

PHASE 1 - RECAP: ROXBURY TO HOLLY

35th Ave SW Road Safety Corridor Project

Why is 35th Ave SW being redesigned?

VISION ZERO

Vision Zero is our plan to end traffic deaths and serious injuries by 2030. Seattle is consistently recognized as one of the safest cities in the country. Over the past decade, we've seen a 30% decline in traffic fatalities, even as our population grows. We are currently on-target to achieve our goals.

PROJECT HISTORY

The 35th Avenue SW Road Safety Corridor Project was launched in response to a number of fatal collisions on the roadway and long-standing community requests to reduce speeds and enhance pedestrian crossings. Unfortunately, 35th Avenue SW is one of the top corridors for traffic fatalities in Seattle. While SDOT has made changes to the corridor over the years, conditions are right for more substantial modifications. The goals of this project are to reduce speeds, reduce collisions and injuries, improve conditions for vulnerable users and maintain acceptable transit and vehicular travel times.

PHASE 1 RECAP

In September 2015, SDOT began the process of modifying the channelization on 35th to help achieve project goals. One lane of traffic was removed in each direction and a center turn lane was installed. Signal timings were lengthened to accommodate traffic volumes and the speed limit was lowered from 35 to 30 mph.

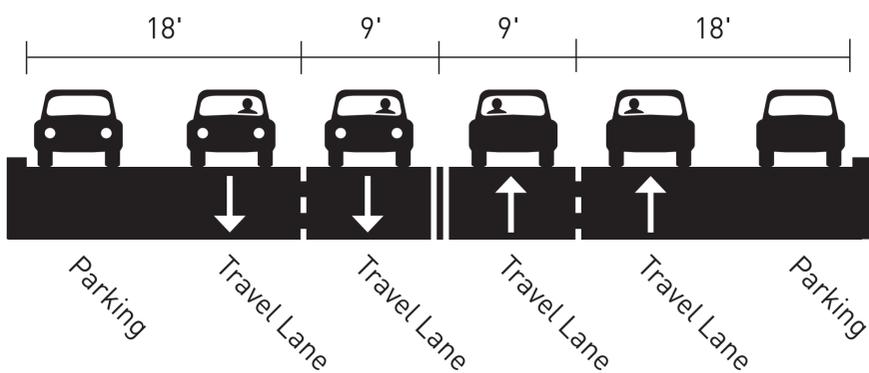
Top Corridors for Traffic Fatalities (last 10 years)

1. Aurora/SR-99
2. Rainier Ave S
3. MLK Jr Way S
4. 35th Ave SW
5. East Marginal Way

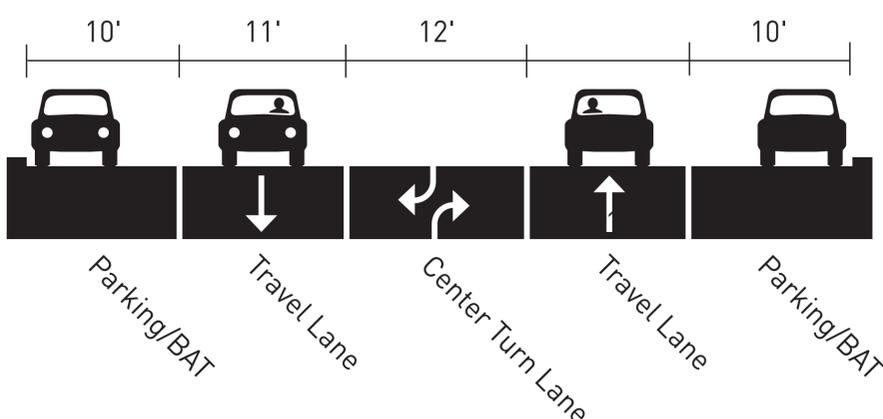
Street	Collisions	85% speed	10+ mph speeders	Volume change	Collisions
Nickerson St	-23%	-21%	-94%	-1%	-37%
Fauntleroy Way SW	-31%	-1%	-13%	0.30%	9%
NE 125th St	-10%	-8%	-69%	4%	-26%
NE 75th St	-50%	-13%	-76% to 90%	+0.3%	24%

SDOT has completed more than 40 projects of this nature which have consistently reduced speeds and collisions.

