



# *S Myrtle / Othello Street*

*Safety Improvements  
November 3, 2011*

# *Open House Format*

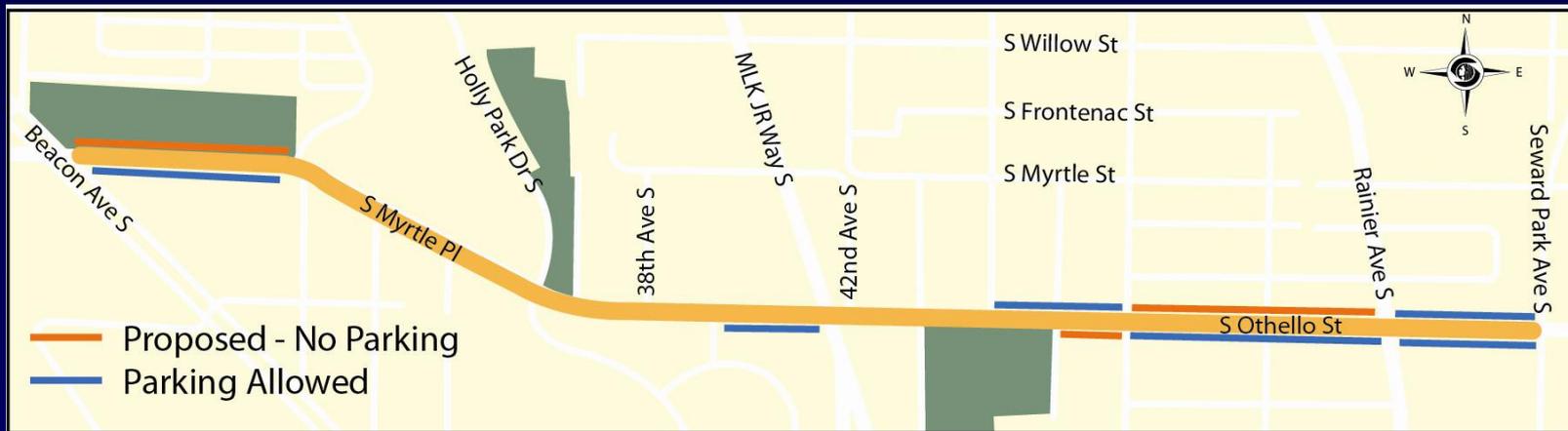
- Presentation (30 min)
- General Questions (15 min)
- Segment Breakout Sessions (30 min)

*Time for neighbors to see plans in front of their property*

- Seward Park Ave to Rainier Ave S
- Rainier Ave S to MLK Blvd
- MLK Blvd to Beacon Ave S

# Project Limits

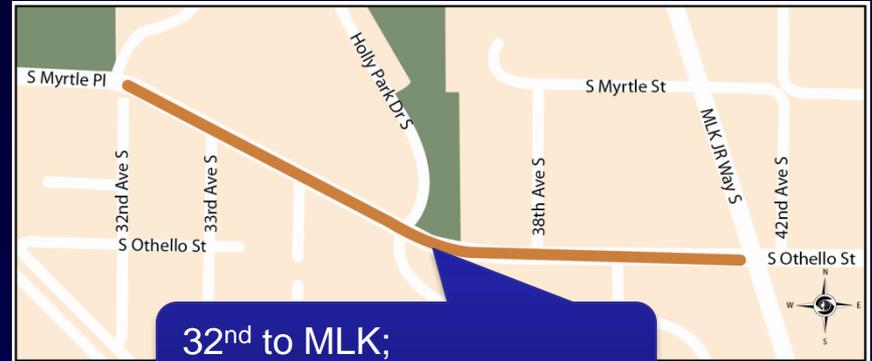
- Length 1.4 miles
- Seward Park Avenue S to Beacon Ave S



# Project Overview



Beacon to 32<sup>nd</sup>;  
Rechannelization and parking changes



32<sup>nd</sup> to MLK;  
Rechannelization



MLK to Rainier;  
Parking changes



Rainier to Seward Park;  
New curb and sidewalk; parking changes

# Project History



- Selected as top project by Southeast District Council in 2009 for Neighborhood Street Fund (NSF) consideration
- Othello Neighborhood Plan: “Create safe pedestrian and bicycle access to light rail and bus service, and to the business district, especially from the east and west.
- Identified in Bicycle Plan, Pedestrian Plan

# Project Goals



- Improve safety and access for everyone: pedestrians, bicyclists, transit, freight and cars
- Reduce speeding
- Reduce opportunity for collisions

# ***Pedestrian Benefits***



- Reduce speeding
- Fewer travel lanes to cross
- Remark crosswalks
- Upgrade signage
- Fewer cars blocking the sidewalk or parking on the planting strip

# *Traffic Benefits*



- Fewer speeders
- Fewer sideswipes and parked cars hit
- Wider travel lanes where they are substandard
- Improve access for left turns at driveways and intersections
- Pavement repair

# *Transit Benefits*



- Maintain existing speed and reliability
- Slower moving cyclists separated from travel lane
- Wider travel lanes where they are substandard
- Improved access for left turns
- Turn improvement at Seward Park Ave S

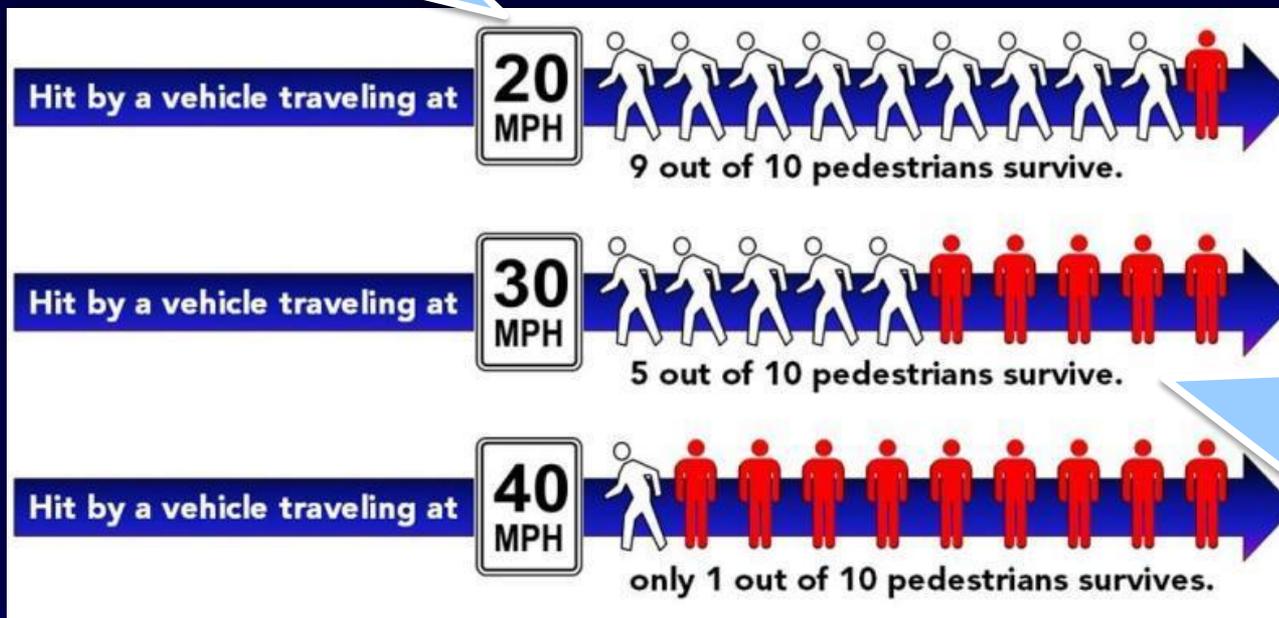
# ***Bicycle Benefits***



- Improves bicycle connections
- Uphill bike climbing lane provides cyclists space out of travel lane
- Bicycle lanes in both directions to separate cyclists from higher speed & higher volume traffic (Beacon to MLK segment)

