

SW ROXBURY STREET ROAD SAFETY CORRIDOR PROJECT

August 2014



Why is SDOT proposing changes to SW Roxbury Street?

High vehicle speeds have been documented along the corridor and there have been 223 crashes causing 112 injuries in the last three years.

What is the goal of this project?

To improve safety for all roadway users: pedestrians, bicyclists, and drivers.

What are SDOT's recommendations for improving safety on Roxbury?

SDOT proposes to implement a series of engineering and enforcement measures along the corridor to achieve our safety goals including:

- Spot improvements to signs and pavement markings
- Pavement repair in several locations
- New sidewalks on the south side of Roxbury between 28th Avenue SW and 30th Avenue SW
- Radar speed signs east of White Center
- Rechannelization of Roxbury between 17th Avenue SW and 35th Avenue SW

What's a rechannelization?

A rechannelization is when SDOT changes the number or configuration of the lanes on a roadway. On Roxbury, SDOT is proposing to change the western segment of Roxbury from a road with two lanes in each direction to a road with one lane in each direction with a two-way center left turn lane. Bus lanes will be included between 25th Avenue SW and 30th Avenue SW to serve King County Metro's Rapid Ride C Line and Route 120.

How will changing the lanes improve safety on Roxbury?

Changing the number of lanes will help us reach our safety goals by:

- Reducing vehicle speeds
- Improving turning movements – especially for trucks and buses
- Significantly improving the pedestrian environment by providing a buffer between pedestrians and the vehicular travel lanes and by reducing the amount of time that pedestrians are exposed to traffic when crossing the street

Aren't there too many cars on SW Roxbury Street for this to work?

The capacity for a two-lane road is about 25,000 vehicles per day. The current average weekday traffic on SW Roxbury Street is about 16,300 motor vehicles per day at 17th Avenue SW and 13,000 vehicles per day at 35th Avenue SW. Lower volumes on the western segment of the corridor make this



portion of Roxbury an ideal candidate for rechannelization. National studies, and our local experience with many similar projects, show that this level of traffic can be accommodated within the proposed 3-lane configuration. This is because left turning vehicles pull out of the travel lane into the left turn lane to wait to make a turn. This allows through traffic to flow unimpeded in the through lane. SDOT's analysis of the proposed rechannelization shows little change to vehicle travel times on the corridor. For more information about rechannelizations, please visit www.seattle.gov/transportation/saferstreetsforall.htm

Can SDOT extend the rechannelization further east?

SDOT's studied the possibility of extending the rechannelization along the entire length of the corridor; however, our analysis showed that the eastern part of roadway performed poorly under this condition. Traffic volumes increase significantly east of White Center. More than 25,000 vehicles use Roxbury each day on the eastern segment of the corridor.

What else are you doing to address safety issues?

- **School zone speed limit photo enforcement** – Photo enforcement cameras have been installed at Roxhill Elementary and Holy Family School to reduce speeding when the school zone speed limit is in effect. These systems will start issuing warnings in September 2014 and start issuing citations in October 2014.
- **New sidewalks** – SDOT and King County Roads will construct sidewalks on the south side of SW Roxbury Street between 28th Avenue SW and 30th Avenue SW. Three pedestrian-vehicle collisions have occurred in this area during the past three years. We hope to complete sidewalk construction in 2015.

- **Pavement repair** – SDOT will repave Roxbury between 25th Avenue SW and 27th Avenue SW in 2014. We will repave Roxbury between 17th Avenue SW and 18th Avenue SW in 2015. New curb ramps will be constructed at each intersection. Spot pavement repairs will be made on the western segment of Roxbury.
- **Radar speed signs** – These signs display the speed of oncoming traffic and provide a reminder to driver to slow down. SDOT studies have shown that radar speed signs can reduce speeds by three to five miles per hour. Two radar speed signs will be installed east of White Center in 2014 or early 2015. The exact locations are still to be determined.

Why are bicycle facilities not included in this project?

Existing pavement conditions prevent SDOT from marking bicycle lanes on Roxbury. These pavement issues will be resolved with the pavement repair and sidewalk construction projects mentioned above and bike lanes may be added later. Seattle’s Bicycle Master Plan recommends separated bicycle lanes on Roxbury.

Will any improvements be made to the intersection of SW Roxbury Street and Olson Place SW/4th Avenue SW?

Yes, SDOT will be making several changes at this intersection including:

- Curve warning and advisory speed limit signs have already been installed to help address a pattern of collisions with fixed objects involving high vehicle speeds.
- Signs will be installed clarifying the left turning movement from 4th Avenue SW to westbound Roxbury to address a left turn collision pattern.
- Roadway markings will be adjusted to help prevent sideswipe collisions

Why are there no changes proposed for 8th Avenue SW?

Several changes were recently made at this location that have reduced collisions including:

- A protected left turn phase for drivers turning left from westbound Roxbury to southbound 8th Avenue SW
- Right turn on red restriction for drivers turning from northbound 8th Avenue SW to Roxbury.

Can anything be done to improve access to the transit stops and park at 12th Avenue SW?

SDOT will seek a long term solution to improve this crossing for park-goers and transit users – likely a traffic signal.

Are any changes coming to White Center at Roxbury and 15th or Roxbury and Delridge?

SDOT will be installing signage to remind drivers to stop for pedestrians and bicyclists. Signal changes will also be considered.

Can anything be done to improve conditions at 26th Avenue SW and SW Roxbury Street?

SDOT will be installing left turn pockets on 26th Avenue SW for the northbound and southbound approaches to Roxbury. This change is intended to resolve left turn and angle collisions that have occurred at this intersection 15 times in the past three years. Traffic signal changes are also being considered for this intersection.

Is SDOT proposing changes for the intersection of 30th Avenue SW and SW Roxbury Street?

SDOT and King County Roads will be constructing curb ramps on the southeast corner of this intersection to improve pedestrian safety.

Are any changes proposed for the intersection of 35th Avenue SW and Roxbury?

Channelization changes will be made at this intersection to improve sight lines and right turns; however, the operation of this intersection will not change significantly. Westbound drivers on Roxbury will encounter a left turn/through lane and a right turn only lane when approaching 35th Avenue SW.

Is SDOT working with King County on this project?

Yes, SDOT is leading this project and working closely with King County Roads and King County Metro Transit.

Where can I find more information?

Speed, volume and collision information can be found on the project website along with presentations from our public meetings. www.seattle.gov/transportation/roxbury.htm

How can I comment on this project?

Please contact Project Manager Jim Curtin by phone at (206) 684-8874 or via email at jim.curtin@seattle.gov