



# SW Roxbury Street Road Safety Corridor

Project Manager Jim Curtin  
April 7 and 16, 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

- Project background
- Roxbury design
- Long-term improvements
- Review the design/discussion



SW Roxbury Street at 10<sup>th</sup> 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

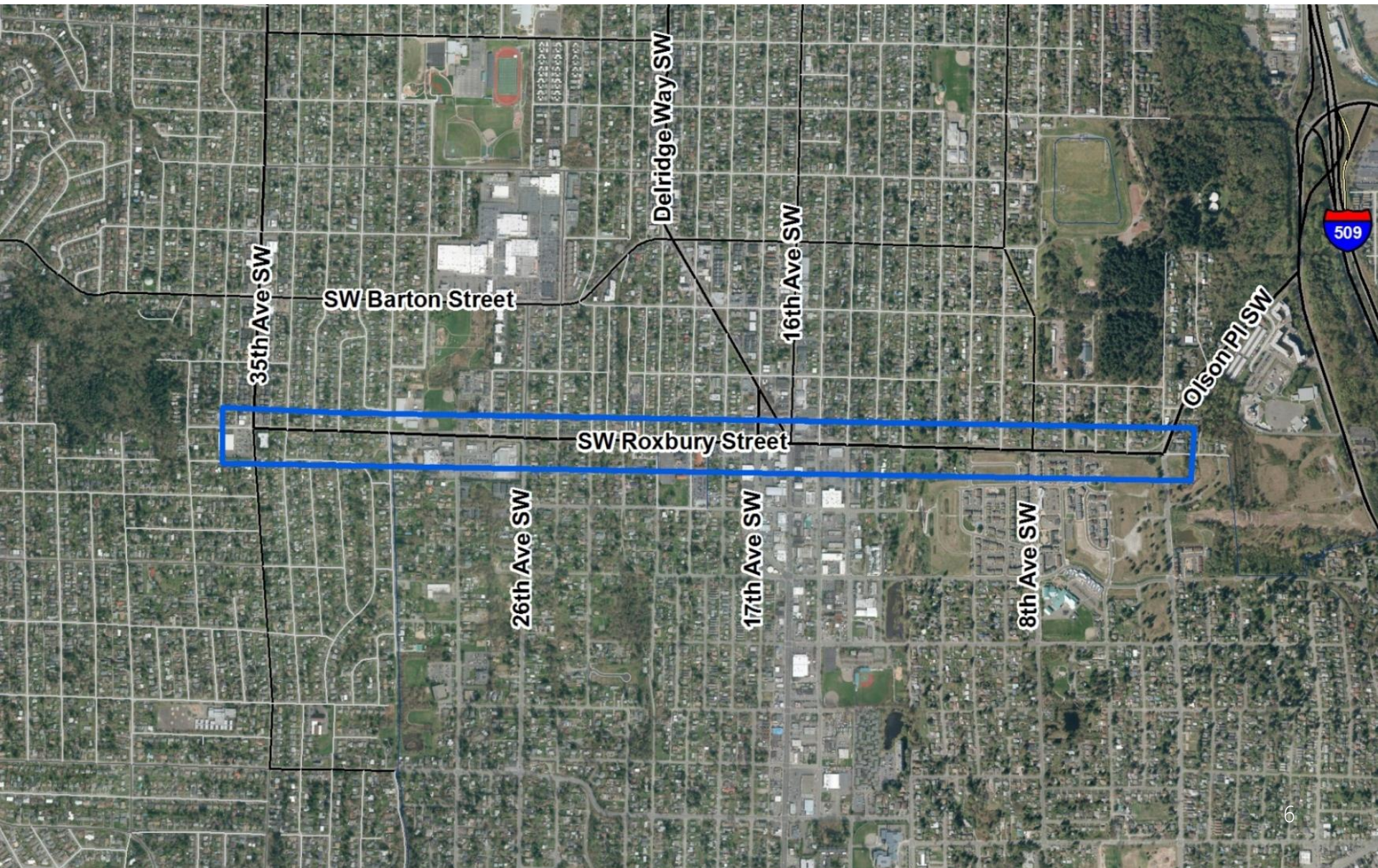
# Background

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





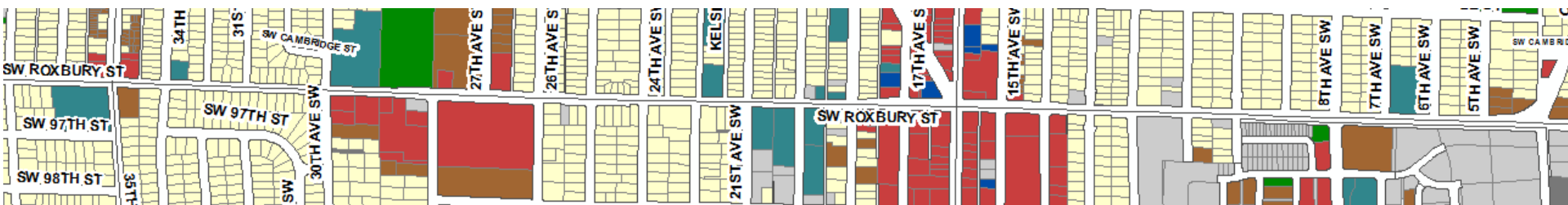
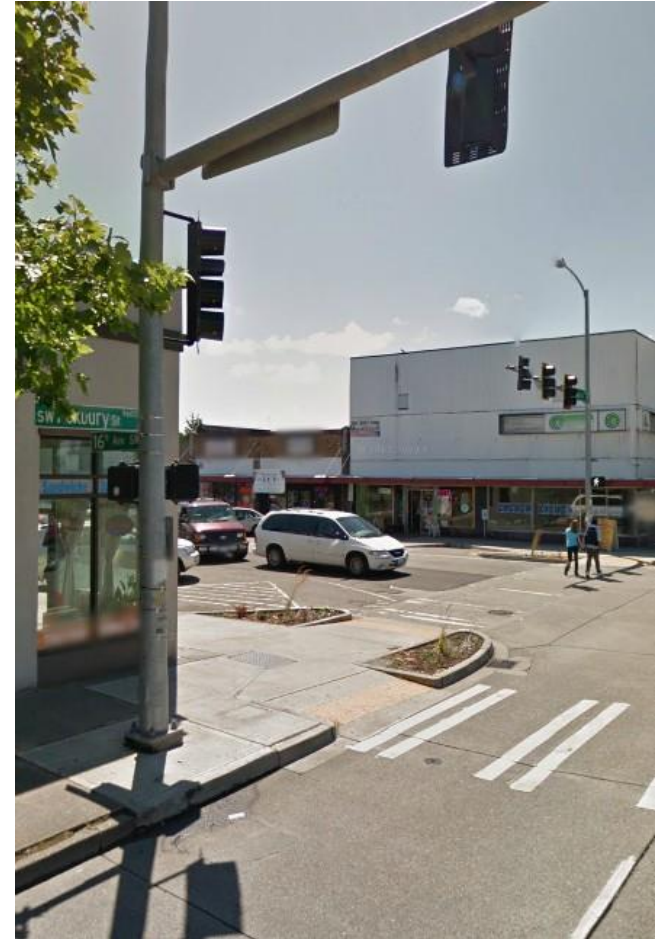
# Project area





