

# Rainier Avenue S

## Ithaca Place to City Limits



Freight Advisory Board  
Brian Dougherty  
July 21, 2015

# Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

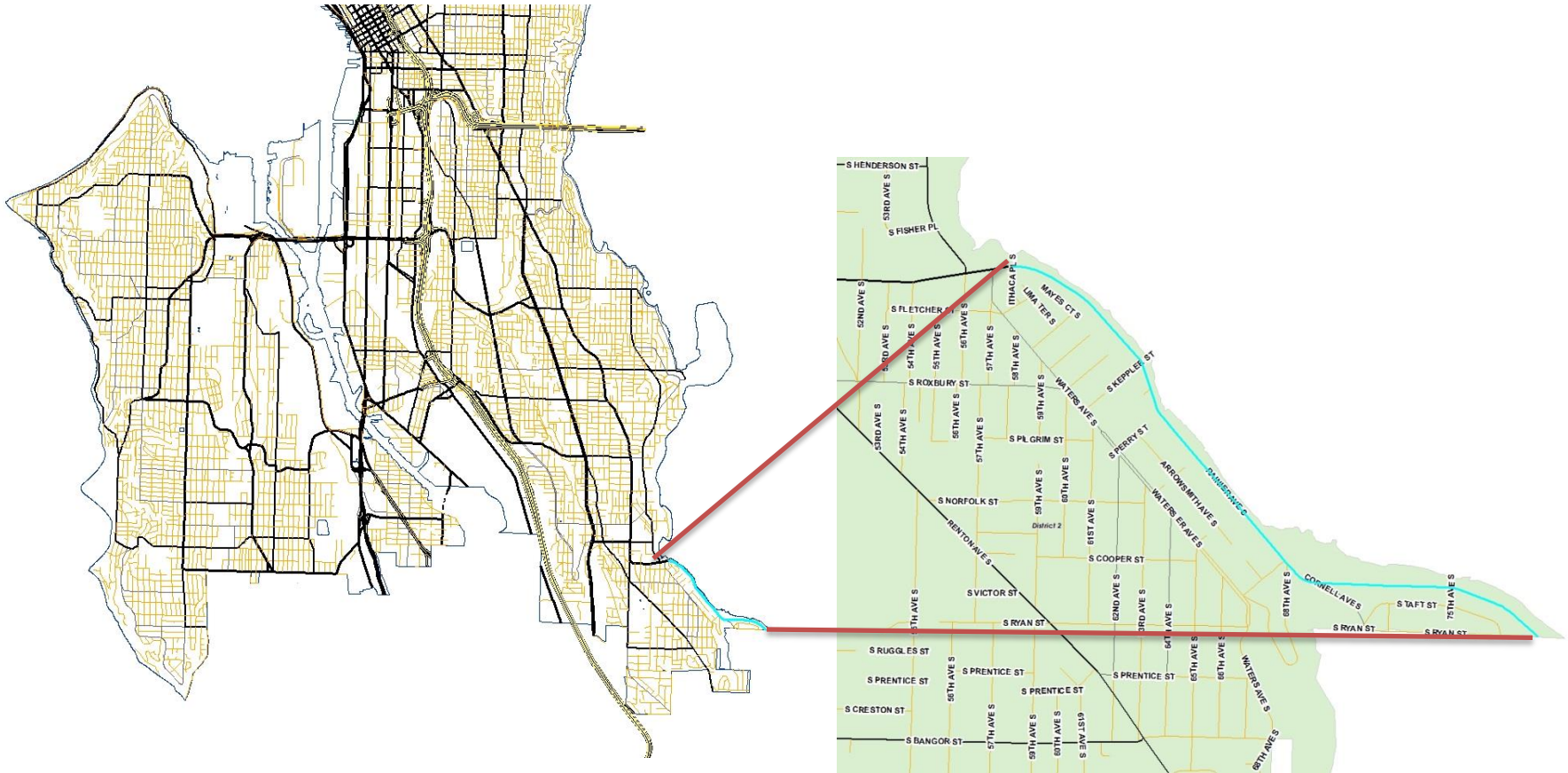
Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

