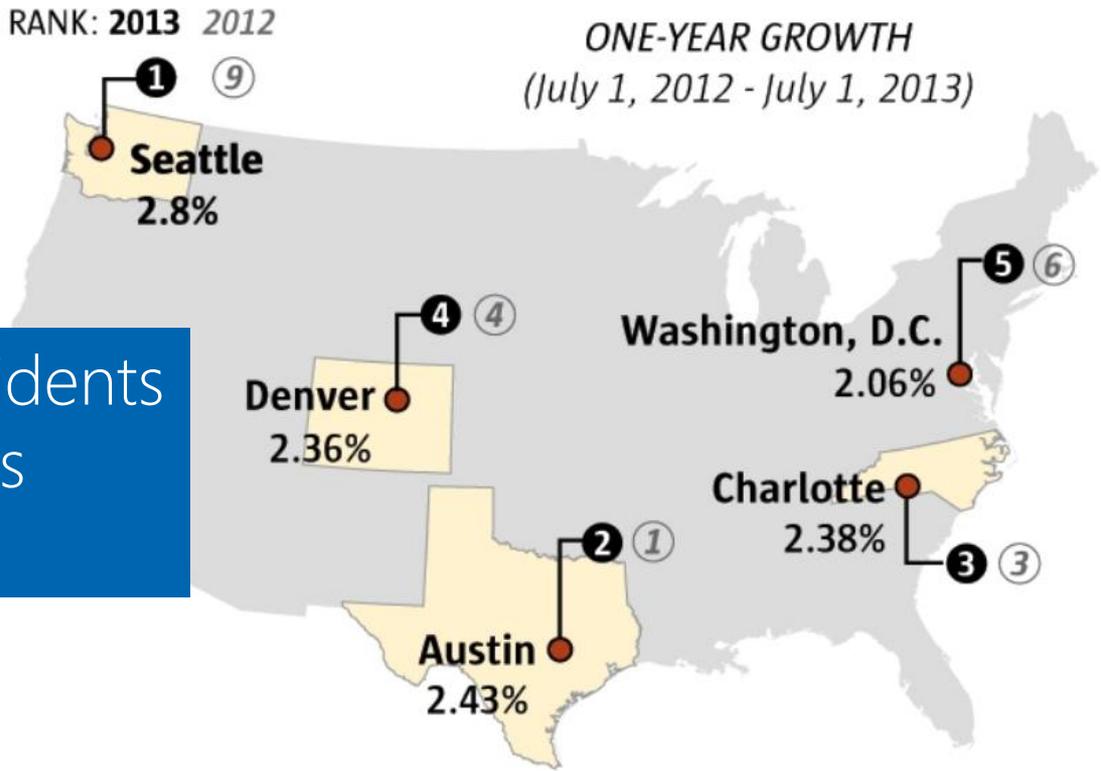
RANK/CITY	(per 10,000 commuters)		Share of commuters who walk or bike
	Bike fatalities	Pedestrian fatalities	
SAFEST CITIES			
1. Boston	2.5	0.9	16.7%
2. Seattle	1.7	2.7	12.0
3. Washington, D.C.	1.1	3.3	14.7
4. Colorado Springs	4.8	3.4	3.7
5. San Francisco	0.9	4.0	13.2
DEADLIEST CITIES			
52. Jacksonville	33.1	41.6	1.7%
51. Detroit	39.8	40.1	3.5
50. Fort Worth	41.9	29.6	1.1
49. Phoenix	19.3	29.6	2.7
48. Memphis	36.0	29.1	2.1

Source: Benchmarking Report, Alliance for Biking & Walking, 2014
 GARLAND POTTS / THE SEATTLE TIMES

Seattle is growing. A lot.

Seattle tops list of fast-growing cities

Seattle had the fastest rate of growth among the 50 most-populous U.S. cities from 2012 to 2013.