# 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

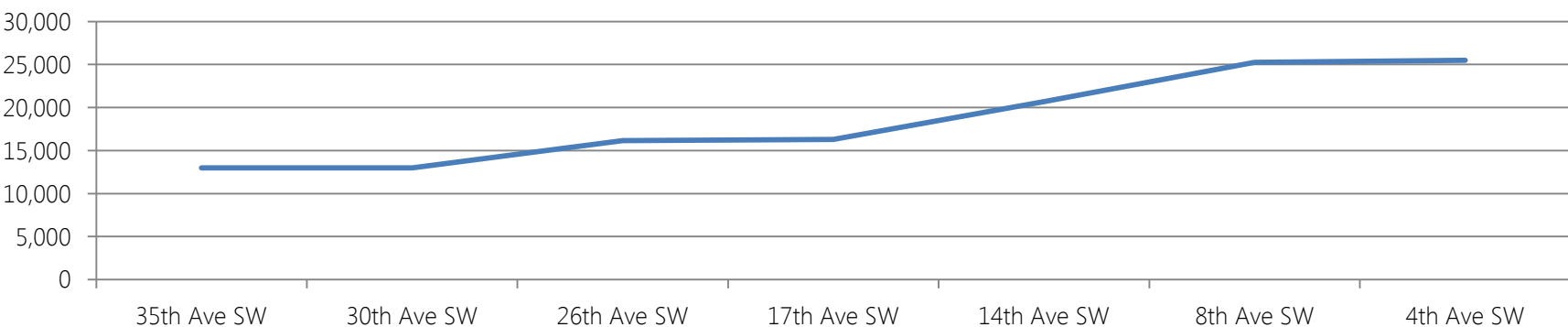


# Existing conditions

- Principle arterial classification
- 13,000 AWDT at 35<sup>th</sup> Ave SW; 25,000 AWDT at Olson Pl SW



Average Daily Traffic





# Existing conditions

## Speeds

- 5+ mph over speed limit in most locations
- High 85<sup>th</sup> percentile speeds (41.3 mph at 30<sup>th</sup> SW)



