



SW Roxbury Street Road Safety Corridor

Design Alternatives Meetings

Project Manager Jim Curtin

July 31 and August 4, 2014, 6:00 pm to 7:45 pm

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
- Public outreach
- Existing conditions
- Short term projects
- Design proposals
- Discussion
- Review the draft plans



SW Roxbury Street at 10th Avenue SW looking west (photo courtesy of Patrick Robinson, West Seattle Herald)

Background

- High speeds and collision issues on Roxbury
- Opportunity with Safe Routes To School (SRTS) funding
- Community-requested safety improvements in 2013
 - Westwood, Roxhill, Arbor Heights
 - Highland Park and North Highline

REQUEST FOR REVIEW OF SW ROXBURY STREET SAFETY, IN SEATTLE AND KING COUNTY

July 22, 2013

To: Seattle Mayor Mike McGinn
Seattle City Councilmember Tom Rasmussen
Seattle Department of Transportation Director Peter Hahn
Seattle City Traffic Engineer Dongho Chang
King County Councilmember Joe McDermott
King County Road Services Division Director Brenda Bauer

Pedestrian safety on SW Roxbury Street is a serious concern, particularly for children attending Roxhill Elementary School, Holy Family School and the Community School of West Seattle (9450 22nd Ave SW). The Westwood/Roxhill/Arbor Heights Neighborhood Council, Highland Park Action Committee and the North Highline Unincorporated Area Council request that the Seattle Department of Transportation (SDOT) conduct a study of Roxbury Street to determine the most appropriate ways to increase safety for all users of the street. Focusing on Roxbury Street between 35th Avenue and 8th Avenue, we ask SDOT to consider the following issues and goals:

1) Reduce vehicle speeds

Vehicles routinely travel through the Roxhill Elementary and Holy Family school zones faster than 20 MPH during times when children are present, despite school zone flashing lights and warning signs. SDOT statistics from 32 Avenue SW show the 85th percentile speed on Roxbury Street eastbound to be up to 37.9 MPH, well above the posted 30 MPH speed limit. (Figure 1) These vehicles are traveling downhill toward Roxhill Elementary, making it very difficult for them to slow down for the school zone. Similarly, at 20th Avenue SW, SDOT statistics show the 85th percentile speed on Roxbury westbound to be up to 37.7 MPH. (Figure 2) Again, this is in the Holy Family school zone, making it difficult for drivers to slow down to safe speeds when children are present.

Despite a 30 MPH speed limit between 35th Avenue and 14th Avenue, many vehicles travel as if the speed limit is higher. Eastbound drivers turning onto Roxbury from 35th Avenue do not encounter a 30 MPH speed limit sign until the east end of the Roxhill Elementary school zone at approximately 28th Avenue. This means that drivers are not aware of the 30 MPH speed limit until they are leaving the school zone. In general, with most drivers significantly exceeding the speed limit, the potential for accidents and pedestrian fatalities in the event of a collision is greatly increased.