BEFORE



AFTER



Center turn lane: A safe place to wait when turning into driveways and cross-streets.

Wider lanes: Less stressful and prevents sideswipe collisions. Also makes parking easier.

One lane each way: Reduces high-end speeding and prevents dangerous weaving.

'BAT' lanes: Improve transit flow and make turning at traffic signals safer.

Reduced Speed Limit: Slower speeds increase reduce the number and severity of collisions.

PHASE 1 - COLLISIONS

35th Ave SW Road Safety Corridor Project

In the ten years before the 2015 redesign of the southern segment of 35th Avenue SW, nearly 500 collisions occurred between SW Roxbury Street and SW Morgan Street. An average of one pedestrian was involved in a crash annually, some years having as many as 4 pedestrians were involved in crashes. There were 9 serious injuries and 1 fatality collision in that 10 year period.

Since the roadway was redesigned, zero pedestrians have been involved in crashes, there have been zero serious injury or fatal collisions, and there have been 45 total collisions. The roadway redesign is improving safety on the corridor.



10-year collision history (prior to redesign)



11 month collision history (after redesign)

PHASE 1 & 2 - VOLUMES AND SPEEDS

35th Ave SW Road Safety Corridor Project

Traffic Volume

Traffic volumes have declined along the entire length of 35th Avenue SW since Phase 1 was completed but volumes remain within historic norms for the corridor. Nearby arterial streets like Delridge Way SW, Fauntleroy Way SW, SW Roxbury Street and SW 106th Street have seen small increases in traffic volumes.

SDOT has received just one inquiry about increased traffic on nearby residential streets and site observations found no significant increases in traffic on these non-arterial streets during peak hours.

Speeds

After the Phase 1 redesign, speeding was reduced significantly. Speeding dropped by an average of 42 percent and top end speeders (40+ mph) dropped 52 percent. Meanwhile, overall speeds fell by less than 10 percent (3.5 mph).

On the northern segment of the corridor, the majority of drivers still travel at nearly 40 mph and nearly 1000 drivers per day travel at speeds of 45 mph or higher. Speed is the critical factor in collision severity and 40 mph is deadly for vulnerable users. Speed-reduction techniques will be applied in Phase 2.

If you drive steadily at 35 mph from Morgan to Roxbury it would take you 3 minutes and 5 seconds. At 30 mph it would take 30 seconds longer. Speeding may not save drivers much time but it does make collisions more common and severe.

TRAFFIC VOLUMES AT SW ALASKA ST		
Average Weekday Daily Traffic		
2015 (prior to Phase 1 re-design)	2016 (after Phase 1 re-design)	Change
24,717	20,664	-16.4%

TRAFFIC VOLUMES AT SW MORGAN ST		
Average Weekday Daily Traffic		
2015 (prior to Phase 1 re-design)	2016 (after Phase 1 re-design)	Change
20,890	16,360	-21.7%

TRAFFIC VOLUMES AT SW ROXBURY ST		
Average Weekday Daily Traffic		
2015 (prior to Phase 1 re-design)	2016 (after Phase 1 re-design)	Change
16,937	15,208	-10.2%



SPEEDS AT SW GRAHAM ST	
85th Percentile (Speed at which 85% of drivers travel at or below)	
	2014
Northbound	39.2 mph
Southbound	39.3 mph

SPEEDS AT SW WILLOW ST			
85th Percentile (Speed at which 85% of drivers travel at or below)			
	2015 (prior to Phase 1 re-design)	2016 (after Phase 1 re-design)	Change
Northbound	38.0 mph	36.6 mph	-3.7%
Southbound	38.9 mph	37.7 mph	-3.1%

Speeders (Percent driving over 35 mph)			
Northbound	41.0%	26.5%	-35.4%
Southbound	47.0%	32.4%	-31.1%