34.4 mph/37.7 mph - 85th percentile speeds

Eastbound / Westbound





# Existing conditions

## Pedestrian and Bicycle Collisions

- 11 pedestrian-vehicle
- 2 bicycle-vehicle



Pedestrian Collisions



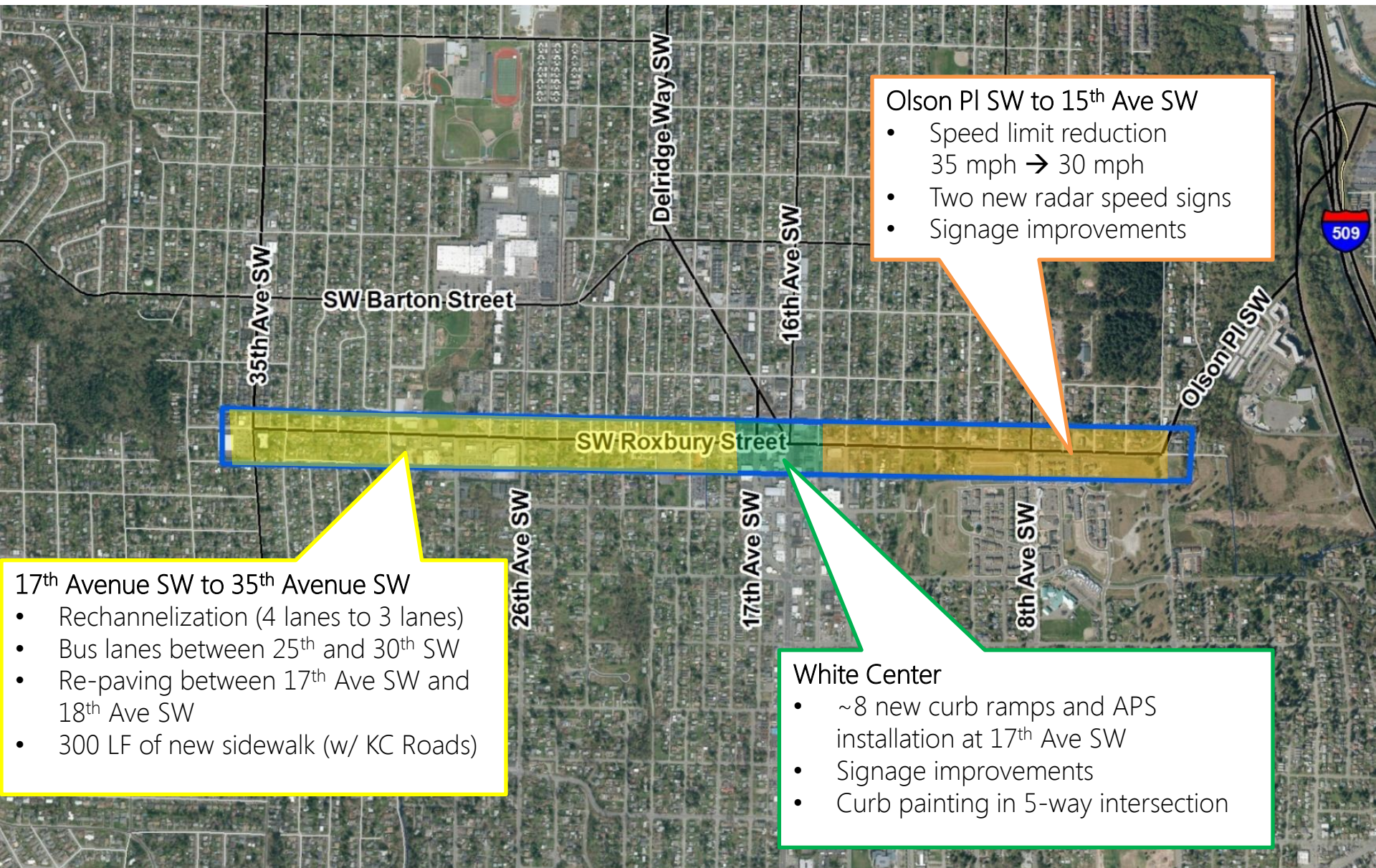
Bicycle Collisions

# Design proposals

- Currently at 60 percent design
- Coordinating with partner agencies (Metro, KC Roads)
- Implementation August 2015



# Design elements



## Olson Pl SW to 15<sup>th</sup> Ave SW

- Speed limit reduction  
35 mph → 30 mph
- Two new radar speed signs
- Signage improvements

## SW Roxbury Street

## 17<sup>th</sup> Avenue SW to 35<sup>th</sup> Avenue SW

- Rechannelization (4 lanes to 3 lanes)
- Bus lanes between 25<sup>th</sup> and 30<sup>th</sup> SW
- Re-paving between 17<sup>th</sup> Ave SW and 18<sup>th</sup> Ave SW
- 300 LF of new sidewalk (w/ KC Roads)