# Pedestrian Safety

A modest decrease in motor vehicle speed can dramatically increase survival in pedestrian crashes



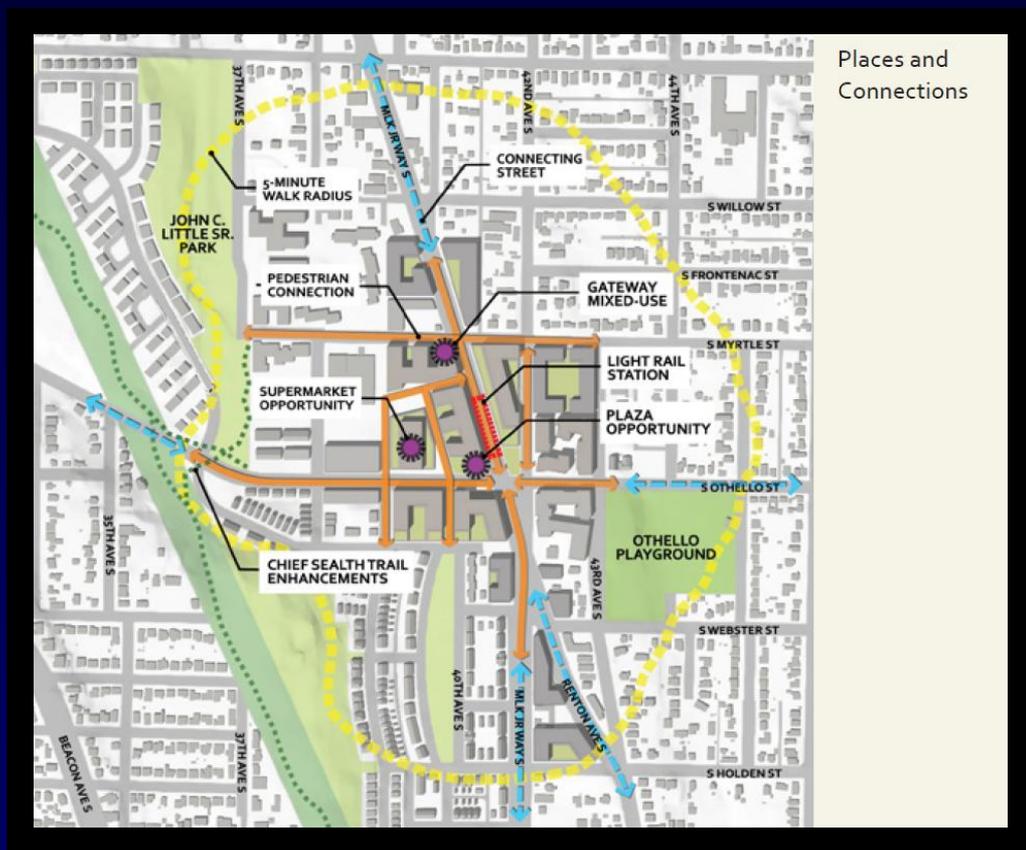
Speed reduction from 40 to 30 increases survival rate by 5 x

# Speed



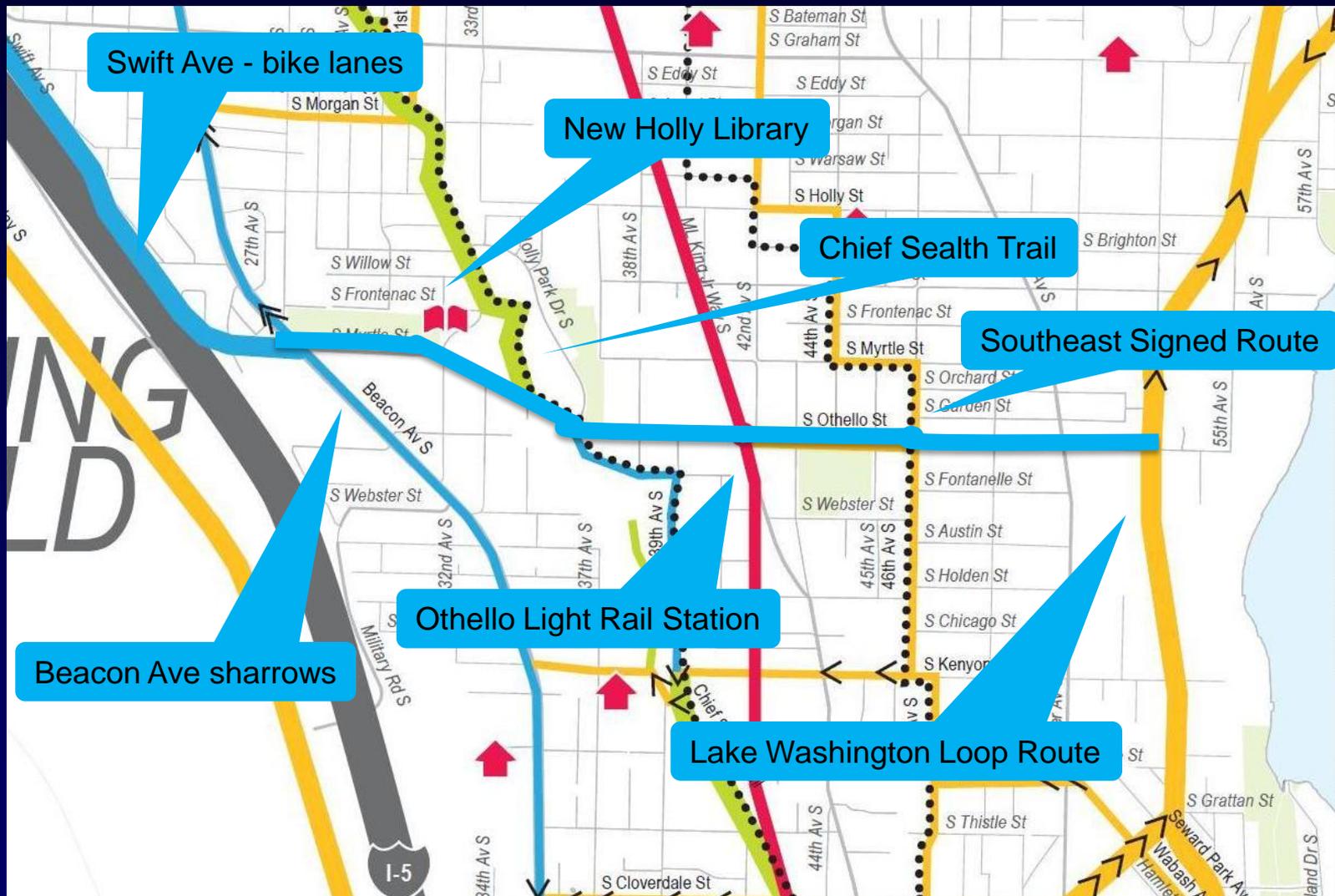
- Project benefit: reduce top-end speeders and improve pedestrian safety
- Speed limit 30
- High speed on four-lane section
  - 85<sup>th</sup> percentile near 40 mph
  - 74% exceeding posted speed (30 mph)
  - 14% exceeding 40 mph