Top End Speeders (Percent 10+ mph over 35 mph)			
Northbound	0.6%	0.3%	-50.0%
Southbound	1.1%	0.8%	-27.3%

SPEEDS AT SW MYRTLE ST			
85th Percentile (Speed at which 85% of drivers travel at or below)			
	2015 (prior to Phase 1 re-design)	2016 (after Phase 1 re-design)	Change
Northbound	40.9 mph	36.1 mph	-11.7%
Southbound	39.1 mph	38.6 mph	-1.3%

Speeders (Percent driving over 35 mph)			
Northbound	67.2%	23.4%	-65.2%
Southbound	50.8%	38.5%	-24.2%

Top End Speeders (Percent 10+ mph over 35 mph)			
Northbound	2.4%	0.2%	-91.7%
Southbound	1.2%	1.4%	16.7%

SPEEDS AT SW ROXBURY ST			
85th Percentile (Speed at which 85% of drivers travel at or below)			
	2015 (prior to Phase 1 re-design)	2016 (after Phase 1 re-design)	Change
Northbound	34.9 mph	36.2 mph	-5.4%
Southbound	33.0 mph	28.0 mph	-22.7%

Speeders (Percent driving over 35 mph)			
Northbound	14.2%	11.3%	-20.4%
Southbound	21.8%	8.0%	-63.3%

Top End Speeders (Percent 10+ mph over 35 mph)			
Northbound	0.2%	0.1%	-50.0%
Southbound	0.6%	0.1%	-83.3%

PHASE 1 - TRAVEL TIMES

35th Ave SW Road Safety Corridor Project

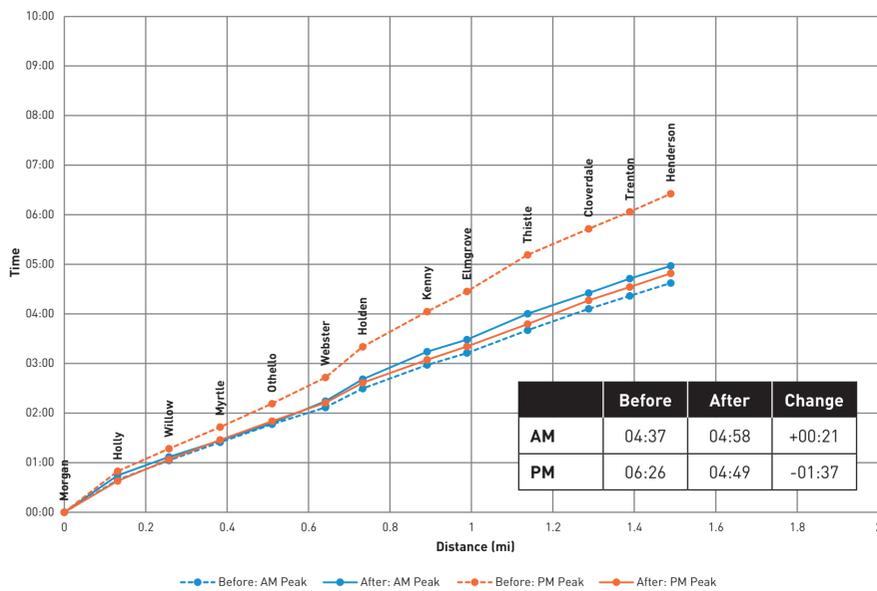
Transit

Thanks to the installation of bus and turn lanes (also known as BAT lanes), transit travel times were not significantly impacted. Average transit travel times for both northbound and southbound buses improved during afternoon peak hours. During the PM peak commute, southbound buses are traveling the corridor about a minute faster. Transit travel times during the morning peak hours increased slightly.