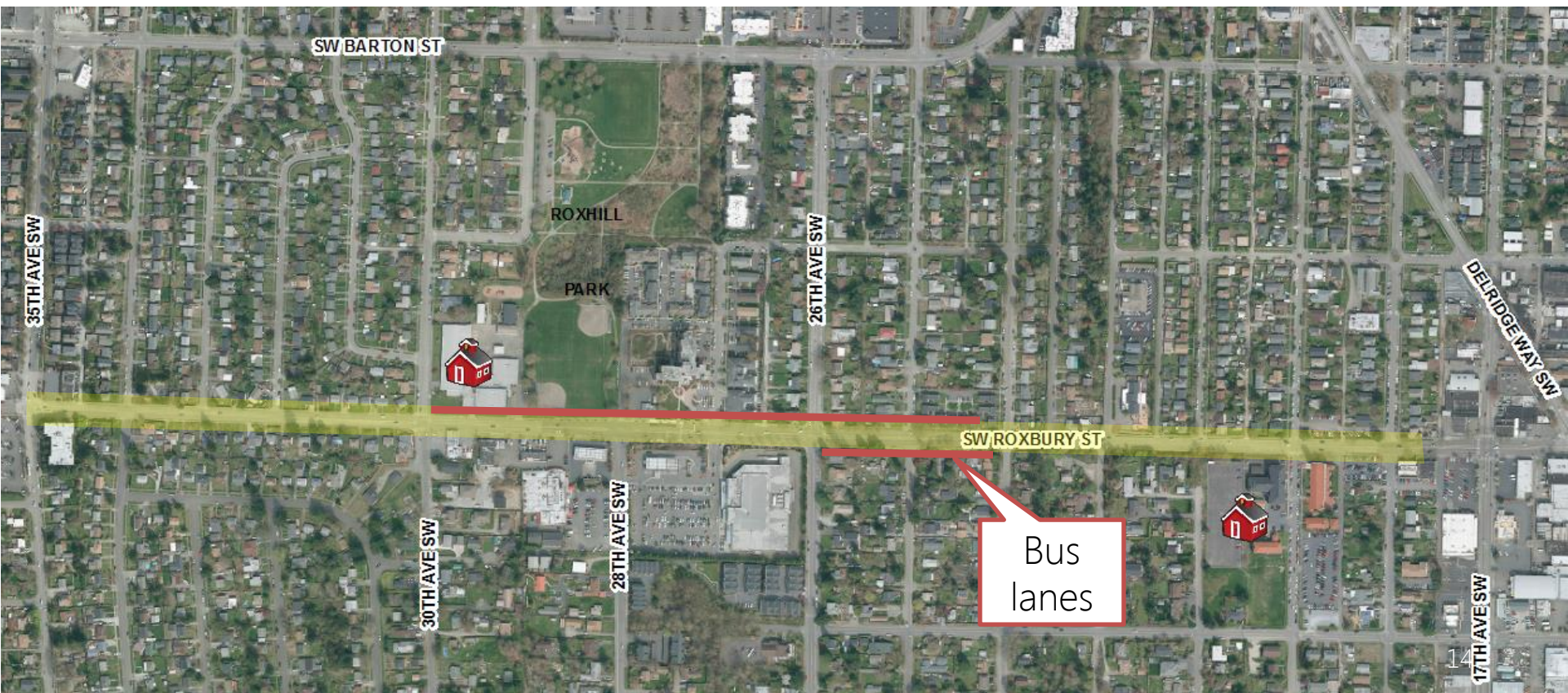
## White Center

- ~8 new curb ramps and APS installation at 17<sup>th</sup> Ave SW
- Signage improvements
- Curb painting in 5-way intersection



# Design elements – western segment

- Rechannelization between 17<sup>th</sup> Ave SW and 35<sup>th</sup> Ave SW (yellow, shaded area)
- Bus stop relocation at 30<sup>th</sup> Ave SW
- Shared bus lane/potential new bus layover zone at Roxhill\*
- Signage improvements and spot pavement repair
- Bike facilities later

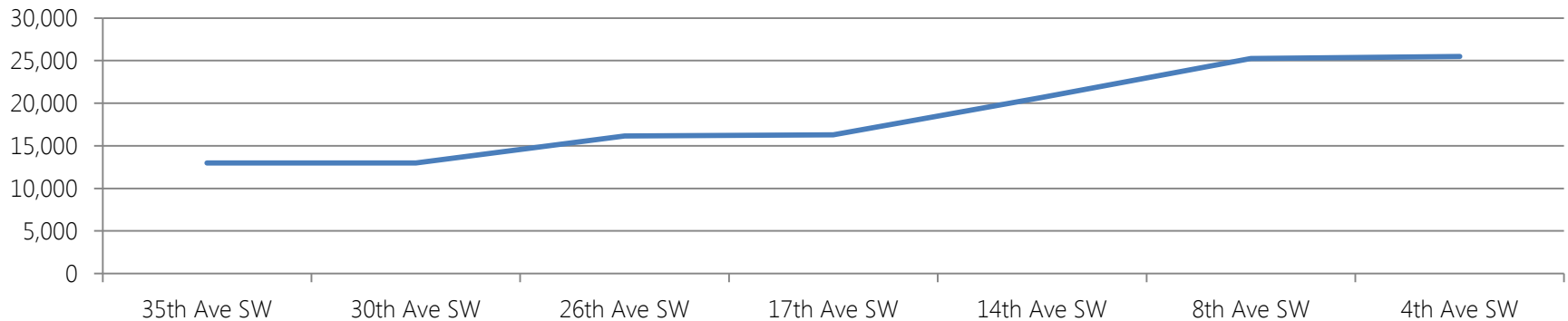




# Design elements

- 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, better turning movements