# Presentation overview

- Background
- Project area
- Existing conditions
- Proposal
- Next steps

# Project area



# Project goals



- Improve safety Reduce severity of collisions
- Reduce speeding
- Provide greater separation between motor vehicles and bicycle traffic
- Provide access and choices for residents
- Accommodate oversized vehicles
- Implement recommendations from Bicycle Master Plan

# Land Use



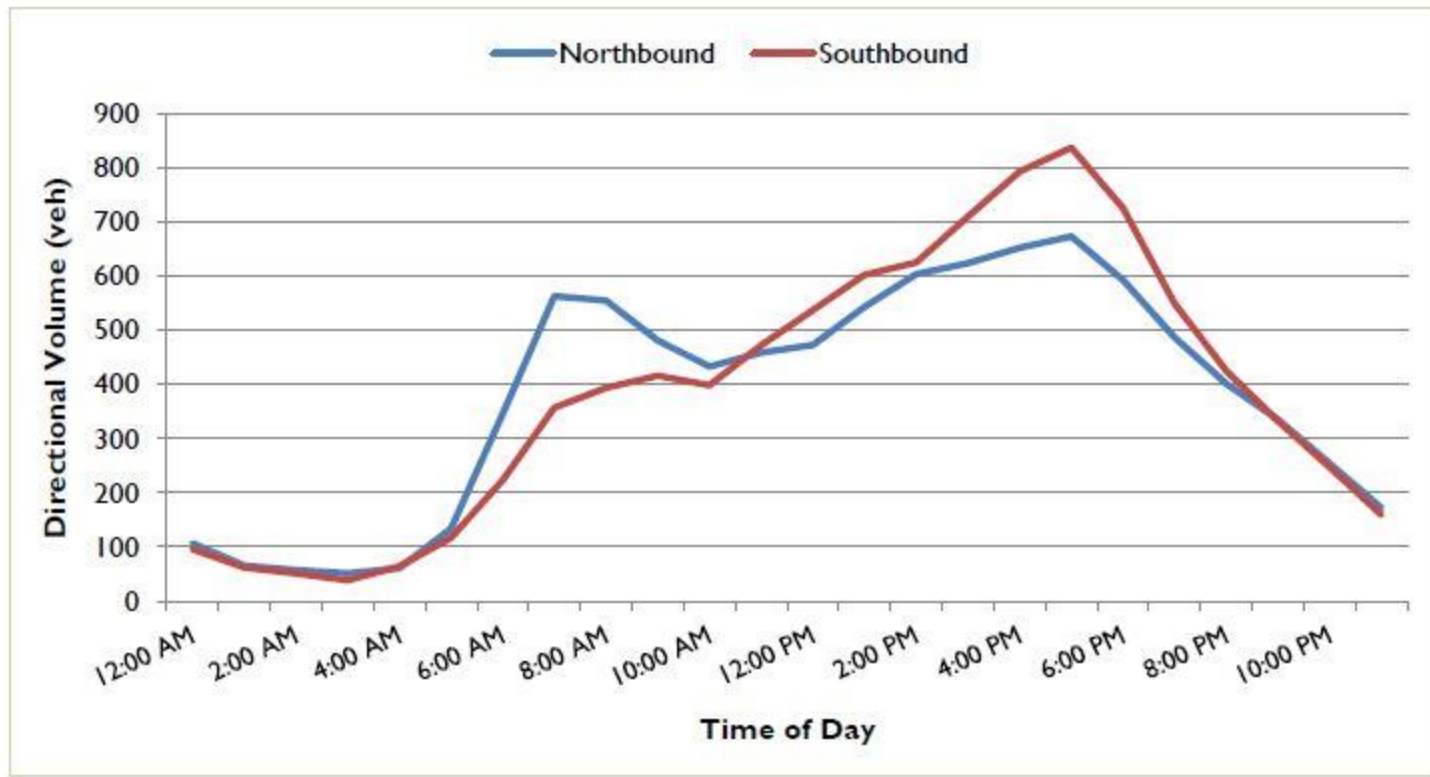
- Current use nearly all single family
- 2 commercial properties (restaurants)
- Three multifamily structures
- Zoning is nearly all SF5000
- Most parcels already built out to what's allowed under the zoning code

