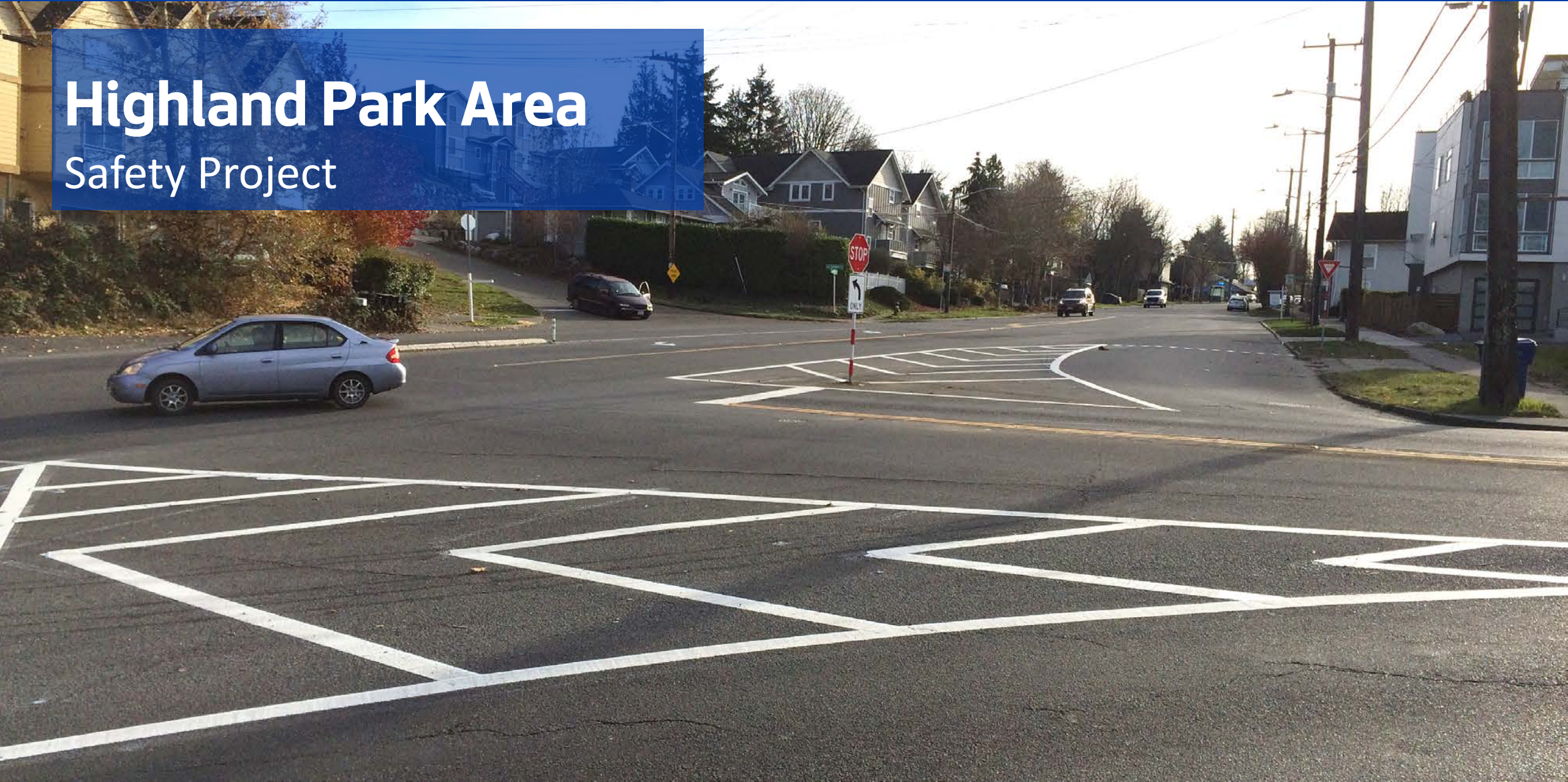


# Highland Park Area Safety Project



# Our vision, mission, and core values

**Vision:** Seattle is a thriving equitable community powered by dependable transportation

**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

# Presentation overview

- Background
- Existing conditions
- Concepts
- General Q&A
- Feedback session

# Goals

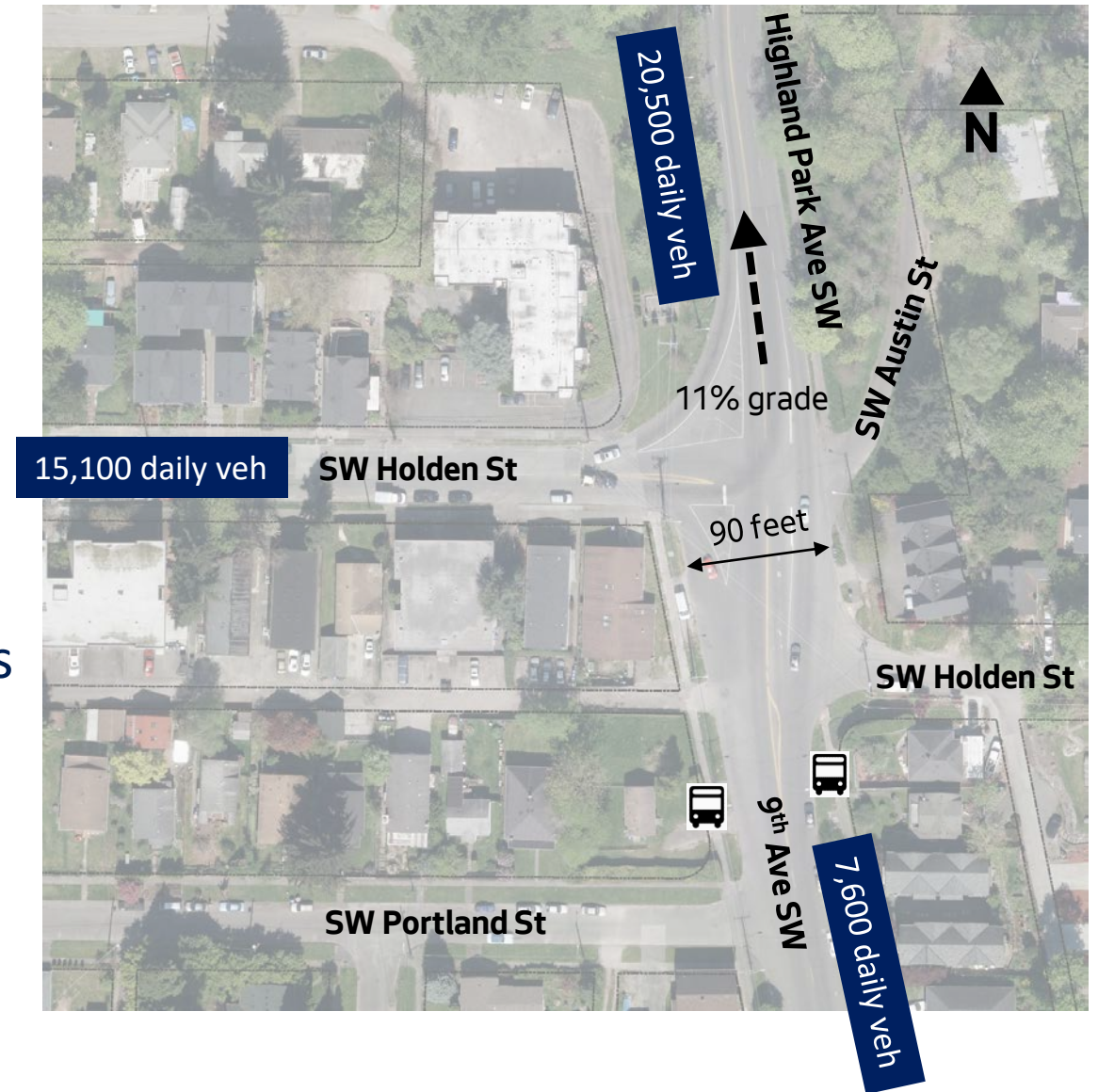
- Improve safety for **ALL**
- Identify and implement safety improvements
- Enhance traffic operations
- Opportunity for public input



Highland Park Way SW & SW Holden St - looking westbound

# Existing conditions

- Principal arterial north of SW Holden St
- Minor arterial south of SW Holden St
- Major route into and out of West Seattle
- Serves up to 20,500 daily vehicles
- Metro Route #131 serves +1,400 daily trips
- The intersection is 90 feet wide
- Sight line issues with an 11% grade