Roxbury - Average Daily Traffic



# Design elements

Past road rechannelization projects in West Seattle

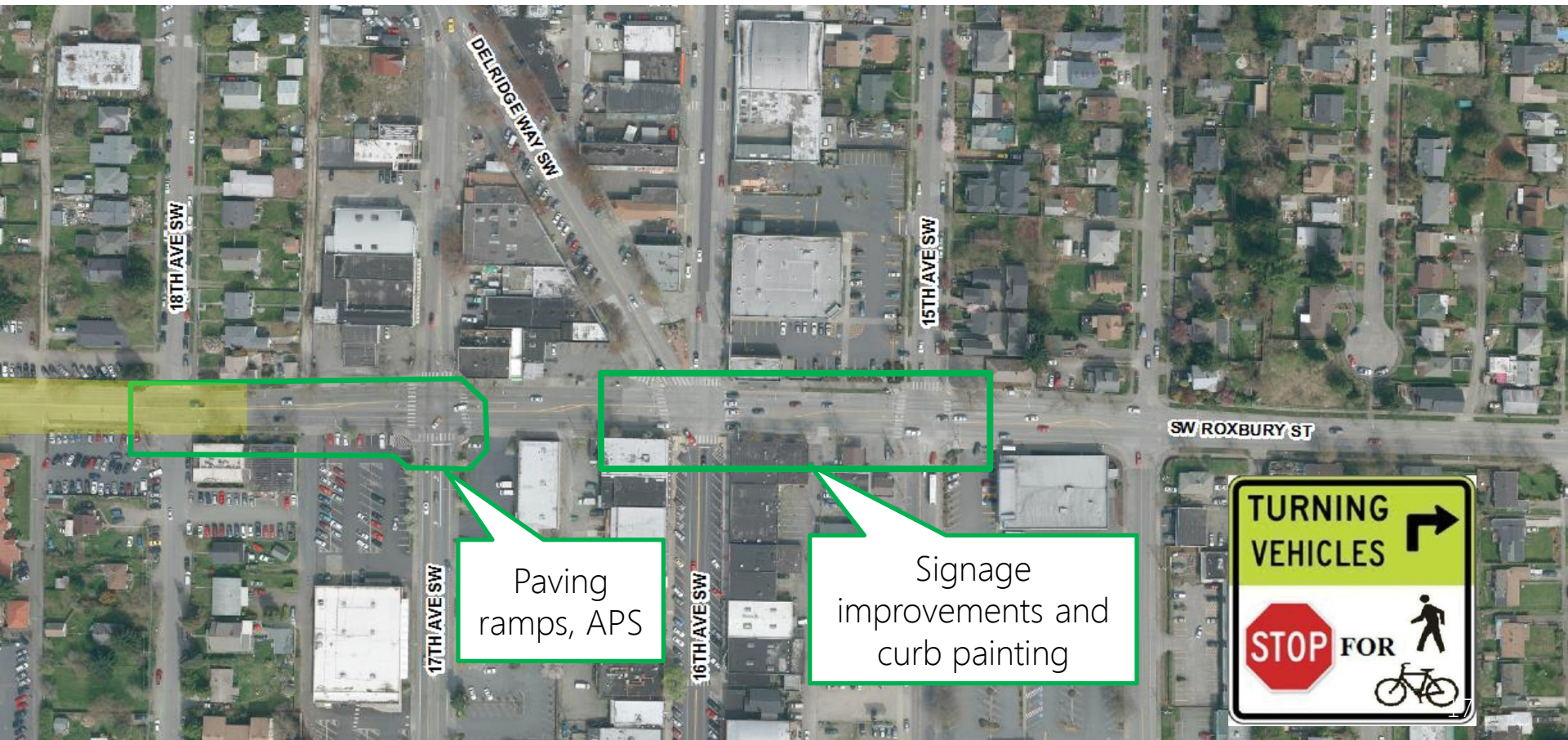
- Delridge Way SW (1988)
- California Avenue SW (1972, 1994)
- Fauntleroy Way SW (2009)

Street	Collisions	85% speed	10+ mph speeders	Volume change
Nickerson St	-23%	-21%	-94%	-1%
Fauntleroy Way SW	-31%	-1%	-13%	+0.3%
NE 125 <sup>th</sup> St	-10%	-8%	-69%	+4%
NE 75 <sup>th</sup> St	-45%	-13%	-76% to 90%	+3%