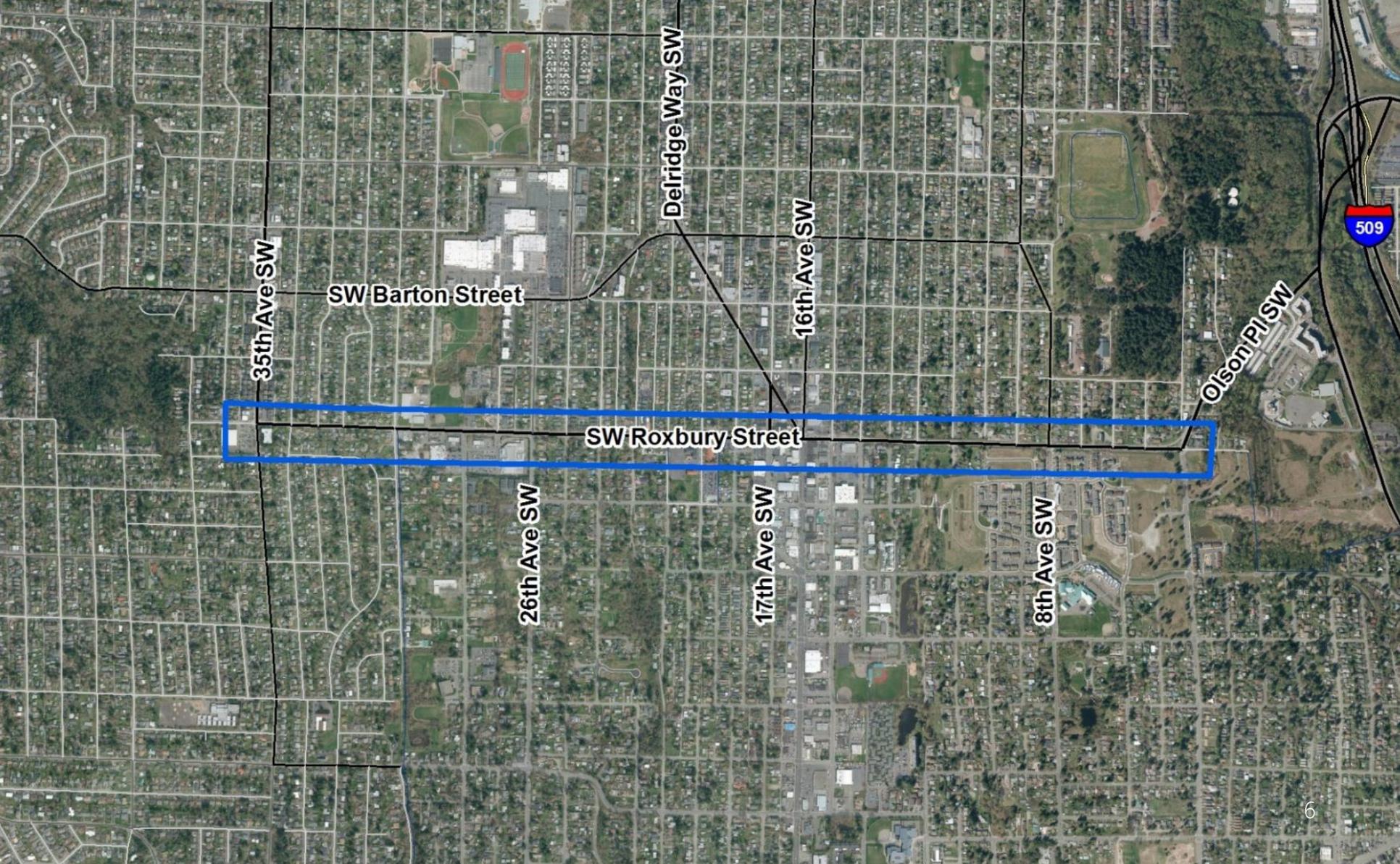
2) Increase pedestrian safety

On many portions of Roxbury, it is very difficult for pedestrians to safely cross the street. There are no marked crosswalks between 35th Avenue and 30th Avenue, between 26th Avenue and

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WESTWOOD/ROXHILL/ARBOR HEIGHTS NEIGHBORHOOD COUNCIL,
HIGHLAND PARK ACTION COMMITTEE
NORTH HIGHLINE UNINCORPORATED AREA COUNCIL
JULY 22, 2013

Project area



Background

- Goal: improve safety for all
- Data-driven education, enforcement, and engineering efforts
- Short and long-term engineering solutions



Public outreach summary

- Two “Issue Identification” meetings (February)
- Presented/participated in White Center Summit (March)
- Presented at community council meetings (March, April)
- Presented at White Center Chamber of Commerce (April)
- White Center CDA business and multi-lingual outreach (March-present)
- Two “Design Review” meetings (July, August)
- Business outreach (August, September)
- Delridge Day (August 9)

Issue identification meetings

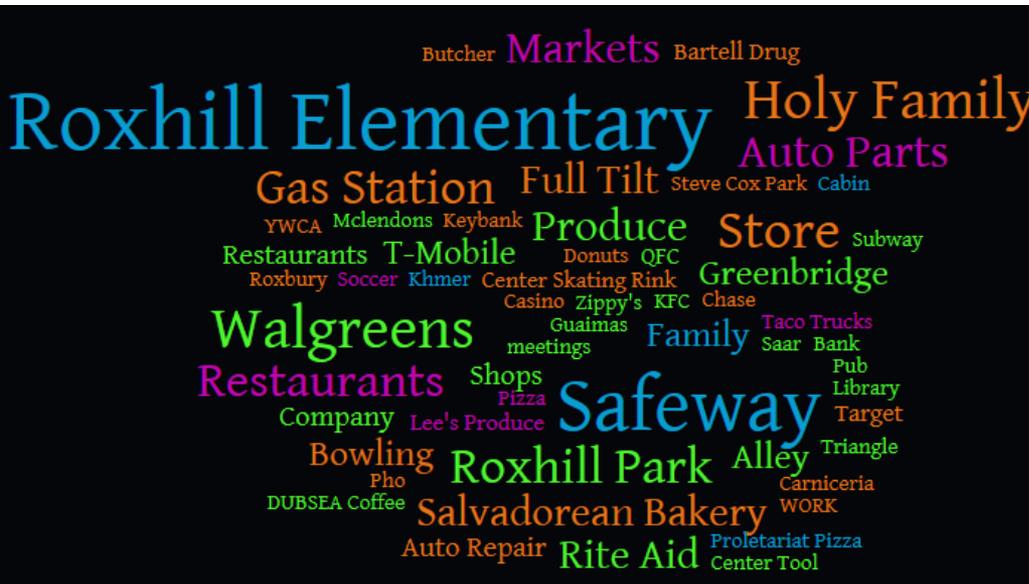
- Improve pedestrian environment
- Reduce speeding
- Review operations at signalized intersections
- Address pavement conditions in several locations
- Reduce speeds and collisions at the intersection of Roxbury, 4th Ave SW and Olson Pl SW