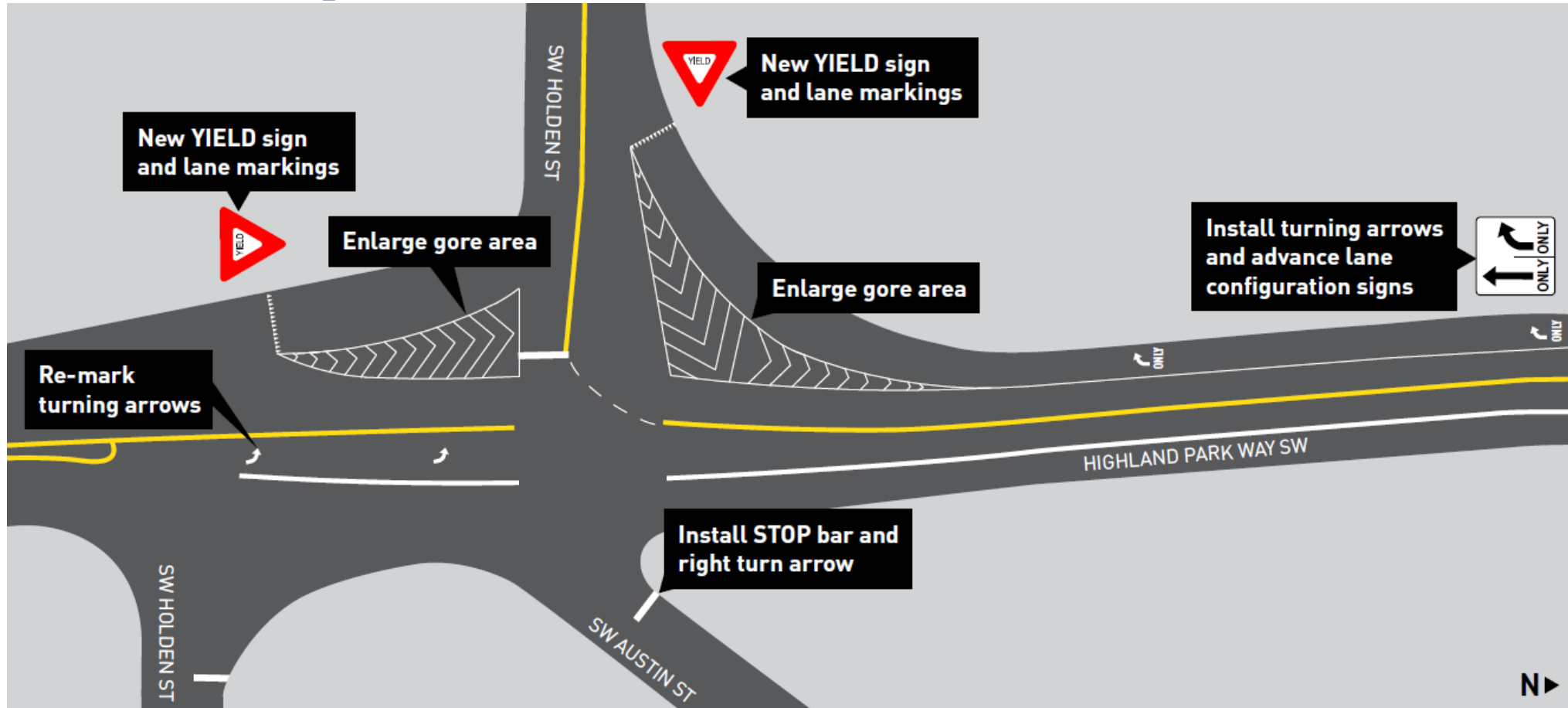
# Collision data

## Last 5 years (2014-2018)

- 107 police reported crashes
    - 1 pedestrian-vehicle crash
    - 1 bicycle-vehicle crashes
    - 39 injury crashes
    - 2 serious injury crash\*
    - 2 fatalities
  - Primary crash pattern at Highland Park Way SW & SW Holden St is NB left turning vehicles against southbound vehicles
- \* 6/10/2019 – one serious injury crash at Highland/Holden