# Design elements – White Center

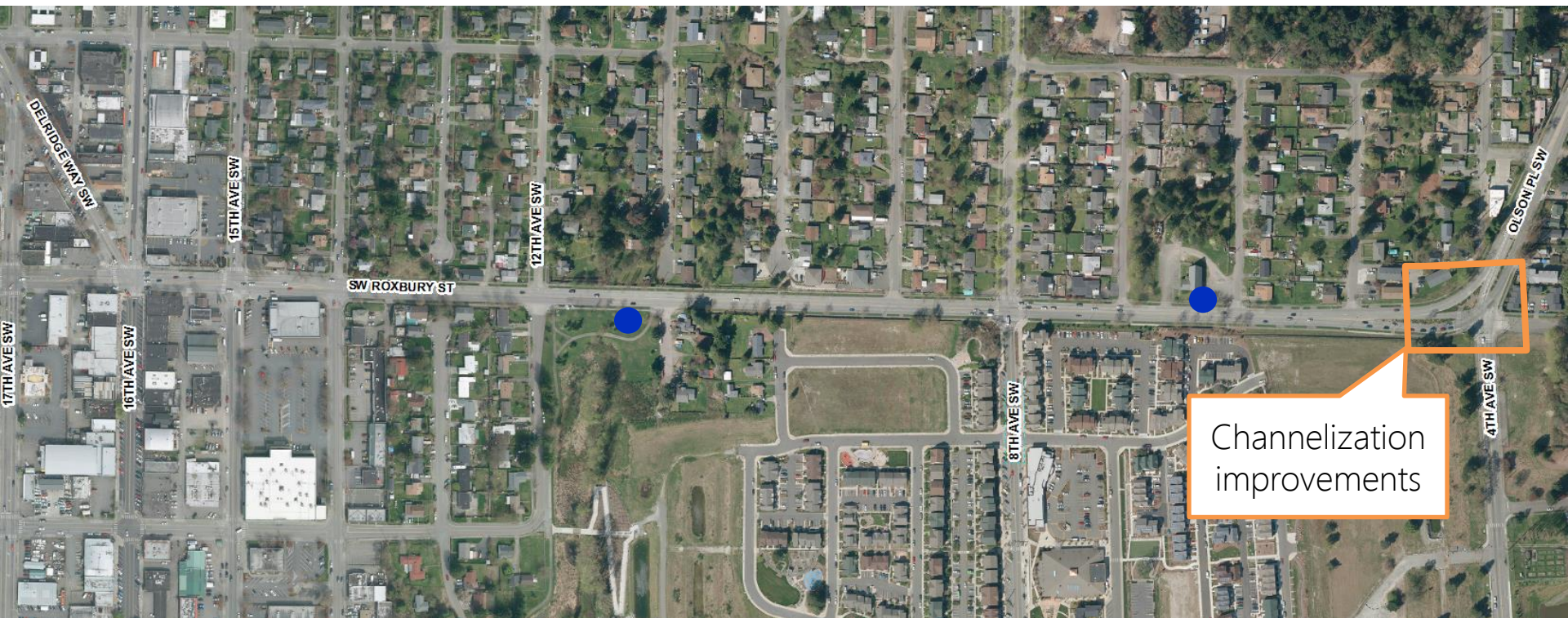
- No channelization changes
- Pavement repair between 17<sup>th</sup> Ave SW and 18<sup>th</sup> Ave SW (2015)
  - New curb ramps and accessible pedestrian signals at 17<sup>th</sup> Avenue SW
- Signage improvements and curb painting