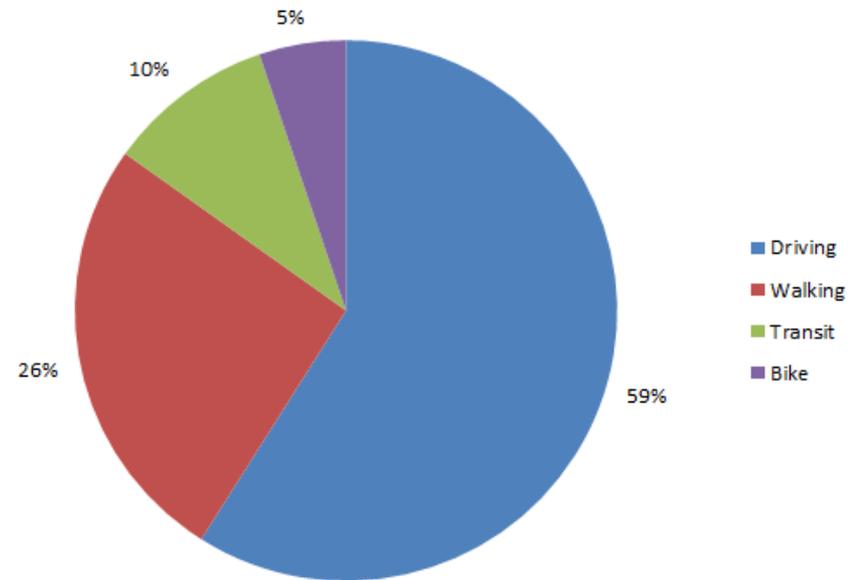
White Center CDA

- Business and multi-lingual outreach
- 200+ contacts

Major Destinations

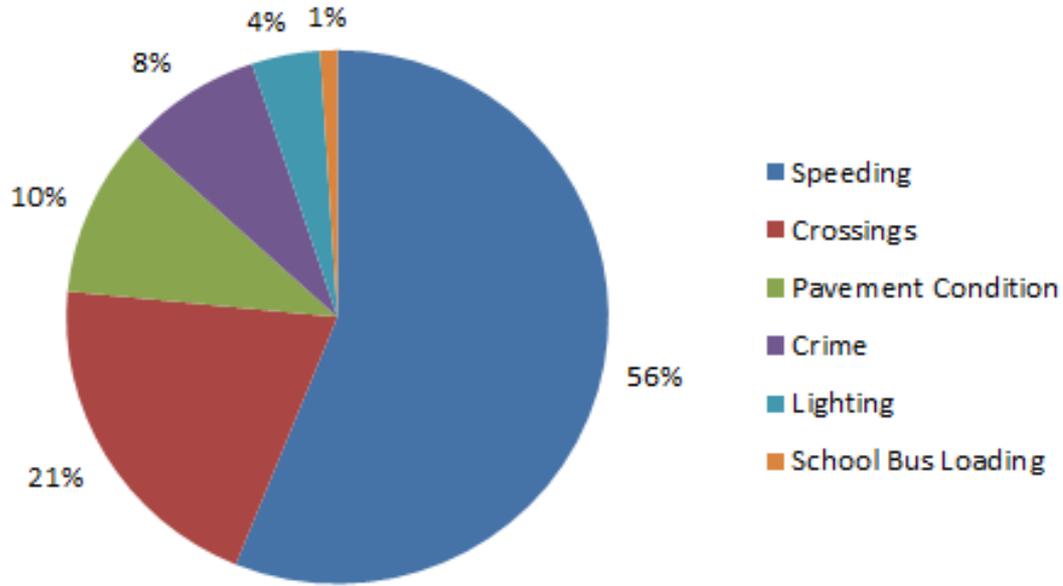


Travel Mode Choice



White Center CDA

Top Concerns



Existing conditions

- Adjacent land uses
 - 153 parcels
 - 52% single family residential
 - 18% retail, office, industrial
 - 3 schools, parks, open space
- White Center/Westwood Urban Village
- Served by 10+ transit routes

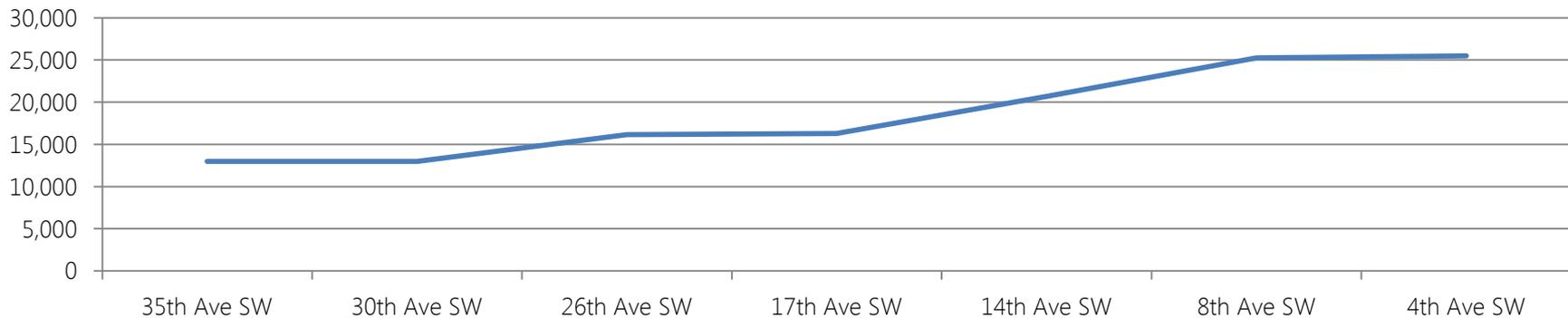


Existing conditions

- Principle Arterial Classification
- 13,000 AWDT at 35th Ave SW; 25,000 AWDT at Olson Pl SW