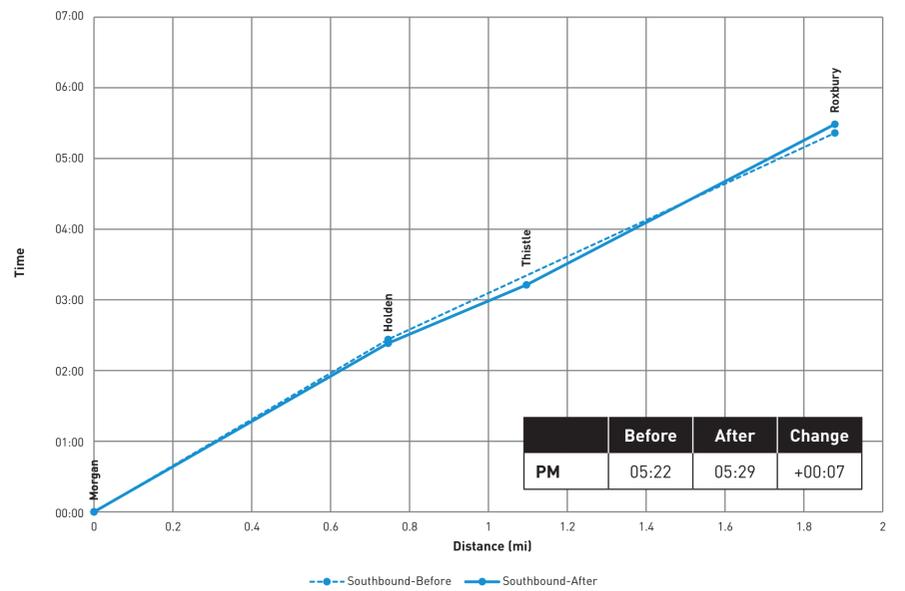
General Traffic

During Phase 1, we anticipated that the street re-design would add 1 to 2 minutes of delay depending on the time of day with a maximum delay of 2.5 minutes during afternoon peak hour traffic. Preliminary data show that southbound travel times during the afternoon peak hours have been unaffected by these changes. Northbound travel times during the busiest times of day average 1 minute and 16 seconds longer.