# Pedestrian Connections

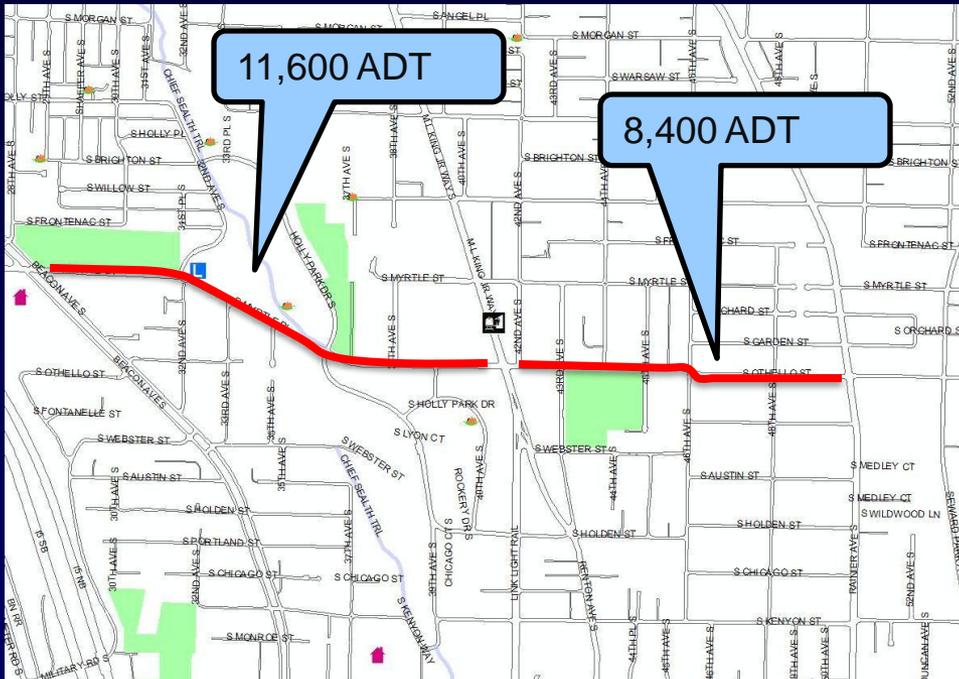


- Where are people walking?
  - Light rail
  - Schools
  - Parks
  - Urban village
  - Grocery store
  - Community center
  - Bus stops

# Bicycle Connections

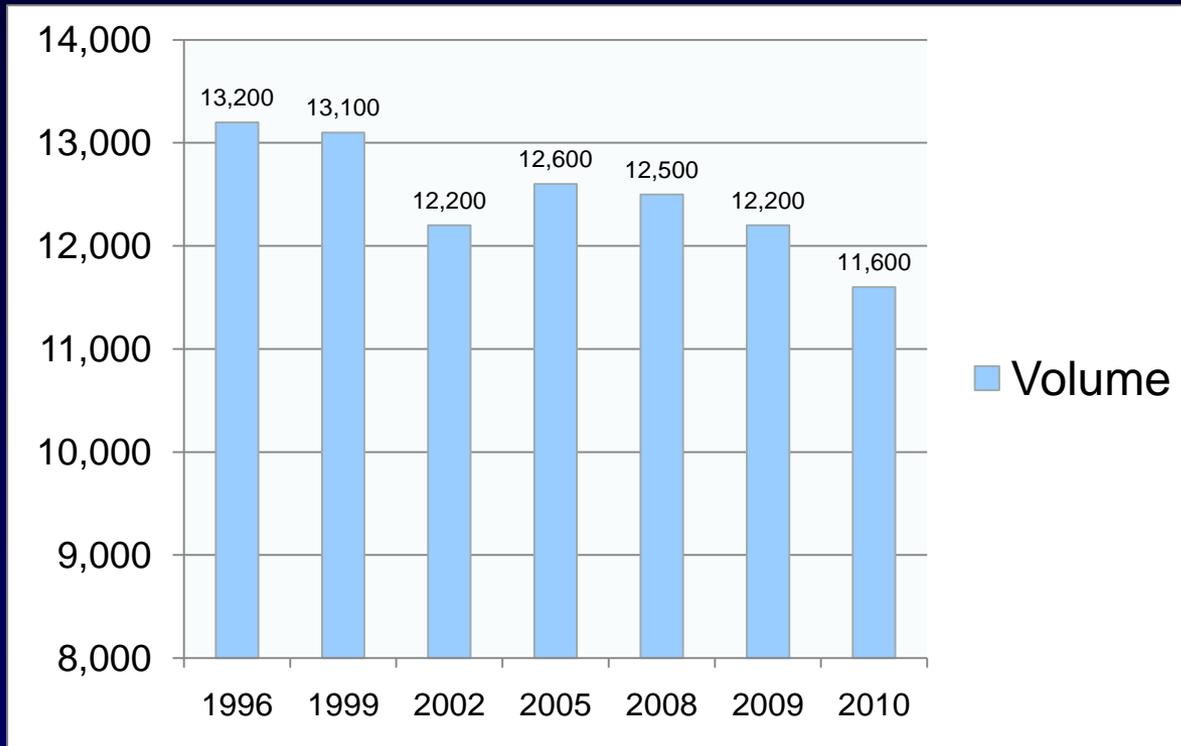


# Traffic Volume



- Traffic volume higher west of MLK
- AM Peak 361 (WB)
- PM Peak 505 (EB)
- 93% Cars
- 7% Truck / Bus

# Traffic Volume Trends





# Collision Data

Severity	
Property	70
Injury	41
Fatal	1

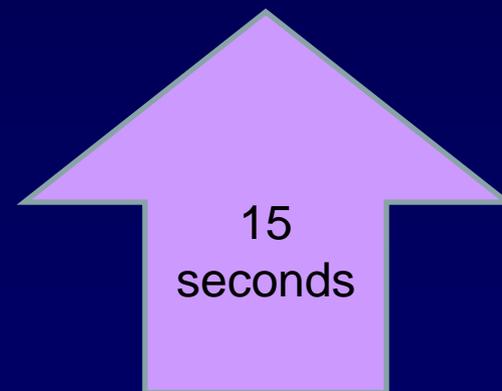
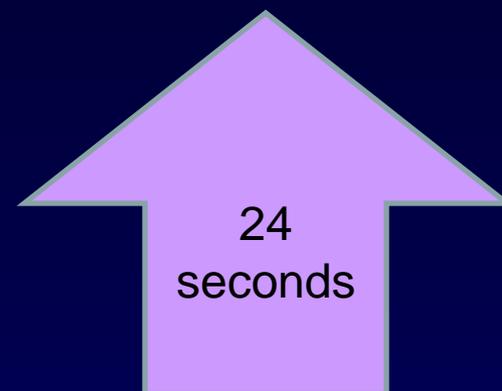
Type	
Rear End	27
Right Angle	25
Parked Car	13
Sideswipe	8
Pedestrian	8
Left Turn	7
Cyclist	1
Right Turn	1
Total	112