# Collisions

Collision Type	2009	2010	2011	2012	2013	2014 <sup>1</sup>	Total
Angles	-	1	-	1	1	-	3
Pedalcycles <sup>2</sup>	1	-	-	-	1	-	2
Head On	-	3	1	-	1	1	6
Left Turn	-	2	1	-	1	1	5
Other	5	6	6	2	6	5	30
Parked Car	1	4	5	5	3	3	21
Rear Ended	2	2	3	1	4	-	12
Right Turn	-	1	-	-	1	-	2
Sideswipe	4	4	1	2	1	2	14
(Blank)	3	-	3	-	2	2	10
<b>Total</b>	<b>12</b>	<b>20</b>	<b>16</b>	<b>9</b>	<b>17</b>	<b>14</b>	<b>88</b>

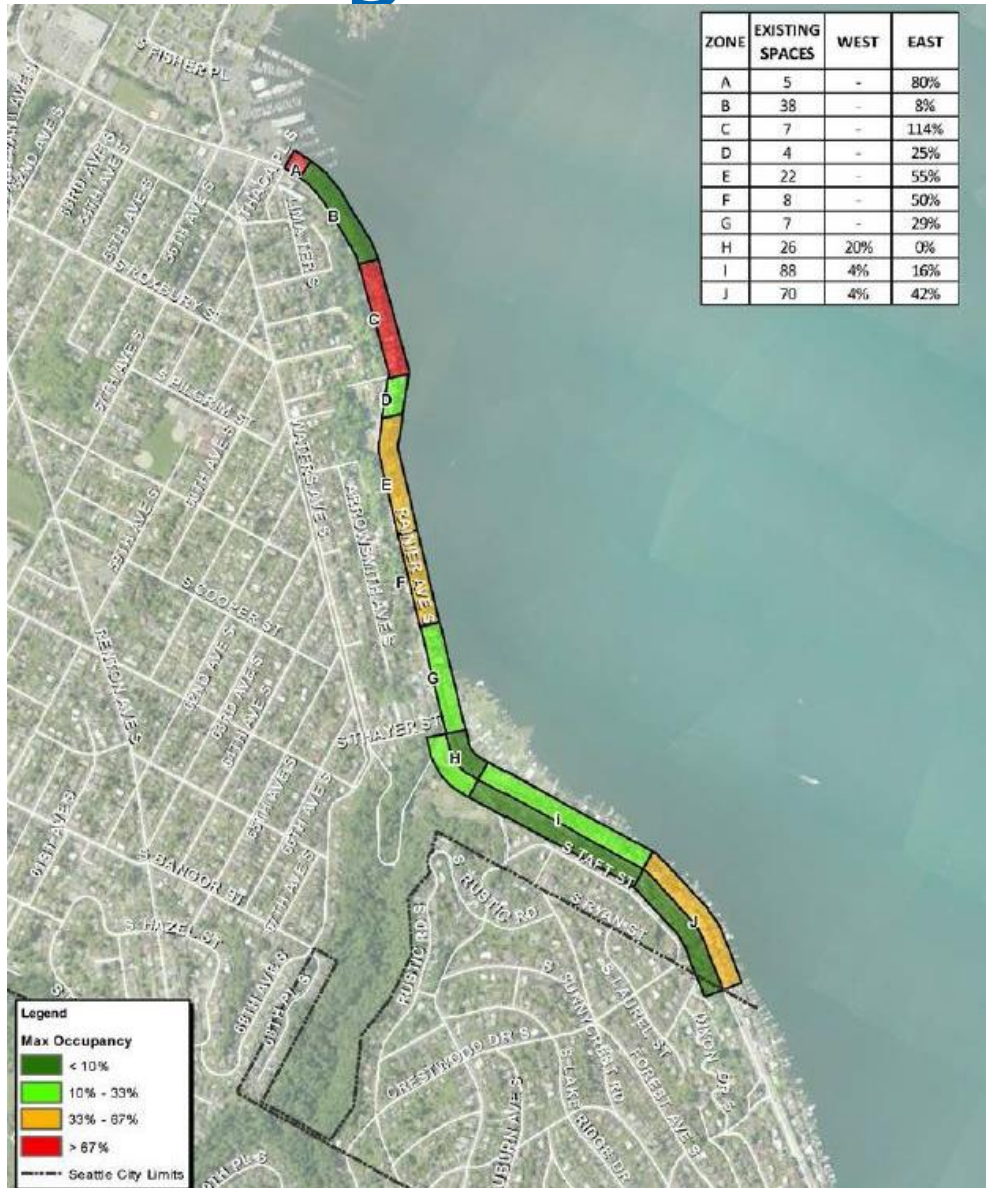
# Traffic Volume

- ADT 18,000





# Parking Utilization



- Occupancy highest at the north / west end of the corridor
- Occupancy lowest (below 10%) south of Cornell adjacent to the hillside

# Speed

Location	Direction	85th % speed (mph)	Top end speeders (10mph or more over speed limit)	Percent of Drivers Traveling over Speed Limit (35mph)
East of 75th Avenue S	<b>Eastbound</b>	<b>39.9</b>	<b>1.2%</b>	<b>59.9%</b>
	<b>Westbound</b>	<b>41.6</b>	<b>3.3%</b>	<b>72.4%</b>
East of Cornell Avenue S	<b>Eastbound</b>	<b>39.6</b>	<b>1.3%</b>	<b>52.3%</b>
	<b>Westbound</b>	<b>40.1</b>	<b>1.6%</b>	<b>60.8%</b>
East of Ithaca Place	<b>Westbound</b>	<b>34.2</b>	<b>0.1%</b>	<b>4.6%</b>
South of Norfolk Street	<b>Northbound</b>	<b>40.0</b>	<b>1.7%</b>	<b>59.0%</b>
	<b>Southbound</b>	<b>40.6</b>	<b>2.1%</b>	<b>59.2%</b>

# Modal Plans / Designations

Pedestrian	Bicycle	Transit	Freight
Top Tier Crossing the Roadway in High Priority Area	Protected Bicycle Lane	Not identified as a Transit Priority Corridor	Oversize Load Route