# Recent improvements



Near term improvements made in late 2018

# Recent improvements - "zig zag" approaches



**9<sup>th</sup> Ave SW and SW Cloverdale St**



**9<sup>th</sup> Ave SW and SW Trenton St**



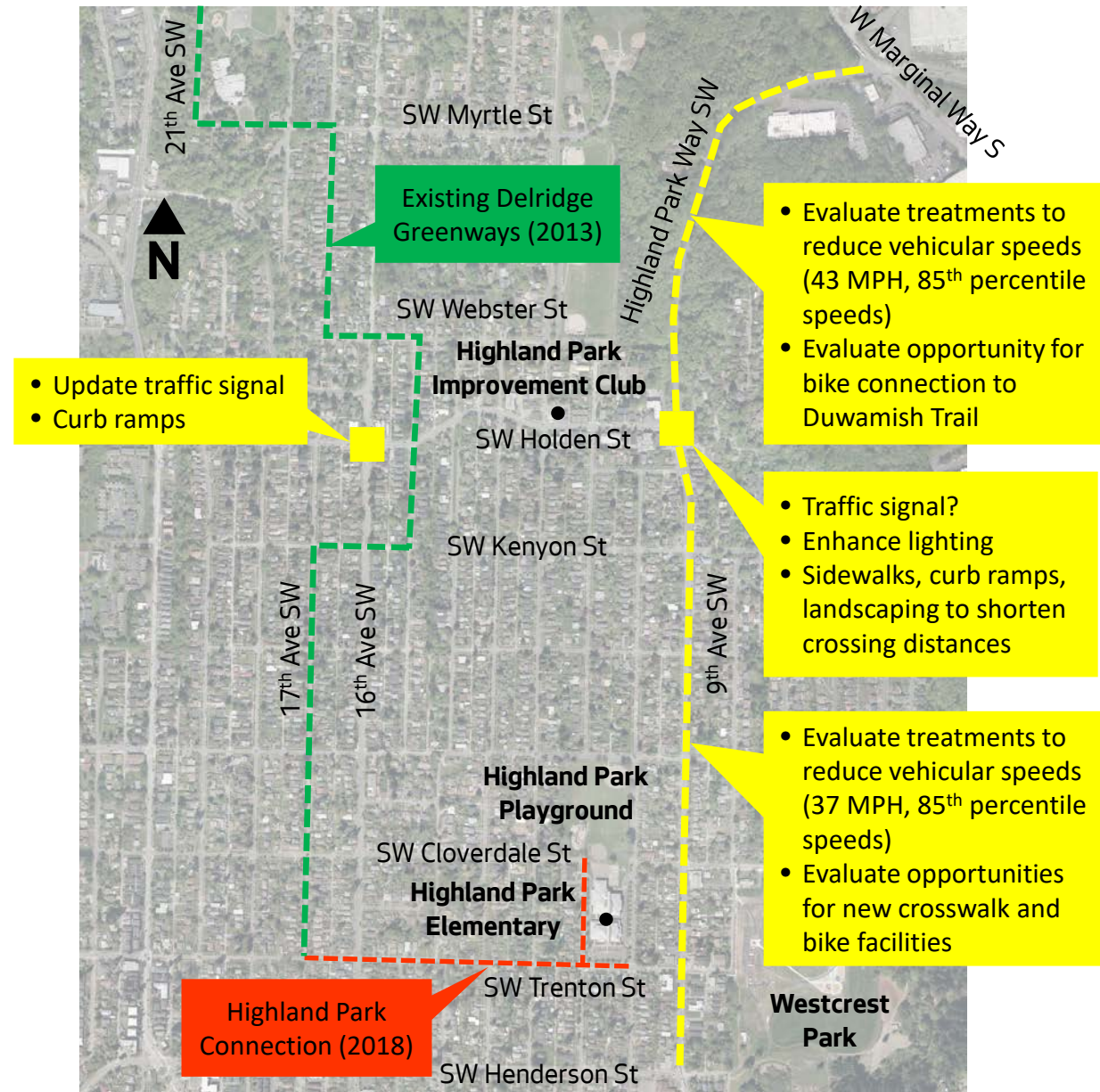
# Recent improvements



**Installed two sets of speed cushions near 16<sup>th</sup> Ave SW/SW Myrtle St for Sanislo Elementary School ("Your Voice, Your Choice" and Safe Routes to School)**

# Potential scope

- Intersection improvements at Highland Park Way SW/SW Holden St and 16<sup>th</sup> Ave SW/SW Holden St
- Evaluate opportunities for new crosswalk and bike facilities
- Channelization changes, speed cushions, and/or curb bulbs to reduce vehicular speeding