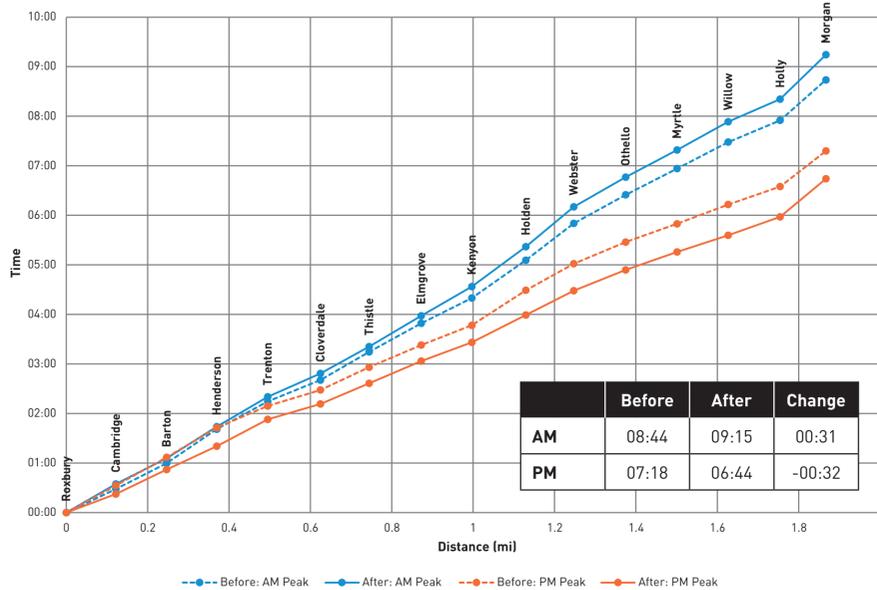
Transit Travel Times
KCM #21 Southbound



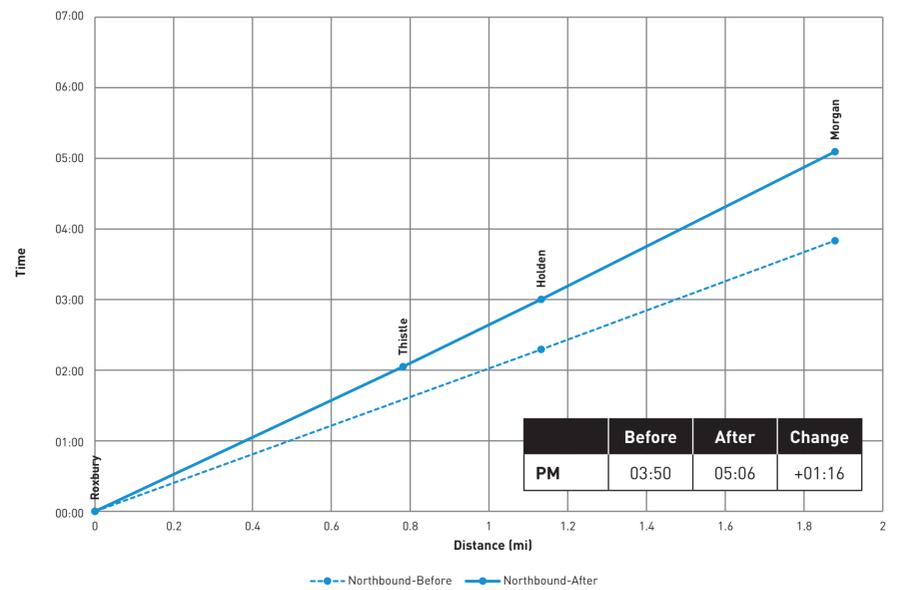
Travel Times
Southbound PM Peak



Transit Travel Times
KCM #21 Northbound



Travel Times
Northbound PM Peak



Longer queues can develop when the Seattle Fire Department deploys to emergencies from Station 39 at SW Holden Street. However, our signals are designed to clear these queues in one to two signal cycles.

PHASE 2 - COLLISIONS

35th Ave SW Road Safety Corridor Project

In the last ten years of the northern segment of 35th Avenue SW, nearly 300 collisions occurred between SW Morgan Street and SW Alaska St. In some years 2 to 4 pedestrians were involved in crashes. There were 5 serious injuries and 4 fatality collisions in that 10 year period.



10-year collision history

There has been 2 pedestrian collisions at this location in the last 10 years. 2 serious injury collisions involving a left turn and pedestrian.

There has been 6 pedestrian collisions at this location in the last 10 years 2 serious injury collisions involving a left turn and pedestrian.

There has been 2 fatal collisions at this location in the last 10 years. These crashes involved a pedestrian and bicyclist.

There has been 10 pedestrian collisions at this location in the last 10 years.

Collision Types within the last 10 years	
Angles	33
Cycles	2
Head on	2
Left Turn	49
Other	27
Parked Car	39
Pedestrian	21
Rear Ended	55
Right Turn	7
Sideswipe	20

PHASE 2 - GROWTH & ACCESSIBILITY

35th Ave SW Road Safety Corridor Project

Growth

Nearly 90 percent of land uses adjacent to the corridor are residences and trip generators like parks, libraries and service centers.

New developments are planned and underway in several locations along 35th Avenue SW. The two largest developments in the works within the project area include:

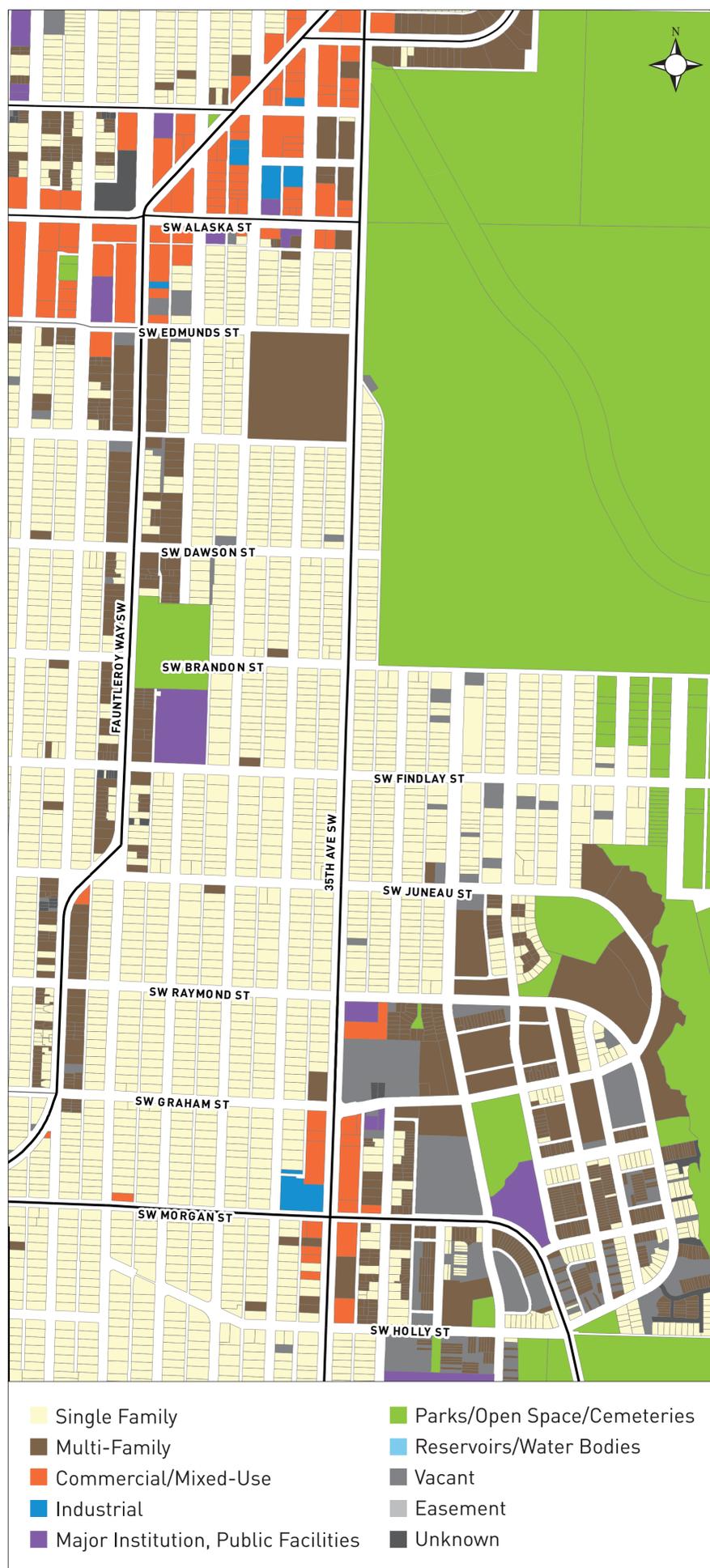
- 35th and Avalon—150 new units with 150+ parking spaces on the west side of 35th
- 35th and Graham—New mixed-use developments with office space and 100+ living units on the northeast corner of this intersection. More than 100 parking spaces will be provided. Parking will be accessed via SW Graham Street –not 35th Ave SW.

Access

More people living, working and visiting destinations along the corridor will increase demand on the transportation network.

Preliminary designs for Phase 2 are intended to improve access to residences and destinations along 35th and to achieve our projects goals:

- Reduce vehicular speeds
- Reduce collisions and injuries
- Improve conditions for vulnerable users like pedestrians and bicyclists
- Maintain acceptable vehicular and transit travel times



PHASE 2 - POTENTIAL DESIGNS

35th Ave SW Road Safety Corridor Project

Our preliminary design concept is intended to help us meet our project goals and is being developed in coordination with the West Seattle Neighborhood Greenway Project. We want your feedback on these concepts.

Fautleroy to Edmunds

No changes planned. The segment north of Alaska to be repaved through the Levy to Move Seattle.

Edmunds to Juneau

Our preliminary concept would redesign this ½ mile segment to one lane in each direction with a center turn lane.