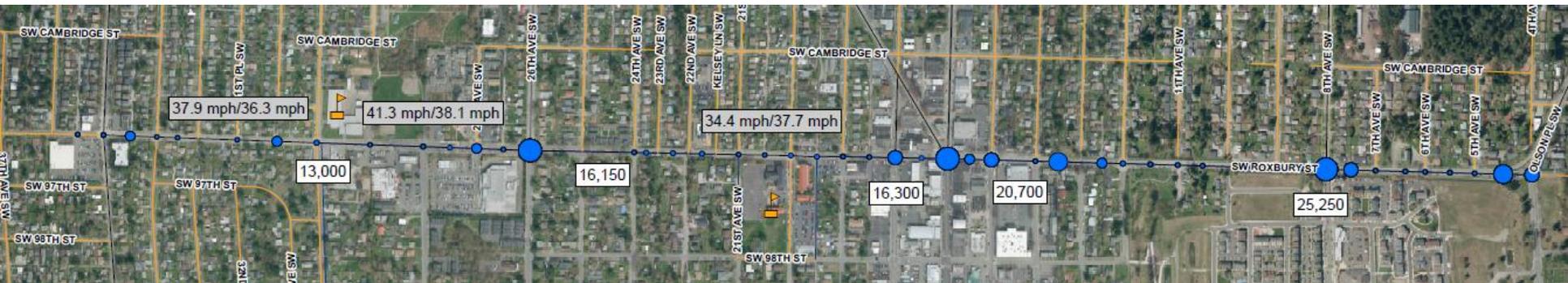
Average Daily Traffic



Existing conditions

Speeds

- 5+ mph over speed limit in most locations



34.4 mph/37.7 mph - 85th percentile speeds

Eastbound / Westbound

Existing conditions

Collisions

- 223 total collisions last three plus years
- 112 injuries



All Collisions - Last 3+ Years

- 1 - 4
- 5 - 7
- 8 - 12
- 13 - 16
- 17 - 22

Short-term projects

- Photo enforcement installed for Holy Family and Roxhill
- Curve warning and advisory speed limit signs installed on Roxbury/Olson Place curve
- 'Left turn yield on [green ball]' signage at Roxbury/Olson/4th SW (installation pending)



Short-term projects

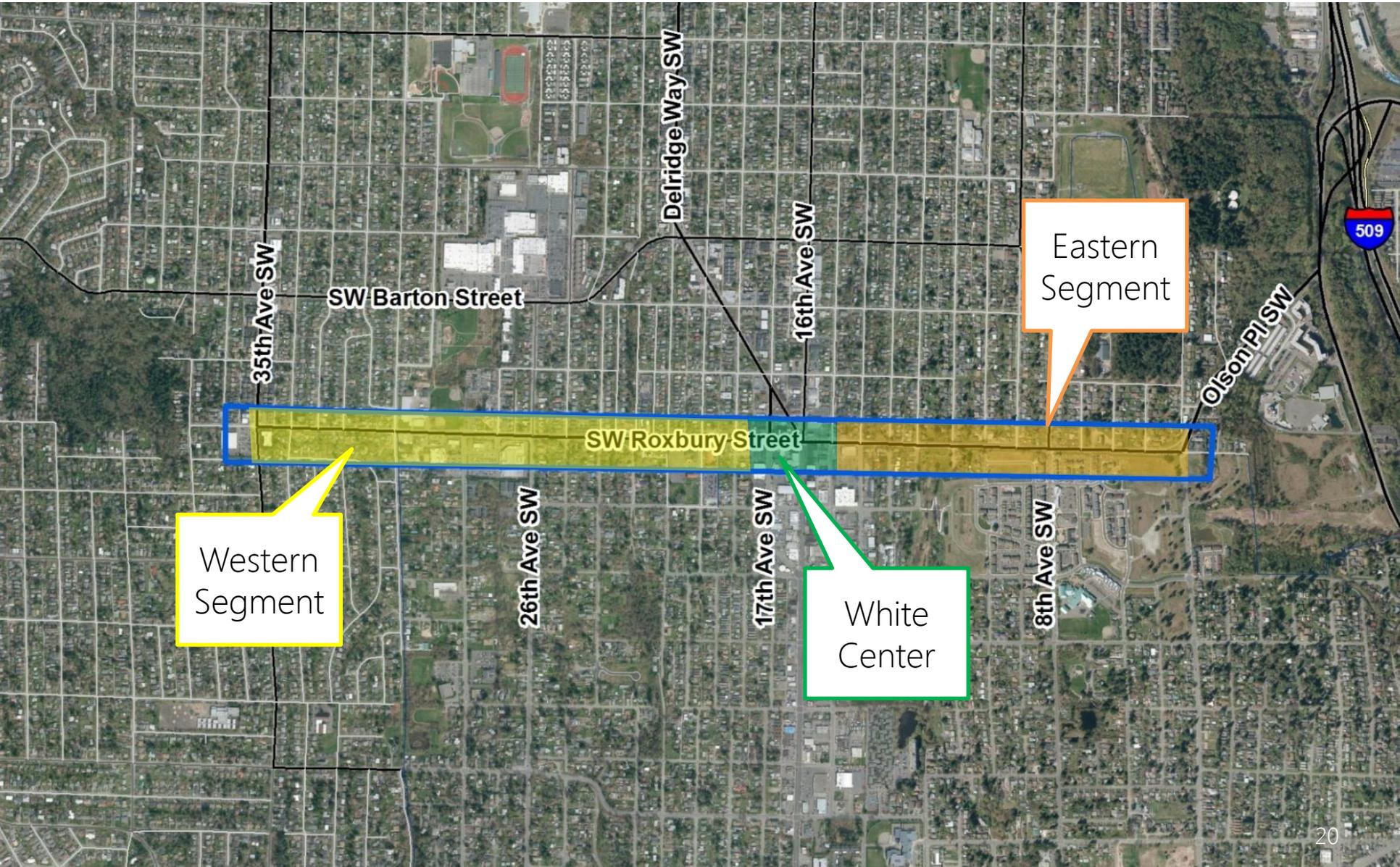
- Paving: Roxbury between 24th Ave SW and 27th Ave SW (2014)
- 26th Ave SW and Roxbury – left turn pockets for north and south approaches
- Grant funded sidewalks between 28th Ave SW and 30th Ave SW