120,000 new residents
115,000 new jobs
by 2030

Source: U.S. Census Bureau

Collision data

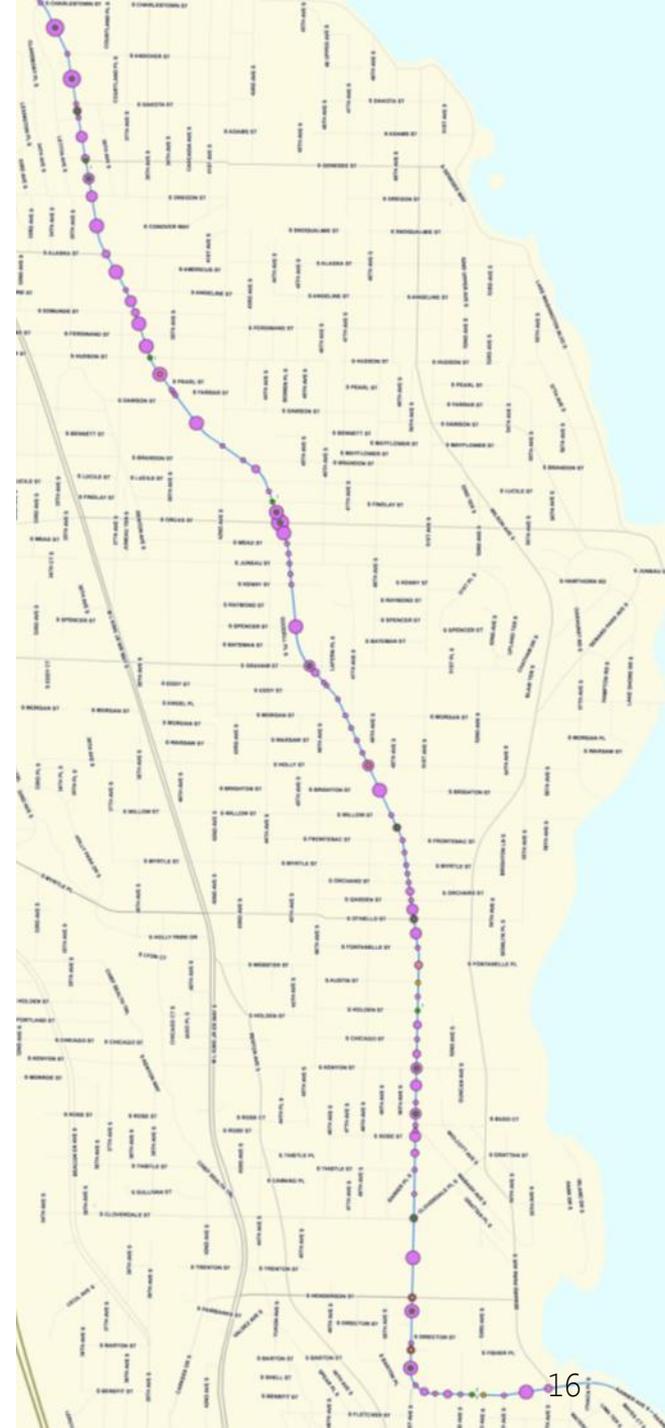
Average of 1 crash/day on Rainier

Last 3 years

- 1243 total collisions
- 630 injuries
- 2 fatalities

Last 10 years

- Nearly 3600 total collisions
- 1700+ injuries
- 11 fatalities



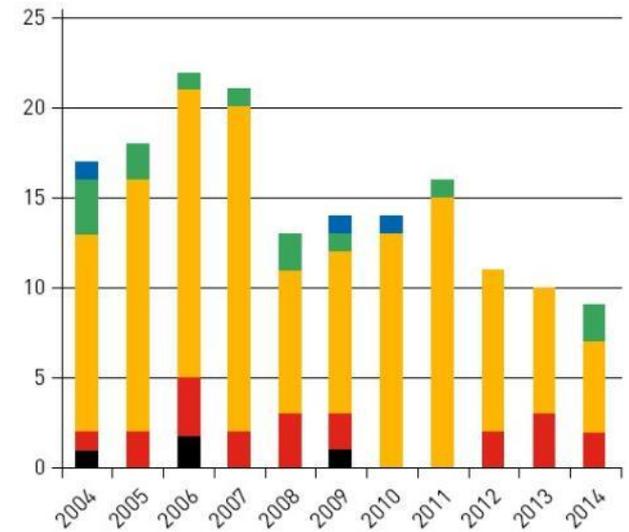
Collision data

Pedestrian and bicycle collisions last 3 years:

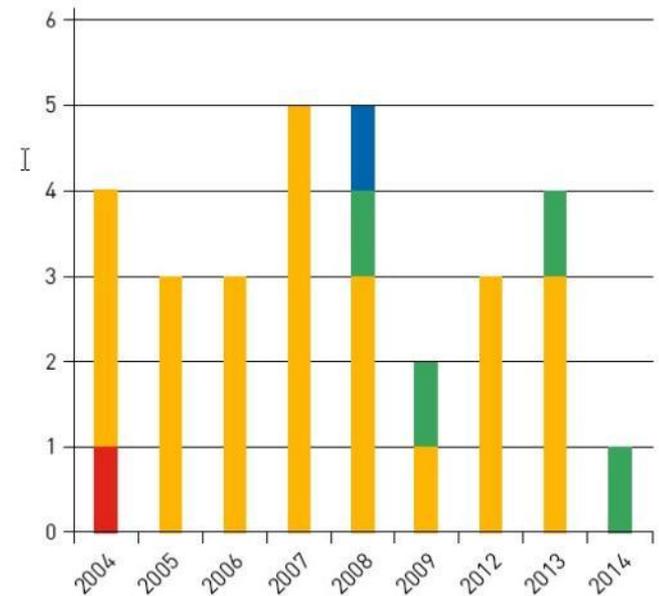
- 46 pedestrian-vehicle
- 10 bicycle-vehicle

