



Structure of Today's Meeting:

6:05-6:25 Staff Presentation

6:25-7:15 Open House & Feedback Opportunity
(Fill out question cards for group Q&A by 6:45)

7:15-7:45 Reconvene for group Q&A

7:45-8:00 Wrap up

Listen, value others, and treat everyone with fairness and dignity.

BACKGROUND

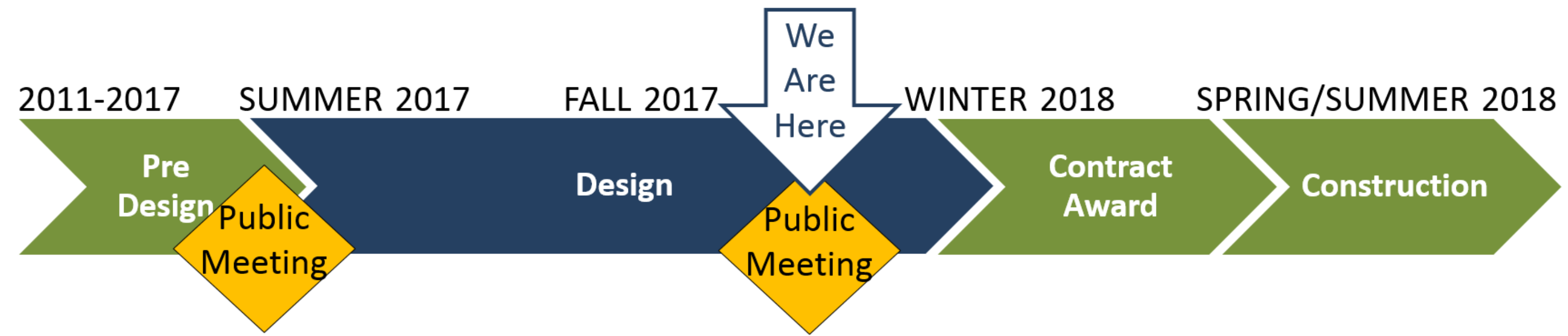
- This project will restripe Richmond Beach Road from 4 lanes to 3 between east of 3rd Ave NW to 24th Ave NW.
- **Purpose: to improve driver, pedestrian, and bicyclist safety.**
- Many intersections will retain dedicated turn lanes, limiting delay.
- We have received feedback from over 135 residents.
- We are still seeking feedback in order to further refine the design.





HOW DID WE GET HERE?

- Annual Traffic Report – Consistently identifies the need for safety improvements based on collision patterns.
- 2011 Transportation Master Plan (TMP) – Slated bike lanes for the corridor.
- Capital Improvement Plan (CIP) – This low cost project concept was added to the 2016-2021 CIP, and adopted by Council as a cost effective way to address both safety & mobility needs.



Estimated Construction Cost: \$300,000

COLLISIONS (2010-2016)

- 154 Total
- 20 Injury
- 10 Pedestrian
- 3 Bicyclist

Intersection phase changes at 3rd have helped, but there are still a lot of collisions occurring there.