Design proposals

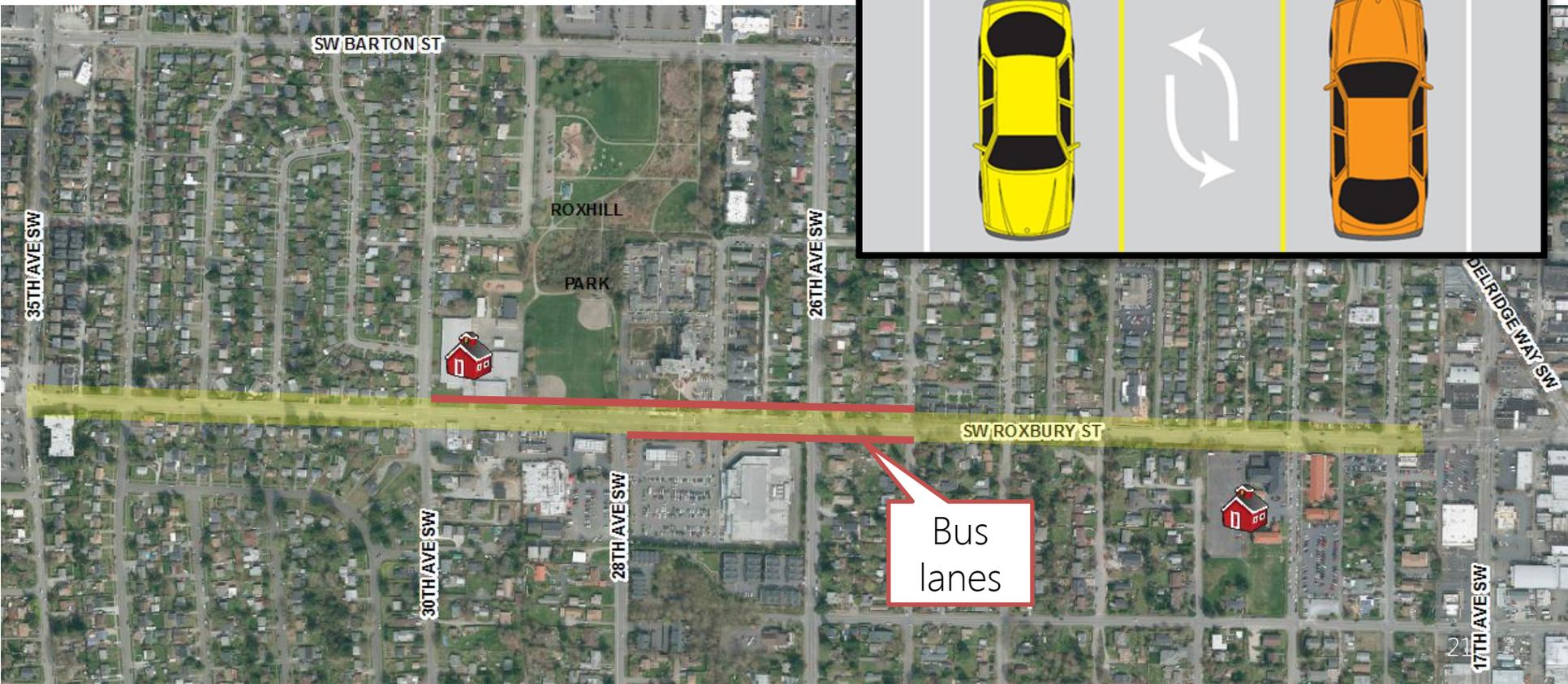
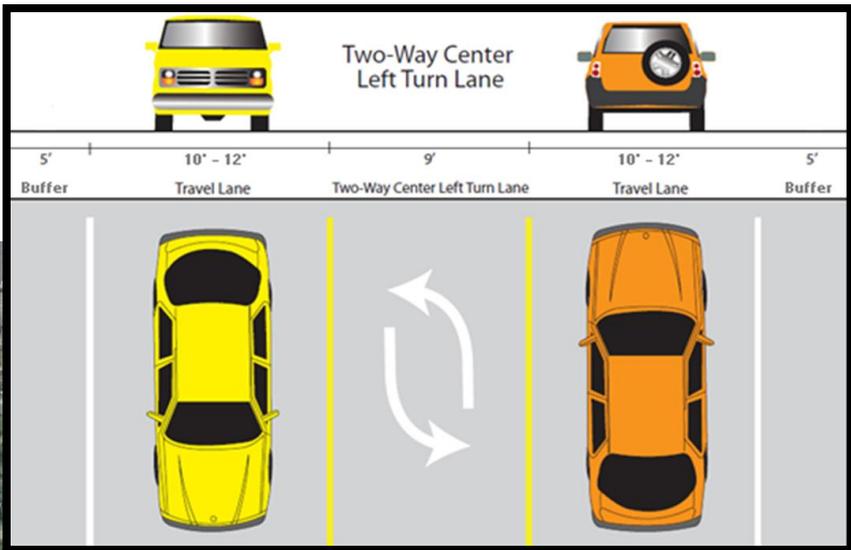
- Design 2014/early 2015
- Final determination to be made in coordination with partner agencies Fall 2014
- Implementation 2015