# Travel Time Analysis

*Peak hour traffic flow*

<b>Eastbound</b>	
Current	3 minutes 48 seconds
Proposed	4 minutes 12 seconds

<b>Westbound</b>	
Current	3 minutes 45 seconds
Proposed	4 minutes

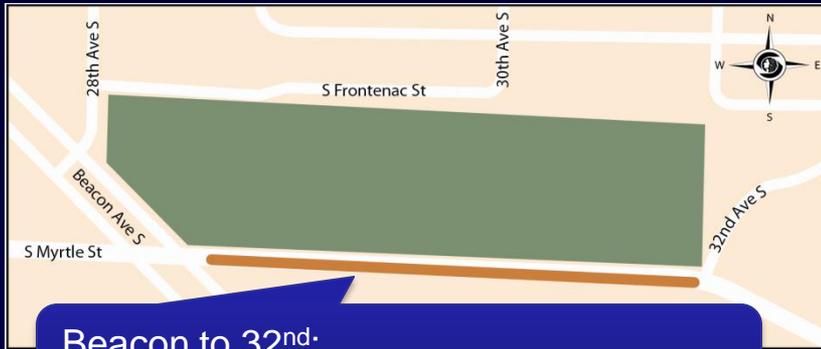


# Transit

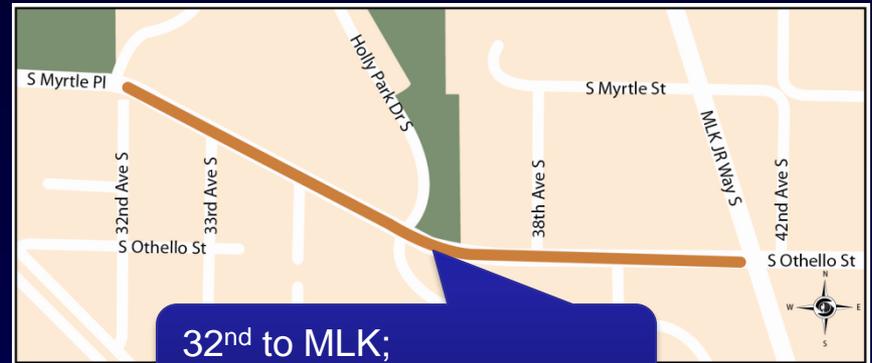


- Route 36
  - Beacon to MLK
  - Trolley
  - 10 minute weekday, 15 minute weekend
  - Busiest stop is Myrtle & 39<sup>th</sup>
- Route 39;
  - Seward Park to MLK
  - 30 minute weekdays, 60 minute weekends
  - Busiest stop is Rainier & Othello