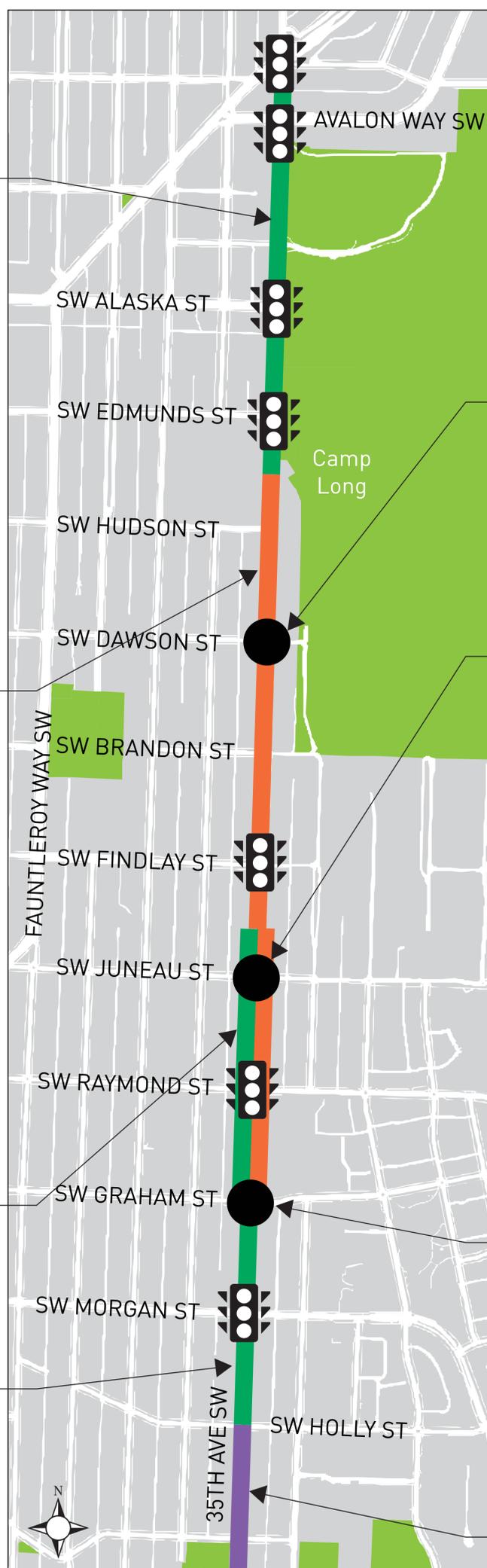
This change would improve safety for all users by reducing speeds, reducing pedestrian crossing distances, and enhancing parking.

Juneau to Graham

Several options are being considered for this segment including extending the rechannelization south to Graham Street. The proposed Greenway is evaluating the corridor for a crossing at Juneau or Graham that would add a new marked crosswalk or full signal. A new traffic signal may require 4 travel lanes.

Holly to Graham

This segment of 35th will likely retain 4 to 5 general purpose travel lanes.



SW Dawson Street

At Dawson, a marked crosswalk or full traffic signal are being considered to ease access to and from Camp Long and provide a greenway connection.

A new signal at Dawson may require maintaining 4 lanes for vehicular traffic on 35th.

SW Juneau Street

A new signal or turn restrictions with a new pedestrian crossing are being examined to address a history of serious left turn collisions.

SW Graham Street

There have been 2 fatal collisions at this location in the last 10 years (1 pedestrian, 1 bicyclist).

Temporary curb extensions will be installed to reduce crossing distances and enhance pedestrian visibility in 2016.

SW Graham Street, also a potential greenway crossing, is a candidate for a new signal or marked crosswalk in Phase 2.

Phase 1 – Completed 2015

2016 adjustments:

- New marked crosswalk with rapid flashing beacons at SW Kenyon St
- Weekend signal timing adjustments

TIMELINE

35th Ave SW Road Safety Corridor Project

- August-May 2017** Outreach and design
 - August 9** 35th Ave SW Walking Tour
 - September** New crosswalk at 35th and SW Kenyon St
 - October** Phase 1 before and after report
- Fall 2016** Weekend signal timing adjustments
Temporary curb extensions at SW Graham St
- 2017-2019** Phase 2 and Neighborhood Greenway Implementation