Design proposals



Design proposals – western segment

- Rechannelization between 17th Ave SW and 35th Ave SW (yellow, shaded area)
- Shared bus lane/potential new bus layover zone
- Signage improvements
- Spot pavement repairs
- Bike facilities later



Bus lanes

Design proposals

- Rechannelization details:
 - Candidate streets carry up to 25,000 vehicles per day
 - Roxbury segment carries 13,000 to 16,000 vehicles per day
- Benefits: lower speeds, reduced crash rates, improved pedestrian safety

Roxbury - Average Daily Traffic



Design proposals

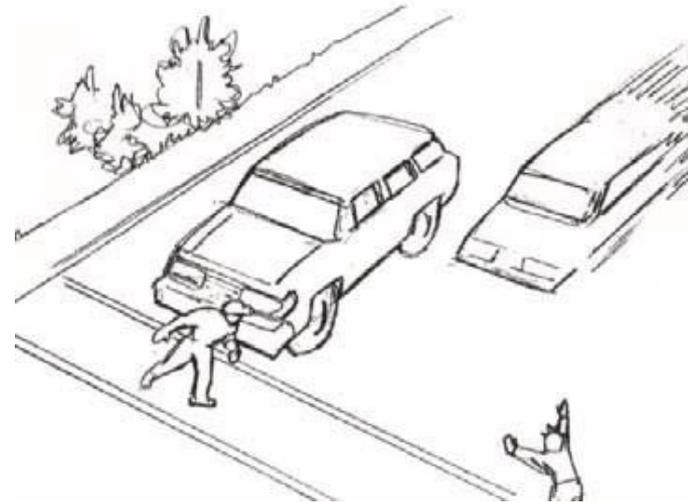
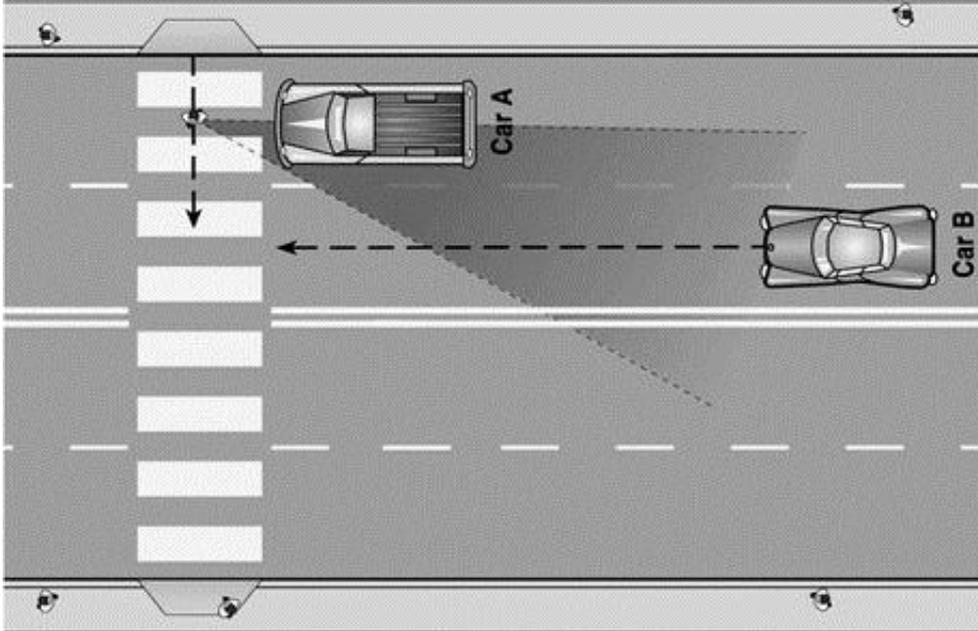
Past road rechannelization projects in West Seattle

- Delridge Way SW (1988)
- California Avenue SW (1972, 1994)

Street	Volume begin	Volume change	Collisions	85 th % speed	Top end speeders (10+ over posted speed limit)	Travel time
Stone Way	13,000	-6%	- 14%	- 6%	- 80%	N/A
Nickerson St	18,600	- 1%	- 23%	- 21%	- 94%	N/A
Fauntleroy Way SW	17,600	+ 0.3%	-31%	- 1%	-13%	+4 sec to +1.2 min
NE 125 th St	16,200	+ 4%	N/A	- 8%	- 69%	+ 1.5 min