# Project Overview



Beacon to 32<sup>nd</sup>;  
Rechannelization and parking changes



32<sup>nd</sup> to MLK;  
Rechannelization

- Budget: \$725,000

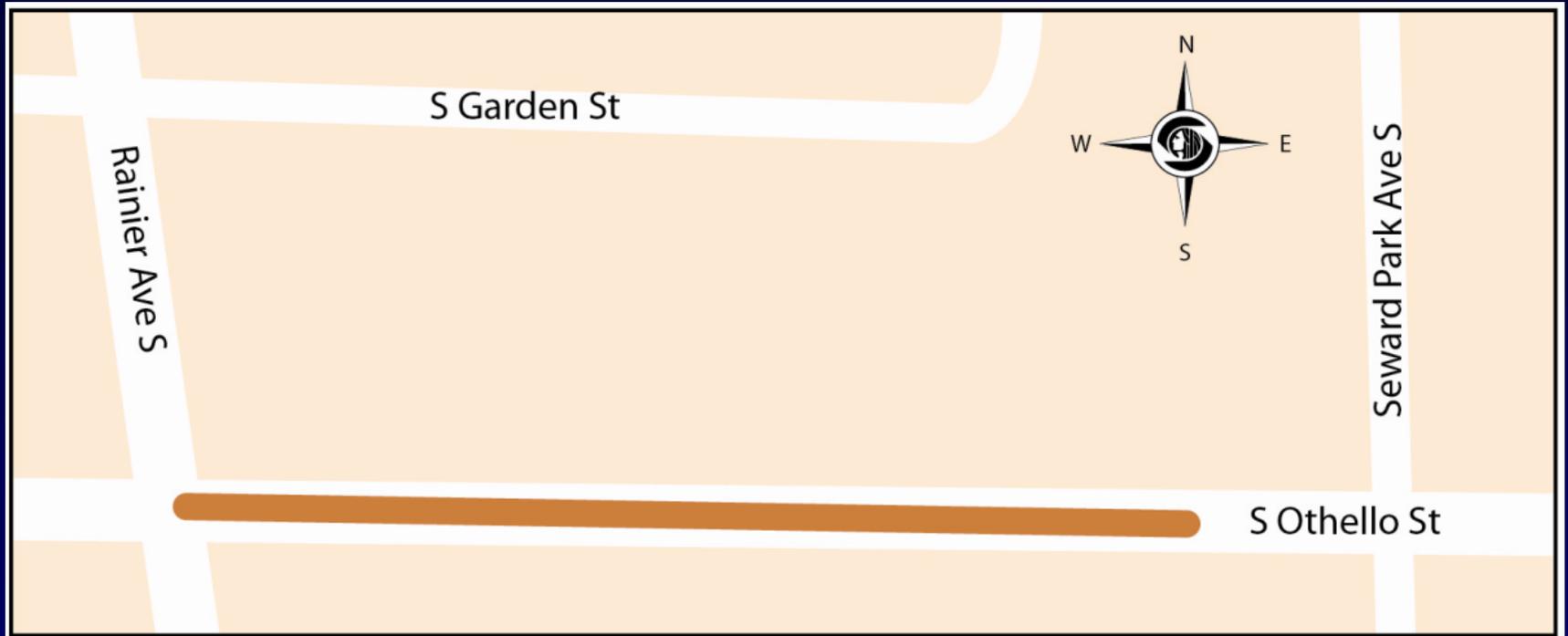


MLK to Rainier;  
Parking changes



Rainier to Seward Park;  
New curb and sidewalk; parking changes

# Seward Park Ave S to Rainier Ave S Segment



# *Proposal – Seward Park to Rainier*



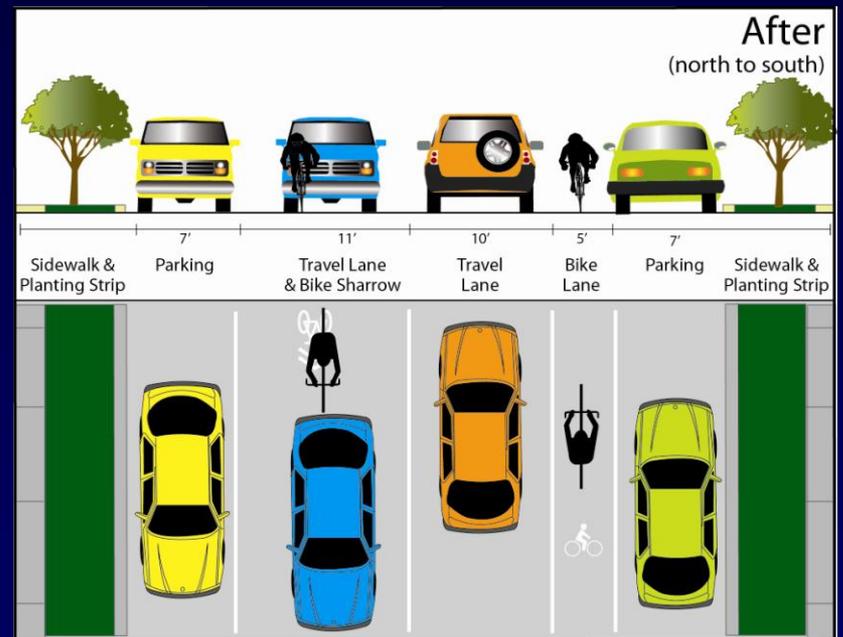
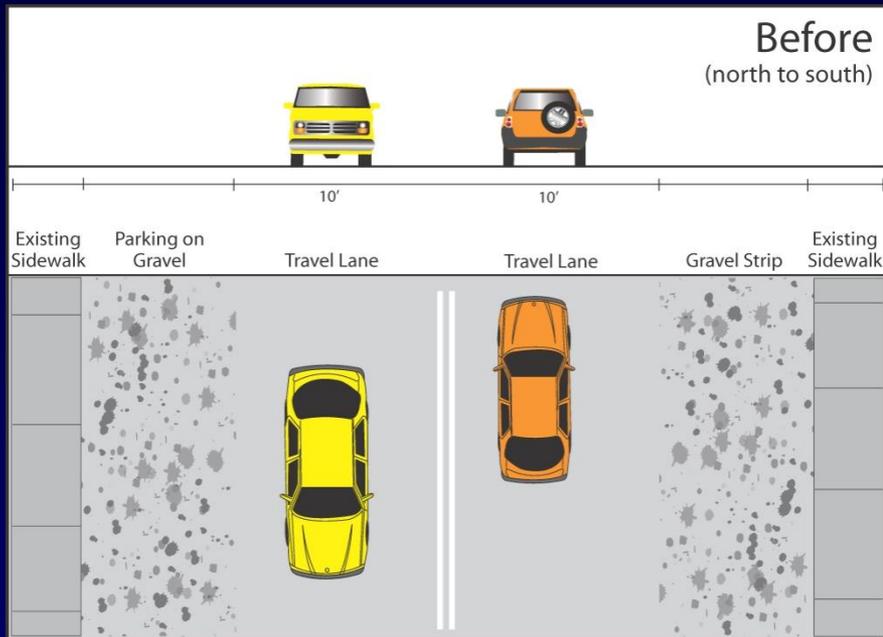
- Unimproved street with no curbs and dirt/gravel shoulder
- Proposed:
  - New sidewalk, curbs and drainage improvements
  - Parking consolidation
  - Transit improvements
  - Bicycle facilities

# *Proposal – Seward Park to Rainier*

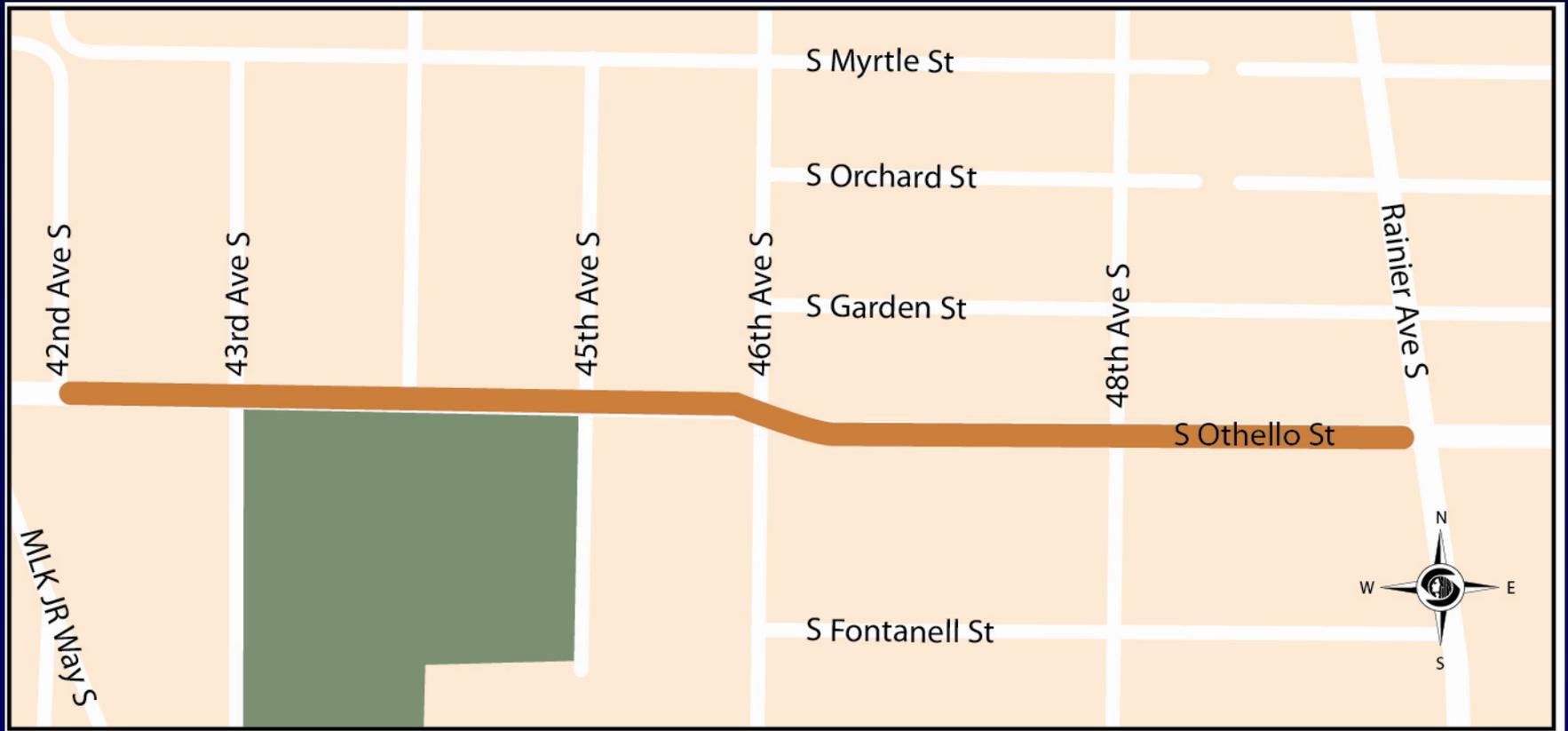


- Accommodate 1 space less than peak parking demand (27 spaces)
- Bicycle sharrows for downhill direction (westbound)
- Bicycle lane in uphill direction (eastbound)