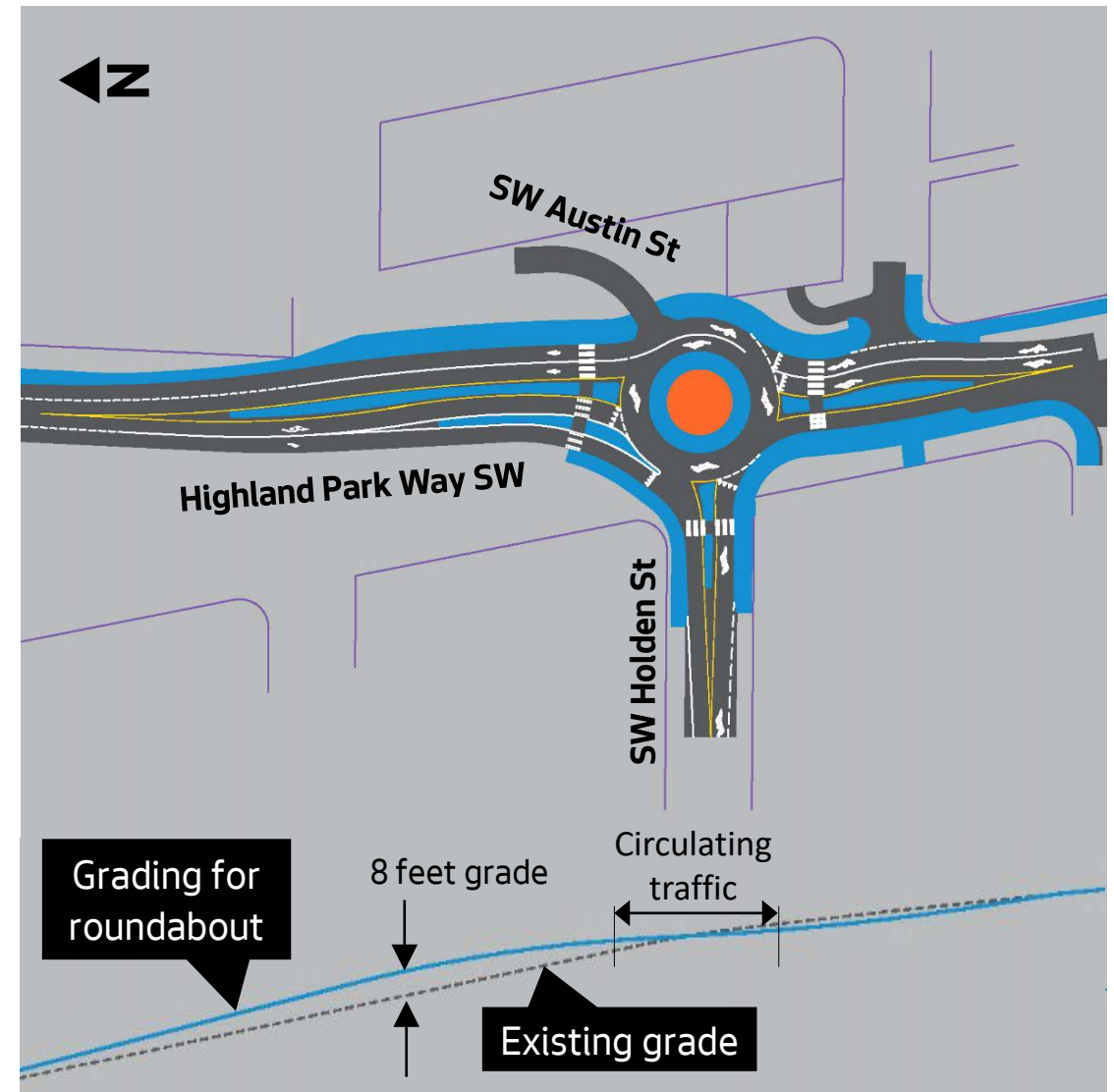
# Roundabout

## Benefits

- Improved traffic flow (compared to a traffic signal)
- Slows vehicles down to 20-25 MPH at the intersection
- Provides visual gateway into West Seattle

## Considerations

- 8 feet of roadway grading needed on north approach (traffic circulating within roundabout should be on a level grade)
- Significantly higher cost