Design proposals

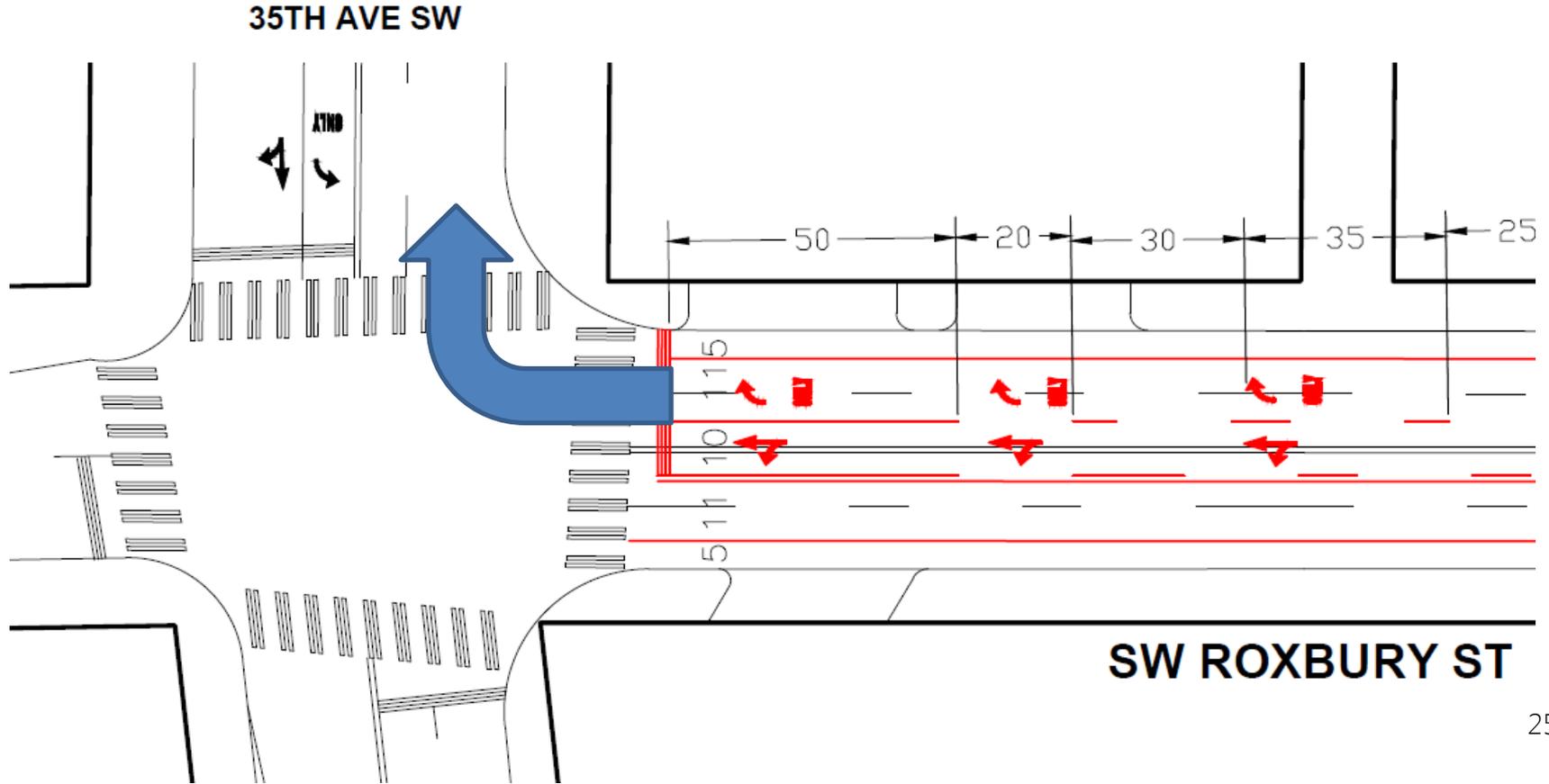
- Rechannelization benefits:
 - Improves pedestrian environment through school zones
 - Eliminates “multiple threat” collision
 - Allows SDOT to considered installing additional marked crosswalks
 - Improves sight lines
 - Provides buffer between pedestrians and vehicular traffic



Design proposals

Rechannelization benefits:

- Improves turning movements
 - Right turns improved for buses and freight
 - Left turns improved for vehicles entering Roxbury from side streets