# Proposal – Seward Park to Rainier



# Rainier to MLK Segment



# *Parking Study – Rainier to MLK*



- Spaces available if parking is consolidated to one side
  - 46<sup>th</sup> to 48 - 10 spaces available at peak demand
  - 48<sup>th</sup> to Rainier – 4 spaces available at peak demand

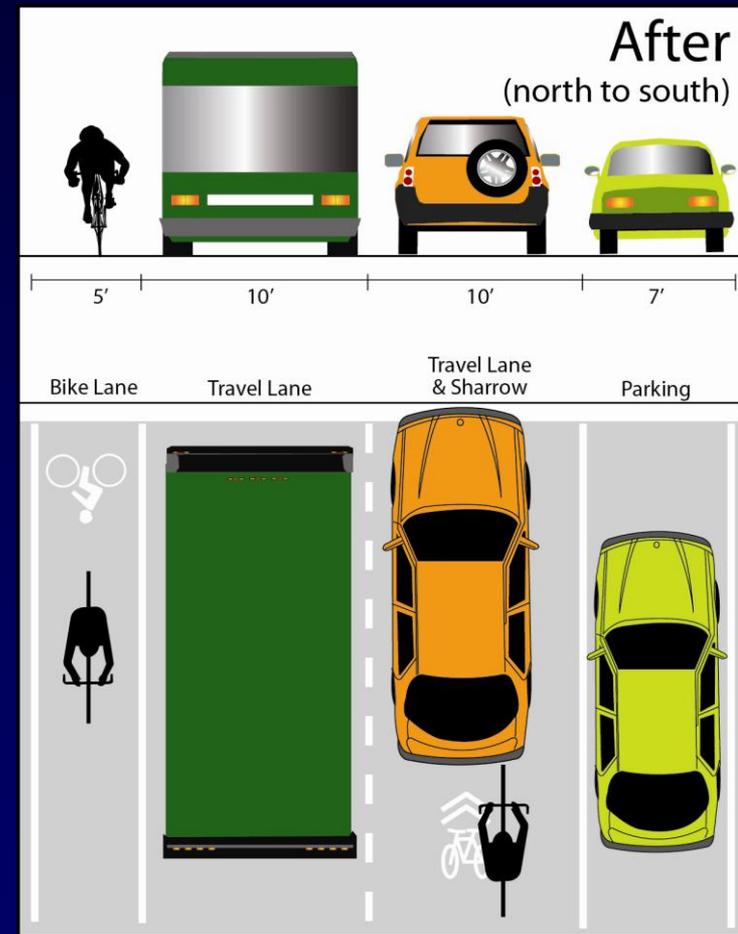
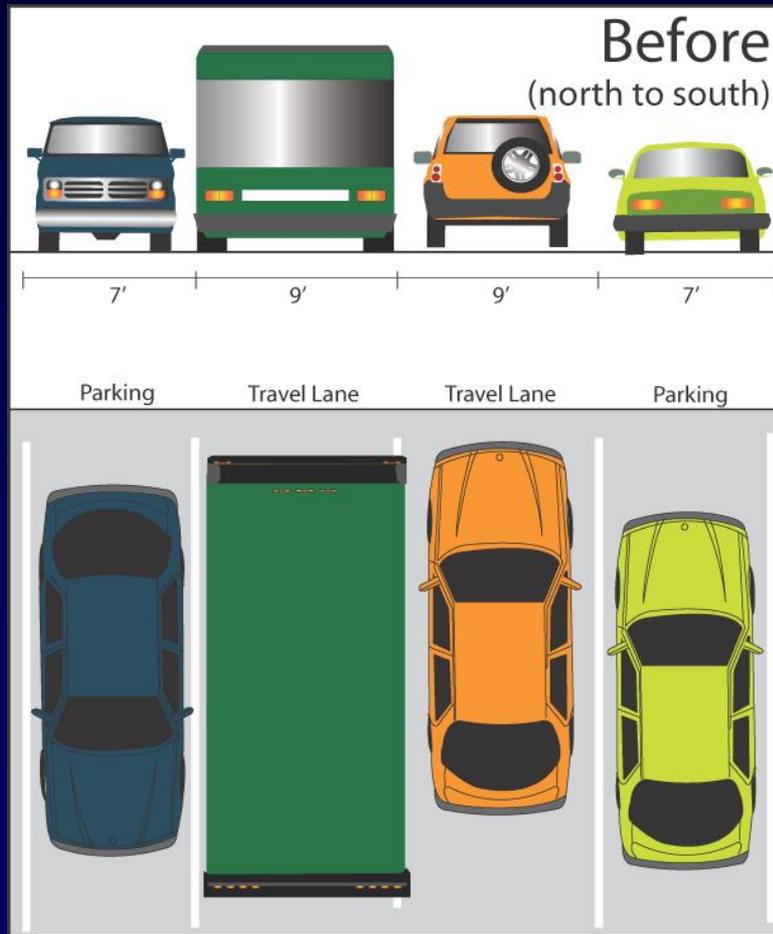
# *Proposal – Rainier to MLK*



- Consolidate parking to north side from 44<sup>th</sup> to 46<sup>th</sup>
- Consolidate parking to south side from 46<sup>th</sup> to Rainier
- Provides some parking on both sides of street
- Preserves 32 parking spaces between 45<sup>th</sup> and Rainier (5 blocks)