Last 10 years:

- 165 pedestrian-vehicle
- 30 bicycle-vehicle



Annual Pedestrian Collisions



Annual Bicycle Collisions

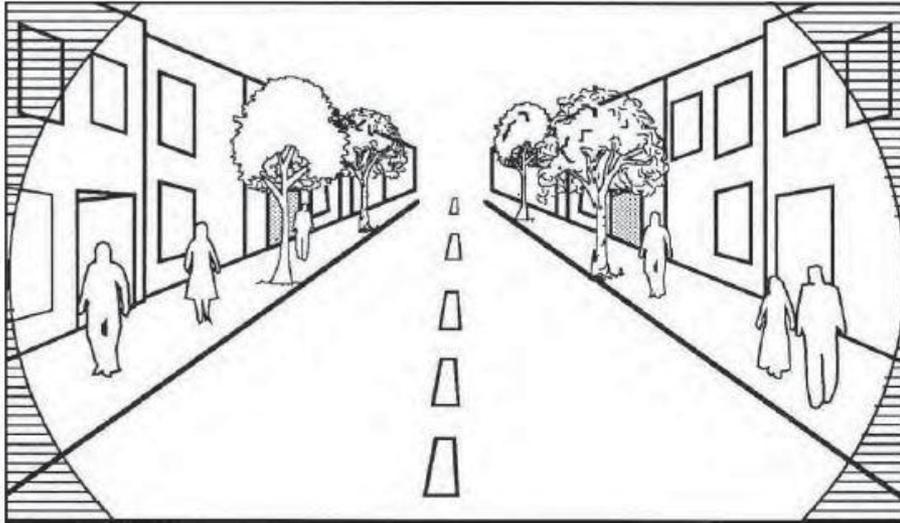
Recent speed studies

Posted speed limit is 30 miles per hour

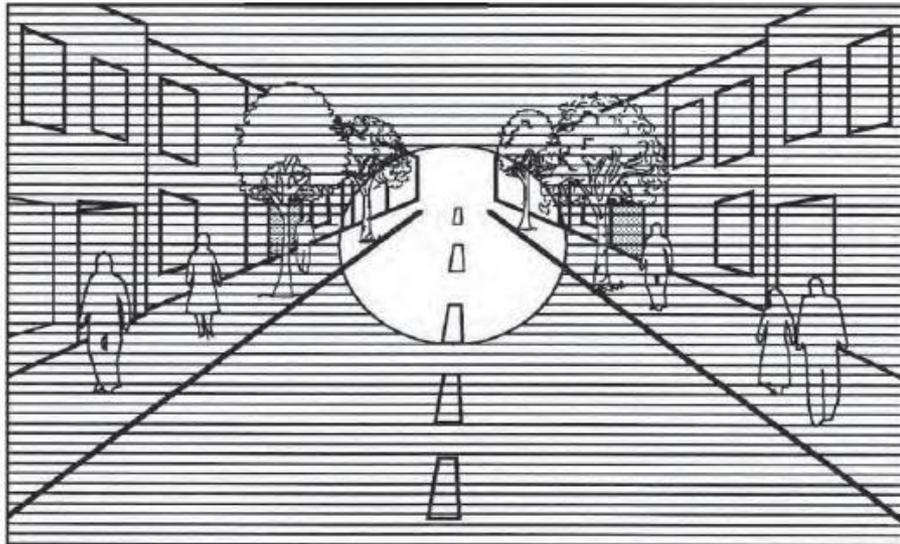
Location	85th Percentile Speed	Percent Speeding (3+ mph over the speed limit)	Average number of high-end speeders per weekday
S Hudson Street	35 mph	20%	611/day
42nd Avenue South	38 mph	55%	1812/day
S Holly Street	37 mph	56%	1083/day
S Cloverdale Street	36 mph	38%	1083/day

High-end speeders = 10+ miles per hour over the speed limit

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

HIT BY A VEHICLE
TRAVELING AT:

30
MPH



5 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

40
MPH



Only 1 out of 10 pedestrians survives

Behavioral issues and enforcement

Contributing causes

- Distraction
- Speeding
- Impairment
- Failure to yield

Enforcement

- Targeted patrols
- Photo enforcement



Next steps

November 18 4:30 – 6:30 PM	Issue Identification Meeting 2 Ethiopian Community Center 8323 Rainier Ave S
November through January	Outreach and conceptual designs
February 2015	Design Alternatives Review Meetings
March/April 2015	Final determination and outreach meeting
Spring 2015	Implementation begins

Feedback session, 7 – 8 PM

- Review data
- Share experiences and ideas
- Ask questions
- Discussion topics:
 - Parking
 - Street design
 - Bicycle facilities
 - Sidewalks
 - Crosswalks and ramps
 - Traffic signals
 - Transit
 - Pavement
 - Traffic calming
 - Enforcement



Questions?

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

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