# Initial Alternative Analysis

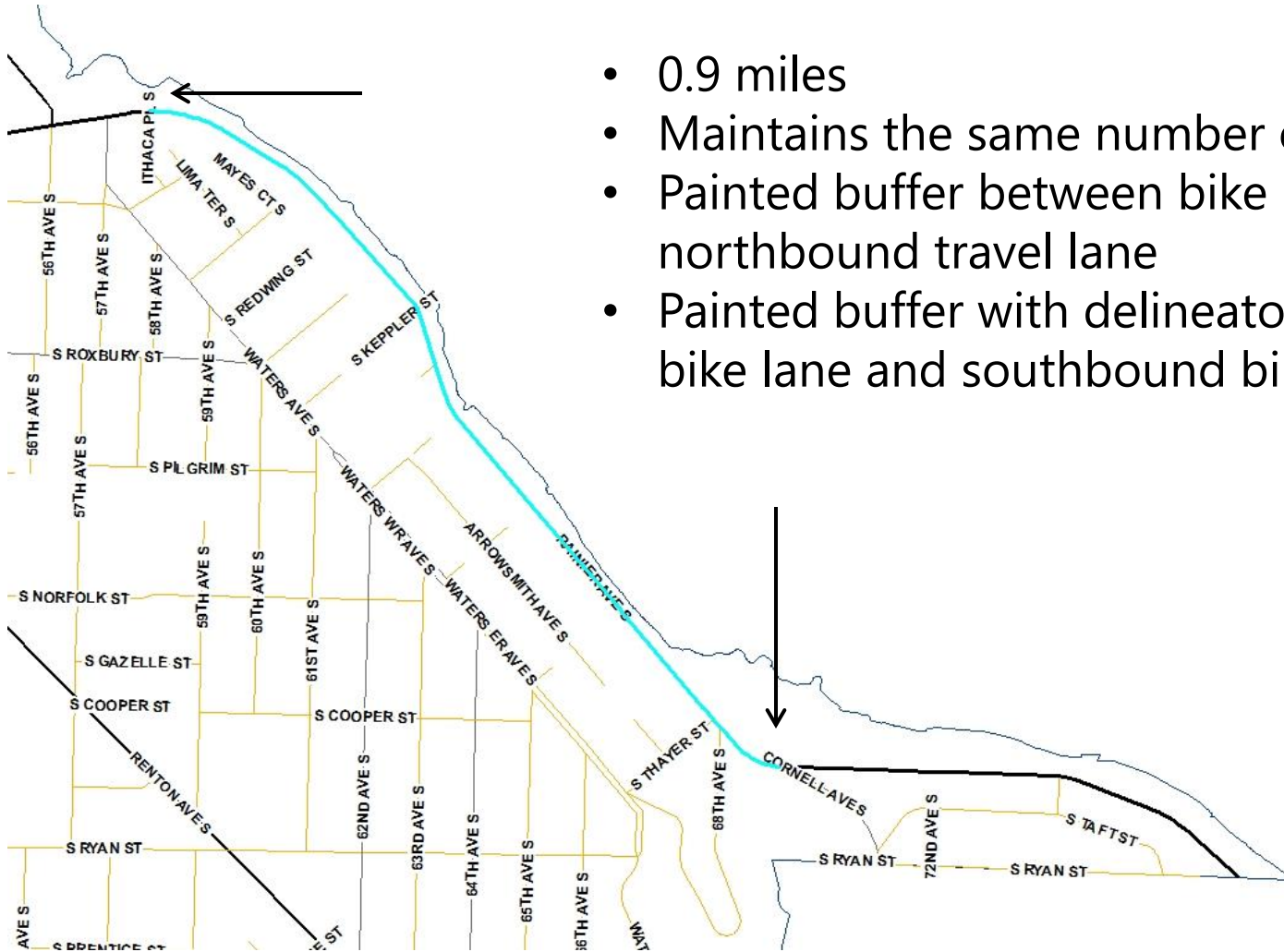
	Buffered and one-way hybrid	Buffered	One-way protected	Two-Way Protected
<b>Traffic Operations</b>				
Intersection LOS	No change	No change	No change	Minor negative
MV Travel Time	Minor negative	Minor negative	Minor negative	Minor negative
Parking	Low negative	No change	Medium negative	Low negative
Site Access	No change	No change	No change	No change
Freight	Accommodates oversized loads	Accommodates oversized loads	Accommodates oversized loads	Accommodates oversized loads
<b>Ped/Bike Metrics</b>				
Perceived safety	Medium to high increase	Medium increase	High increase	High increase
Bicycle access	Low decrease	No change	Low decrease	Medium decrease
Connectivity	No change	No change	No change	Minor decrease
Consistency with 2014 BMP	Partial	No	Yes	Yes

# March 2015 Open House

- Initial proposal was to remove two-way left turn lane
- Resident concerns about turning into driveways at peak hour without turn lane
- Request to consider other design alternatives that do not remove travel lanes