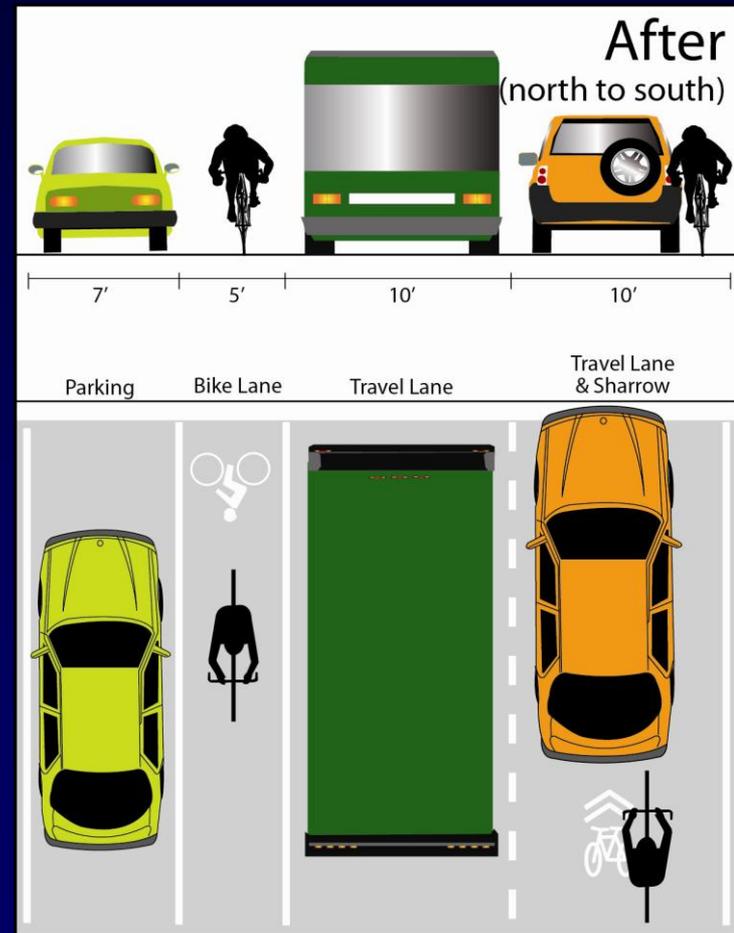
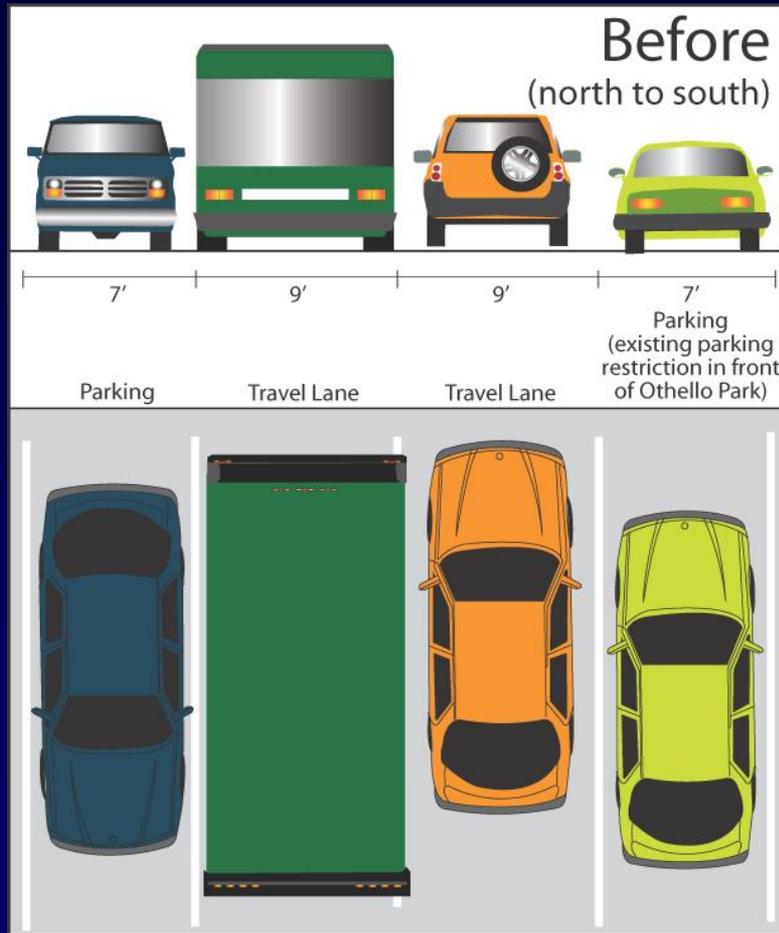
# Proposal – Rainier to MLK

## Rainier to 45<sup>th</sup> Ave S – parking on south side

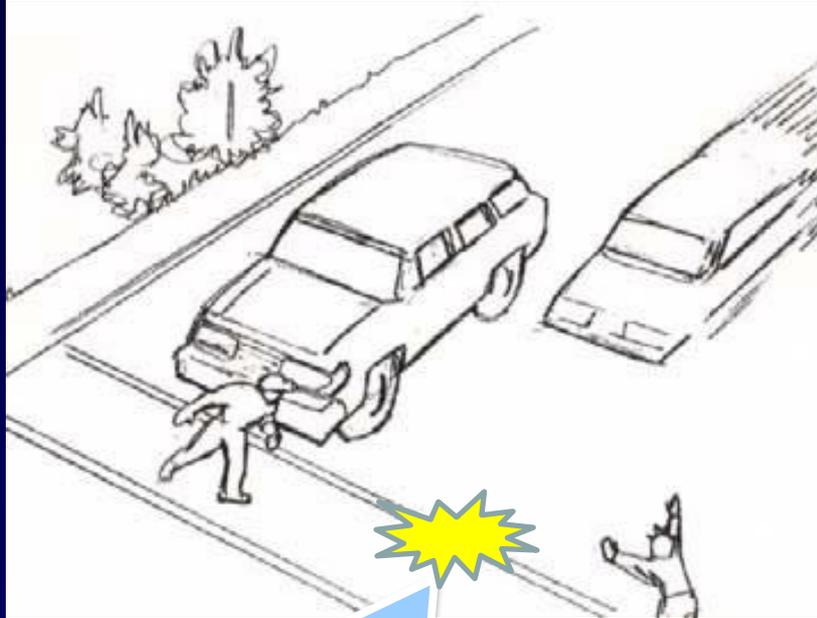


# Proposal – Rainier to MLK

## 46<sup>th</sup> to 44<sup>th</sup> – parking on north side



# *Pedestrian Safety*



- Crossings are safer when there are fewer lanes to cross
- Multiple threat crashes reduced