UPDATE: 1/17-9/17
3 pedestrians have been hit, 1 bicyclist



Wide roads with underutilized lanes most of the day encourage speeding

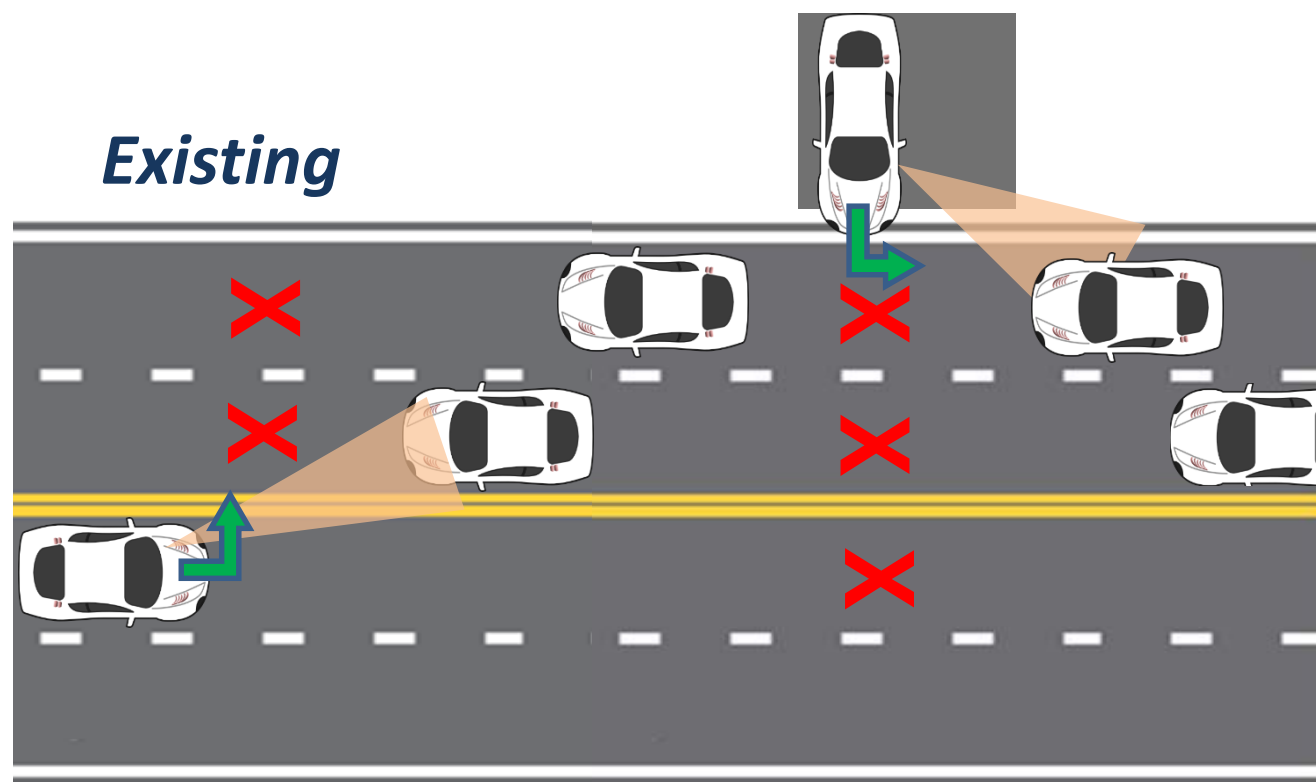


Speed is a critical factor in injury collisions, especially for the most vulnerable users - pedestrians & bicyclists. **Over 55% of drivers are traveling over 35 mph**

BENEFITS OF 3-LANE ROADWAY

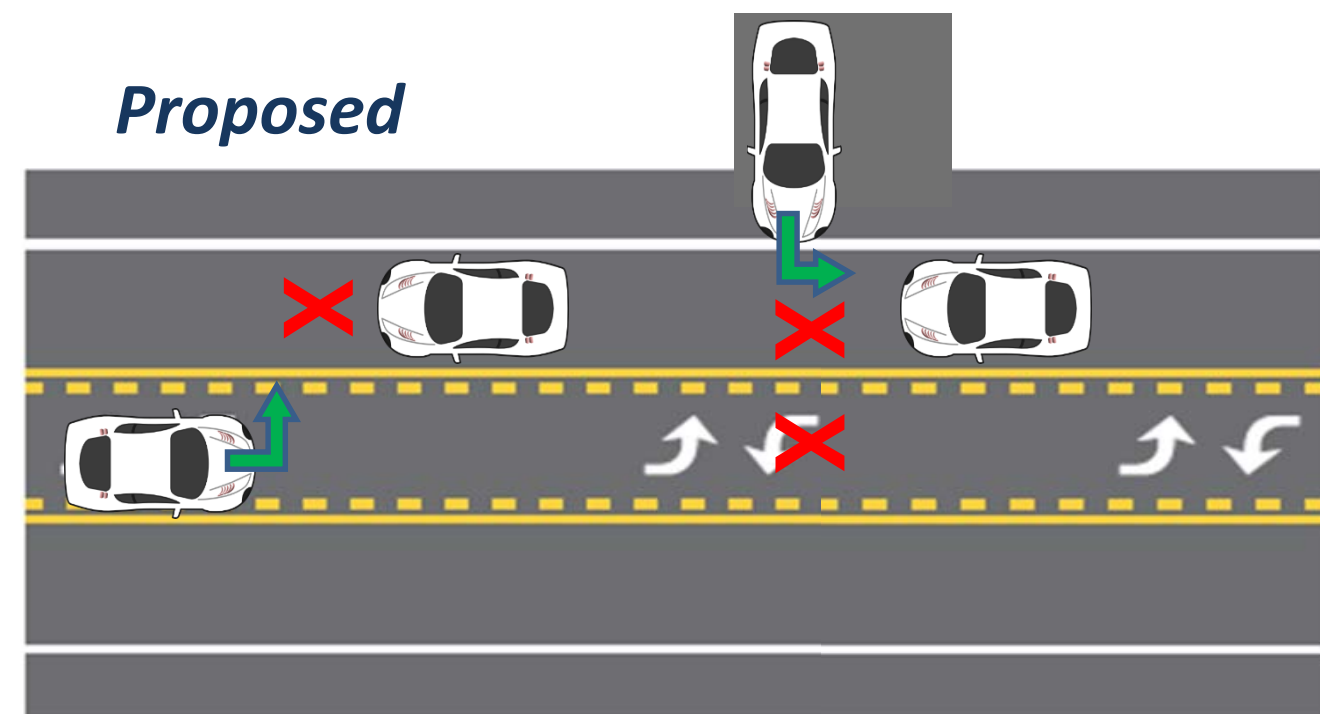
4 Lane

- More conflict points = more potential for collisions.
- Less sight distance. One oncoming lane of traffic can block views to the adjacent lane.
- More weaving (drivers going around turning vehicles or passing to speed).
- Higher speeds and speed differential.