# Design elements – eastern segment

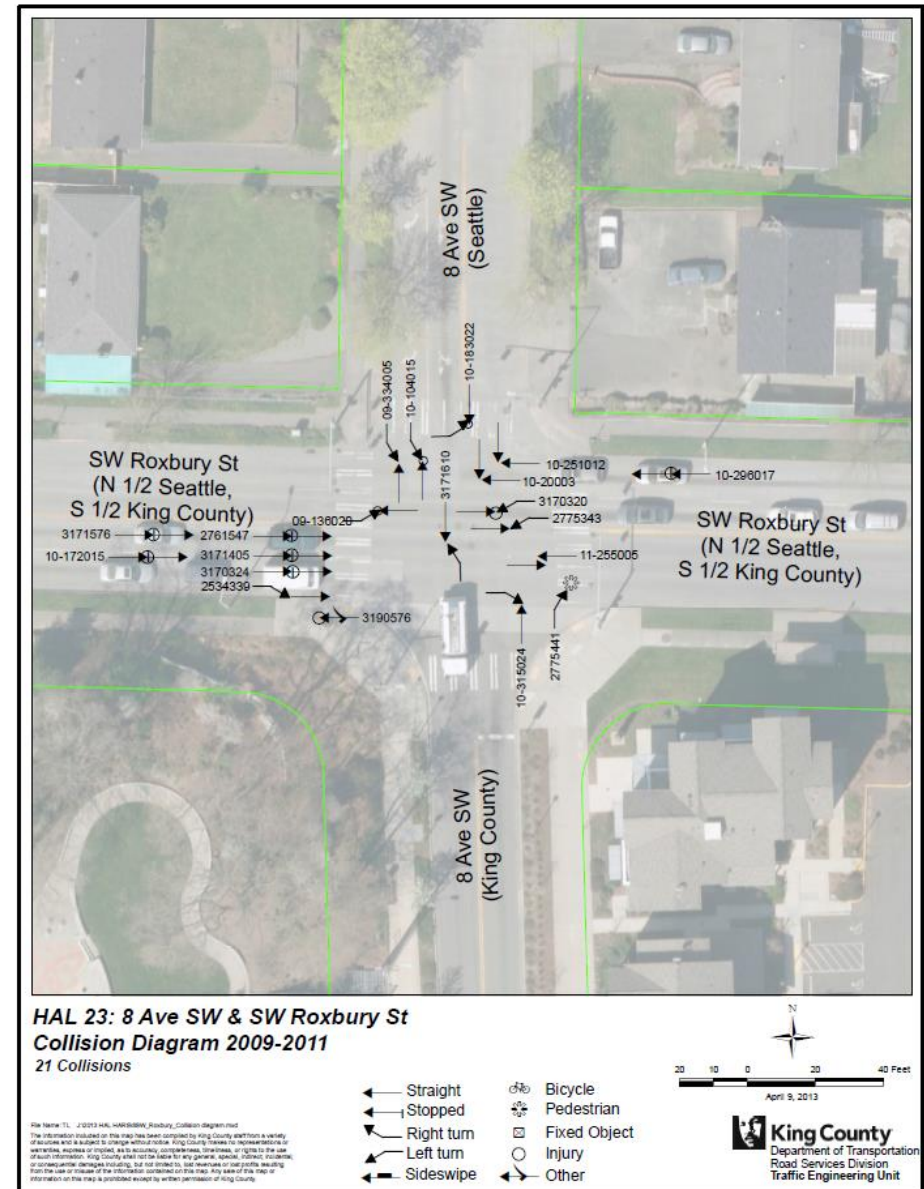
- Channelization improvements at Olson Place SW/4<sup>th</sup> Avenue SW
- Two radar speed signs (locations to be determined)
- Spot signage improvements



● Potential radar speed sign installation locations

# Design elements – eastern segment

- Speed limit reduction
  - 35 mph → 30 mph
- Address persistent collision patterns at 4<sup>th</sup> SW and 8<sup>th</sup> SW





# Other projects

- Paving: Roxbury between 24<sup>th</sup> Ave SW and 27<sup>th</sup> Ave SW (completed 2014)
- School zone photo enforcement at Roxhill and Holy Family (completed 2014)
- Grant funded sidewalks between 28<sup>th</sup> Ave SW and 30<sup>th</sup> Ave SW (construction 2016)



# Long-term projects

- SW Roxbury Street re-paving
- Pedestrian signal near 12<sup>th</sup> Avenue SW

# Next steps

April 16	Open House – Traffic Analysis Southwest Library April 16, 3:00 PM to 4:30 PM
April through July	Final design
Mid-August 2015	Implementation



# Questions?

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

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