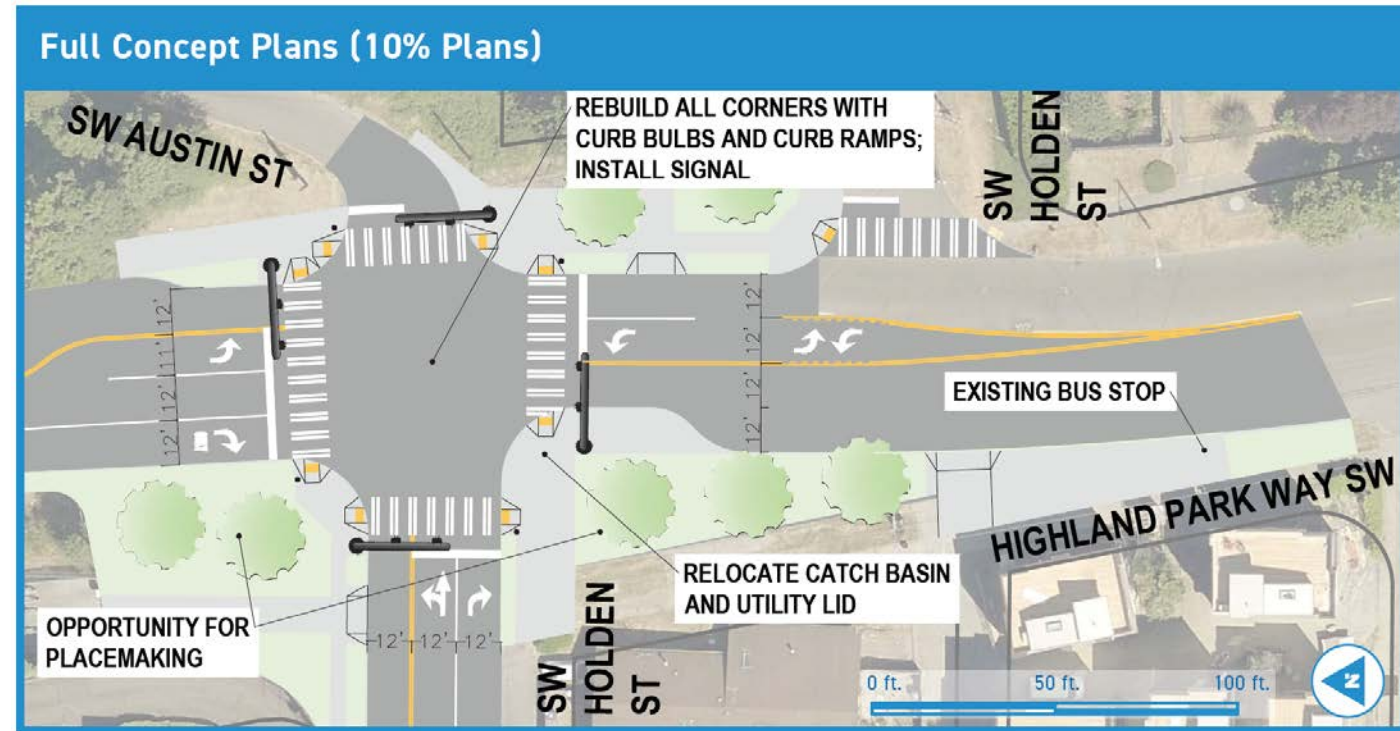


Roundabout concept (2019)

# Traffic signal

## Benefits

- Addresses primary crash pattern (northbound left turning vehicles against southbound thru)
- Enhances operations for eastbound traffic
- New marked crosswalks
- Provides dedicated time for people driving, walking/rolling, or biking
- Opportunity for public art



Neighborhood Street Fund (2019) concept

# Funding

## \$3.85 million

- *\$3.5 million* from the Mayor's 2020 Proposed Budget (pending Council adoption)
- *\$350,000* remaining from Vision Zero\*

\* \$500,000 total contribution from Vision Zero (\$150,00 was spent for analysis and early design)

# Project schedule

Date	Activity/action
Fall 2019	Issues identification and design
Winter 2020	Outreach and design
Spring 2020	Design alternatives review meeting
Summer 2020	Final design meeting
2021	Construction

# Feedback session

- Share your experiences
- Potential topics:
  - Channelization
  - Bicycle facilities
  - Crosswalks/sidewalks
  - Traffic signal / roundabout
  - Transit
  - Pavement condition
  - Public space opportunities



# Questions?

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[www.seattle.gov/transportation](http://www.seattle.gov/transportation)