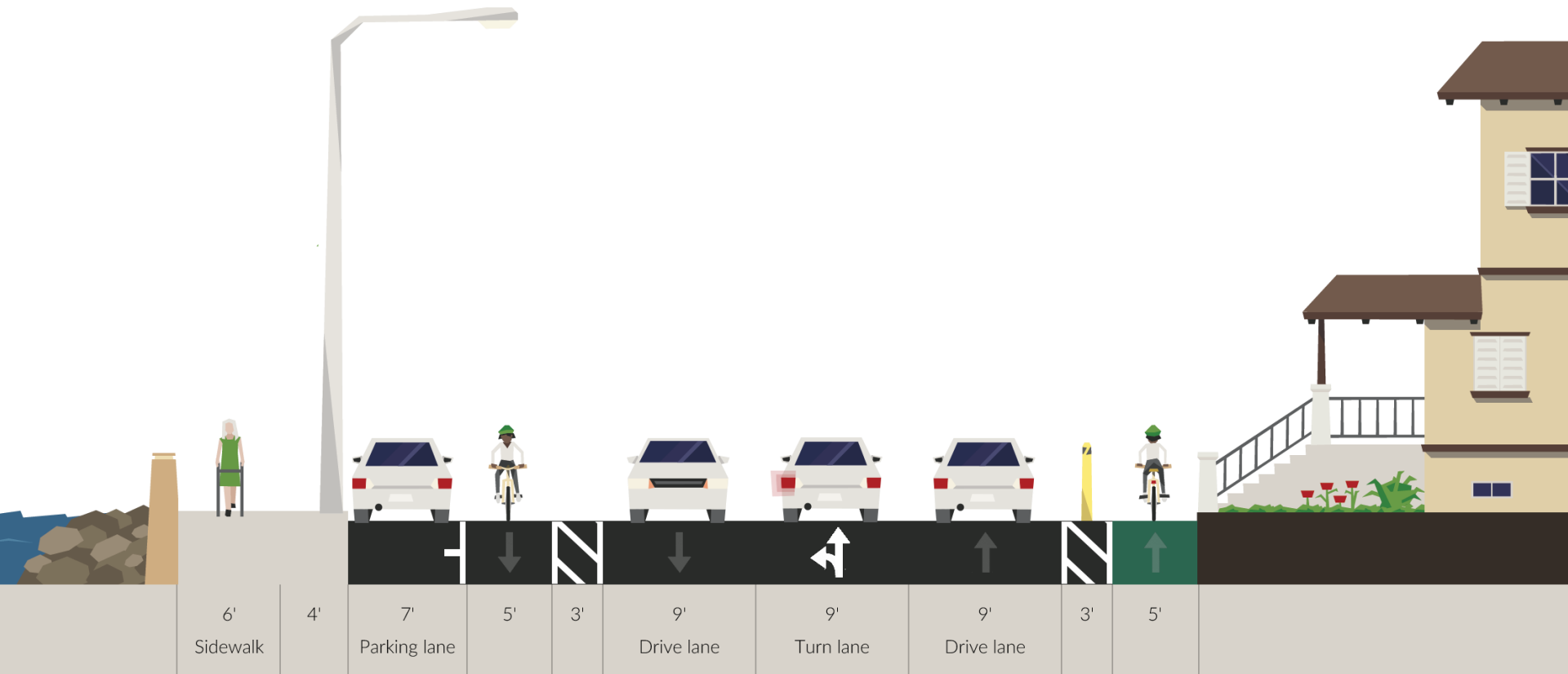


# Revised Proposal (Ithaca to Cornell)



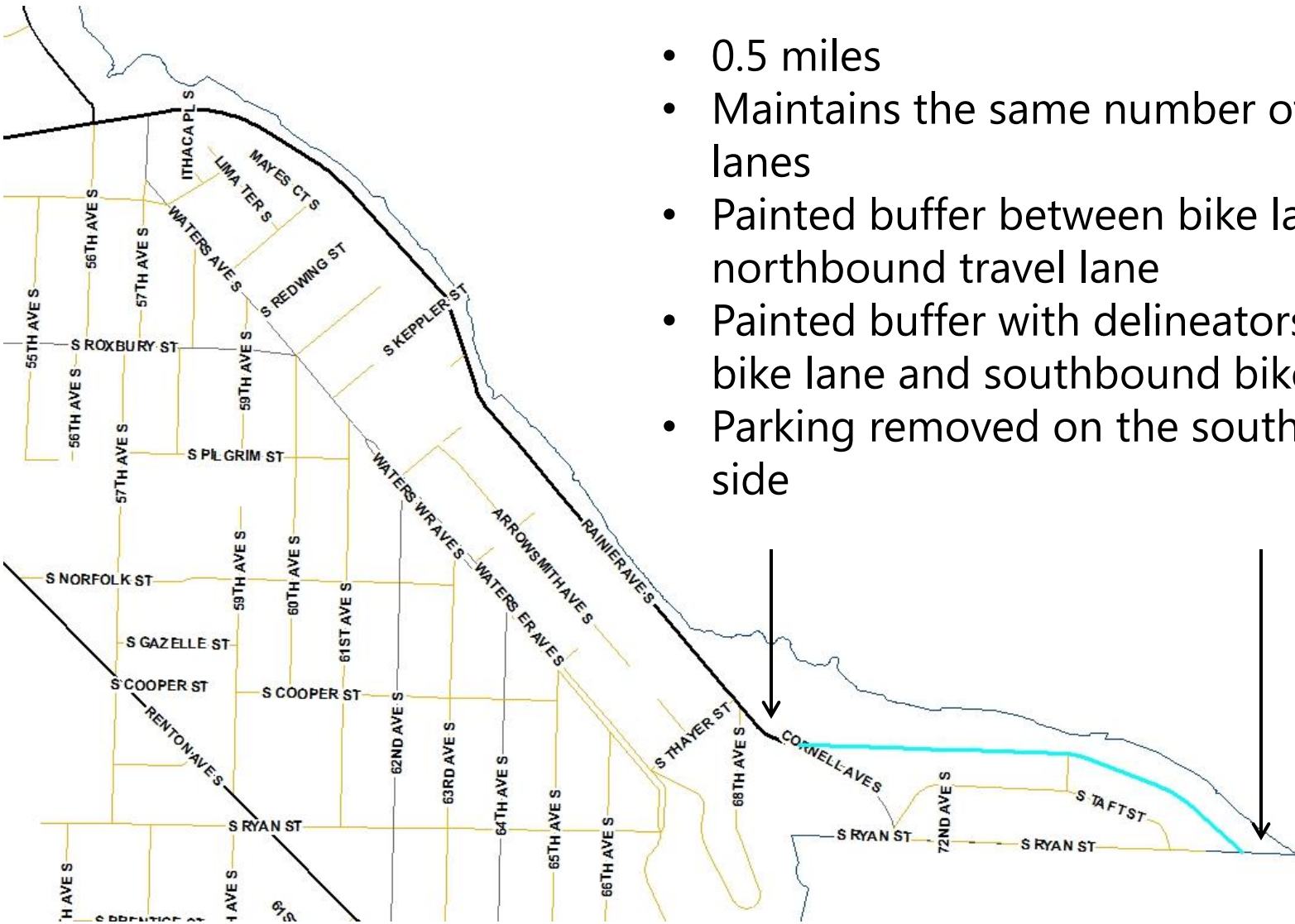
- 0.9 miles
- Maintains the same number of travel lanes
- Painted buffer between bike lane and northbound travel lane
- Painted buffer with delineators between bike lane and southbound bike lane