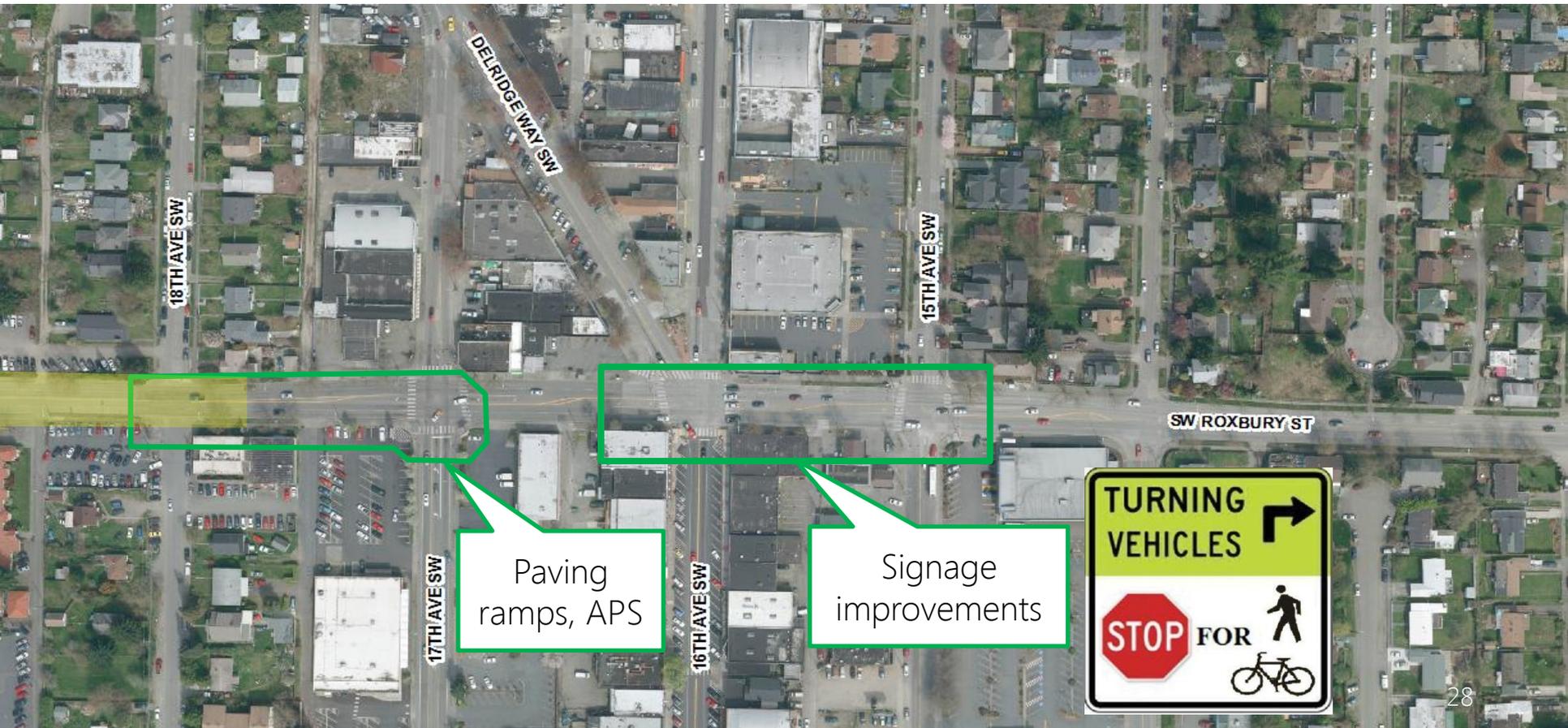






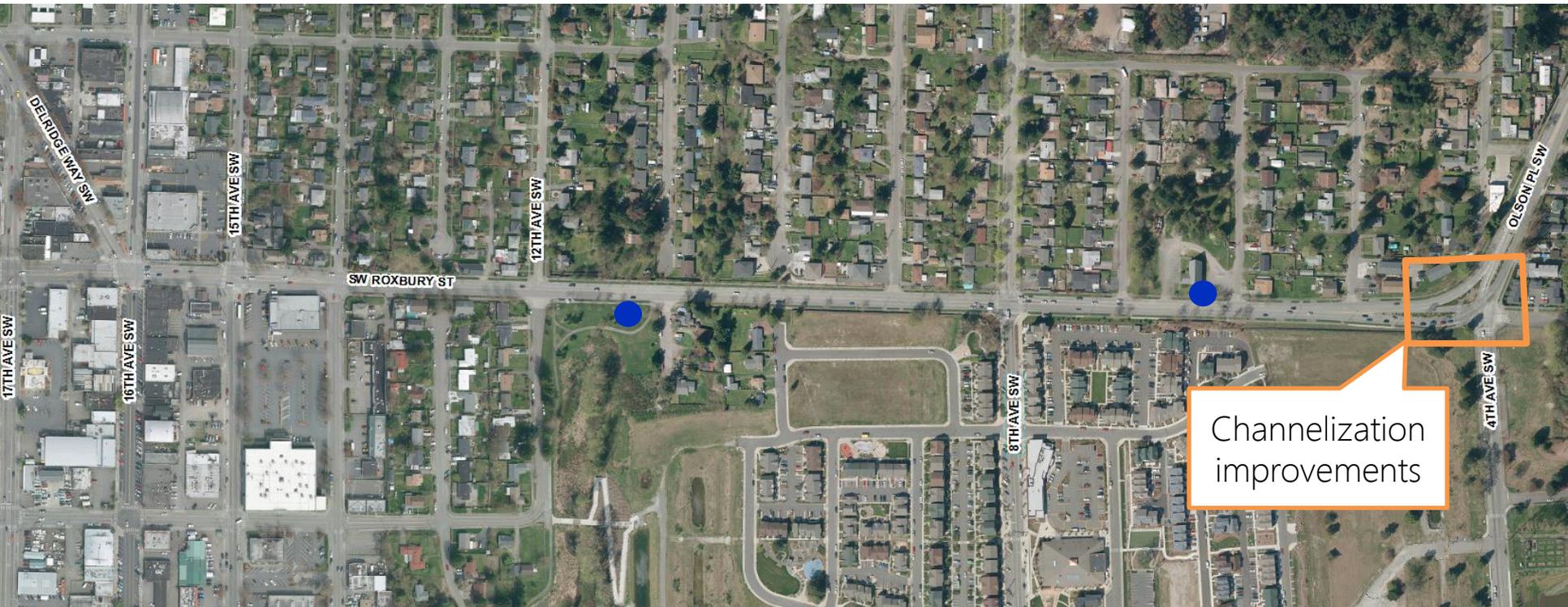
Design proposals – White Center

- No channelization changes
- Pavement repair between 17th Ave SW and 18th Ave SW (2015)
 - New curb ramps and accessible pedestrian signals at 17th Avenue SW
- Signage improvements



Design proposals – eastern segment

- Channelization improvements at Olson Place SW/4th Avenue SW
- Two radar speed signs (locations to be determined)



● Potential radar speed sign installation locations

Design proposals – eastern segment

- Long term: pedestrian signal at 12th Ave SW/Neighborhood Pond Transit Stops



- Potential radar speed sign installation locations

Discussion and design alternatives review

- 6:45 – 7:45 PM
- Review data
- Review draft plans
- Provide feedback



Next steps

July 31 August 4	Design Alternatives Meetings
August through October	Adjacent business outreach
Late Fall 2014	Final determination and outreach meeting
2014 through Summer 2015	Implementation

Questions?

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

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