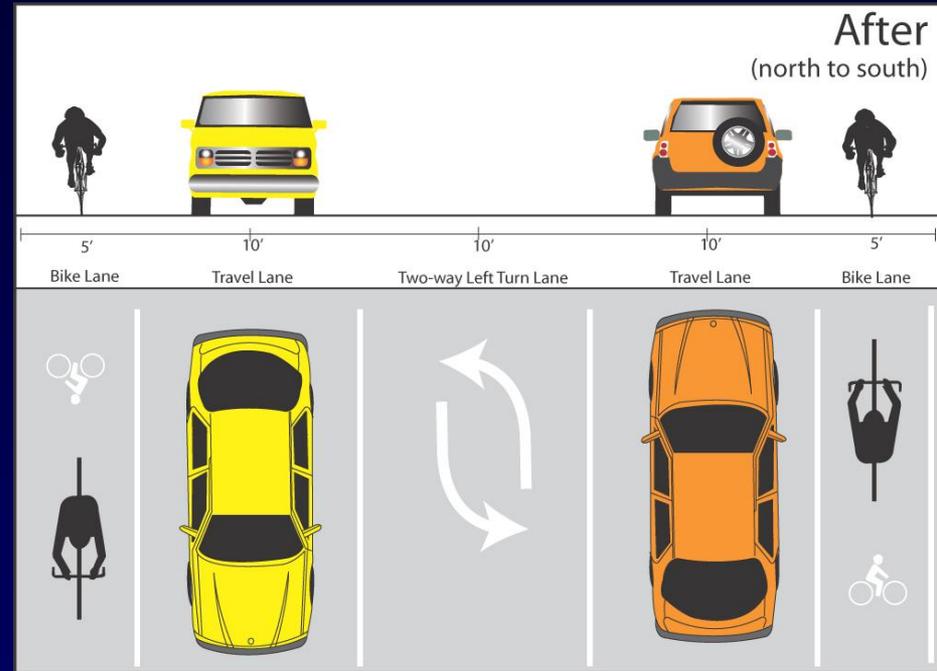
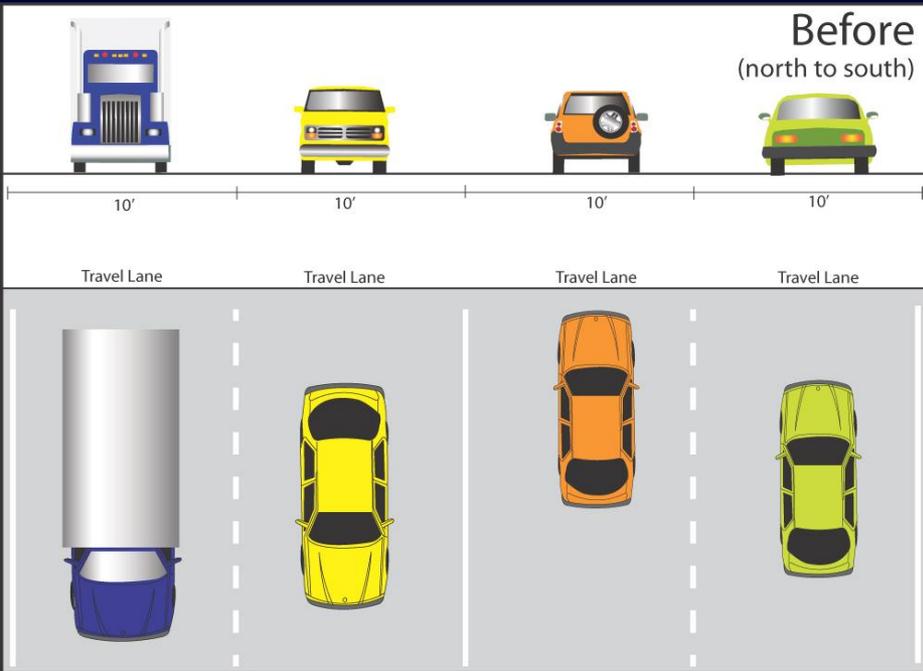
Multiple lane threat; where one lane of traffic stops but the second lane does not

# *MLK to Beacon* *- MLK to 32<sup>nd</sup> Segment* *rechannelization*



# Proposal – 32<sup>nd</sup> Ave S to 39<sup>th</sup> Ave S

*no changes between 39<sup>th</sup> Ave S & MLK*



# *MLK to Beacon*

## *- 32<sup>nd</sup> to Beacon Segment*

### *rechannelization & parking consolidation*



# *Existing Parking – 32<sup>nd</sup> to Beacon*



- Parking already restricted both sides from MLK to Holly Park Dr except at curb setbacks
- Peak hour restrictions on north side adjacent to Van Asselt Playfield
- Counts weekday and weekend during sporting events and community gatherings

# *Parking Study – 32<sup>nd</sup> to Beacon*



- Peak demand could be met if consolidated to north
- Parking provided in front of homes if consolidated to south but peak demand would be -5 spaces
- Peak events occur sporadically
- Residential parking occurs regularly

# Parking Proposal – 32<sup>nd</sup> to Beacon

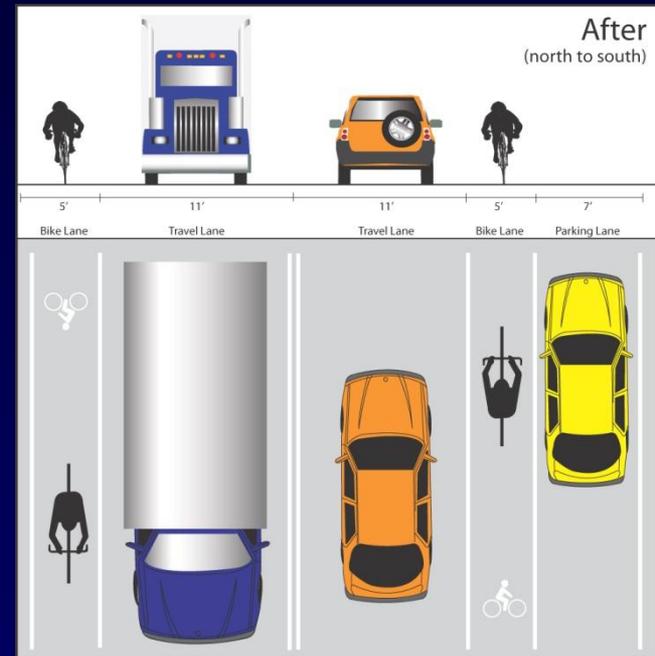
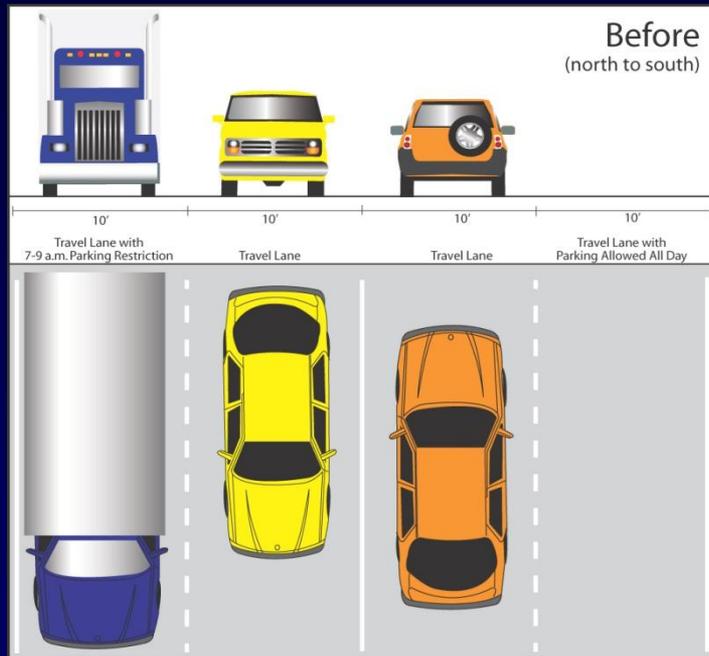
## Preserve parking on south side



- Maintains parking on residential side
- Parking on north side already peak hour restricted
- Parking available north of the park for peak events
- Maintains parking in front of the Seattle Police South Precinct & residential area

# Proposal – 32<sup>nd</sup> Ave S to Beacon

*parking to remain on south side*



# *Timeline*

- Project Application      Fall 2009
- Project Funded          Summer 2010
- Project Analysis         Fall 2011
- Project Design          Spring-Winter 2011
- Outreach                 Fall/Winter 2011
- Project Construction     Spring/Summer 2012
- Project Evaluation       Winter 2013

# Questions?

- Segment breakouts
  - Neighbors are invited to view plans and ask specific questions after the presentation
  - Thanks for coming!
  - Comments taken until November 17 at [walkandbike@seattle.gov](mailto:walkandbike@seattle.gov)  
[www.cityofseattle.net/transportation/btg\\_nsf\\_large\\_Othello.htm](http://www.cityofseattle.net/transportation/btg_nsf_large_Othello.htm)