# Revised Proposal (Ithaca to Cornell)



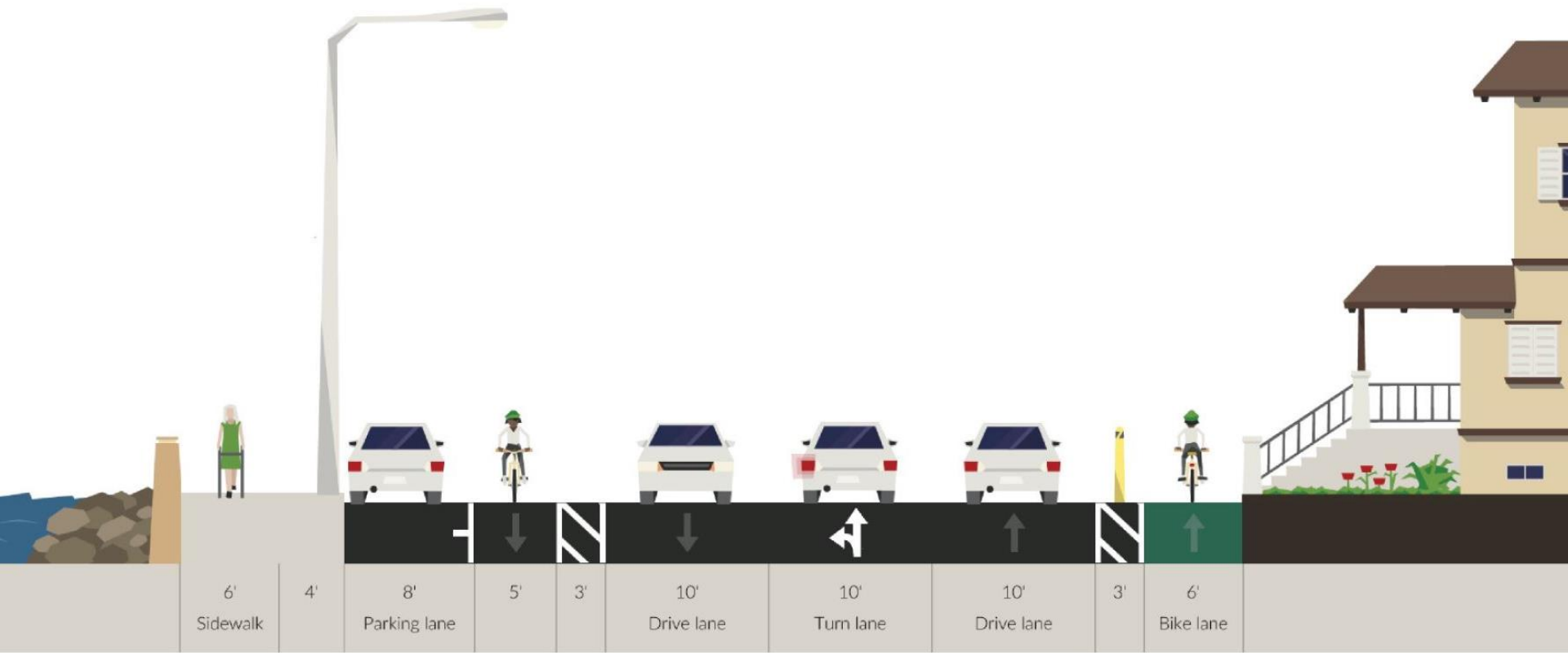
# Revised Proposal (Cornell to City Limits)

- 0.5 miles
- Maintains the same number of travel lanes
- Painted buffer between bike lane and northbound travel lane
- Painted buffer with delineators between bike lane and southbound bike lane
- Parking removed on the south / west side





# Revised Proposal (Cornell to City Limits)



# Next steps

Late July	60% Plan Review
Late August	90% Plan Review
Fall 2015	Implementation
2016	Evaluation

# Questions?

Brian.dougherty@seattle.gov | (206) 684-5124

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

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