3 Lane

- Less conflict points = less potential for collision.
- Better sight distance, no multi lane shielding. Can pull forward more to enter roadway.
- Gets turning driver out of through lane, less weaving.
- Lower speeds, prudent driver sets speed.



4 lane to 3 lane conversion is a federally recommended safety improvement for corridors like this



19-47% CRASH REDUCTION

BENEFITS OF 3-LANE ROADWAY



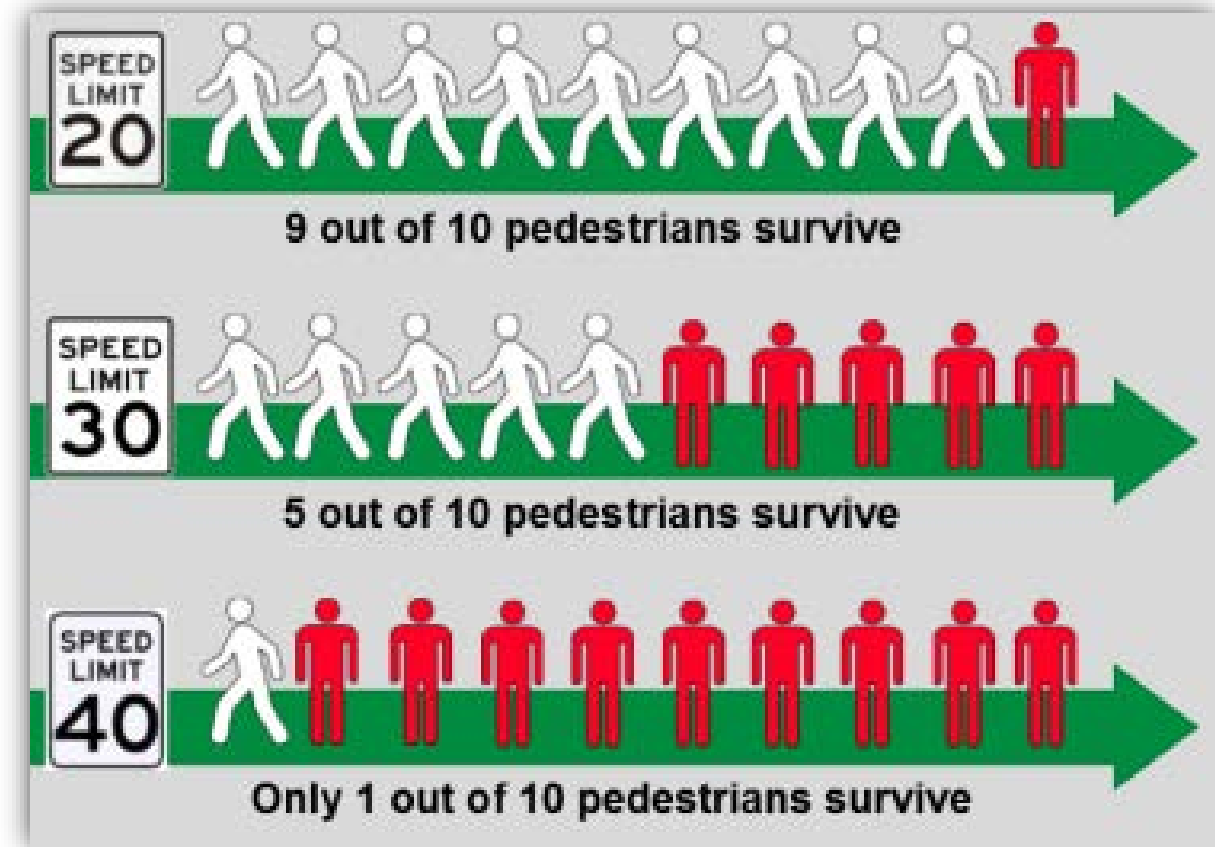
Reduces Speeding

Reduces speeding and speed differential which decreases potential for injuries.

The prudent driver sets the speed since passing lane is eliminated.

A 5 mph difference only saves you 30 seconds – but could be the difference between life or death in a pedestrian or bike collision.

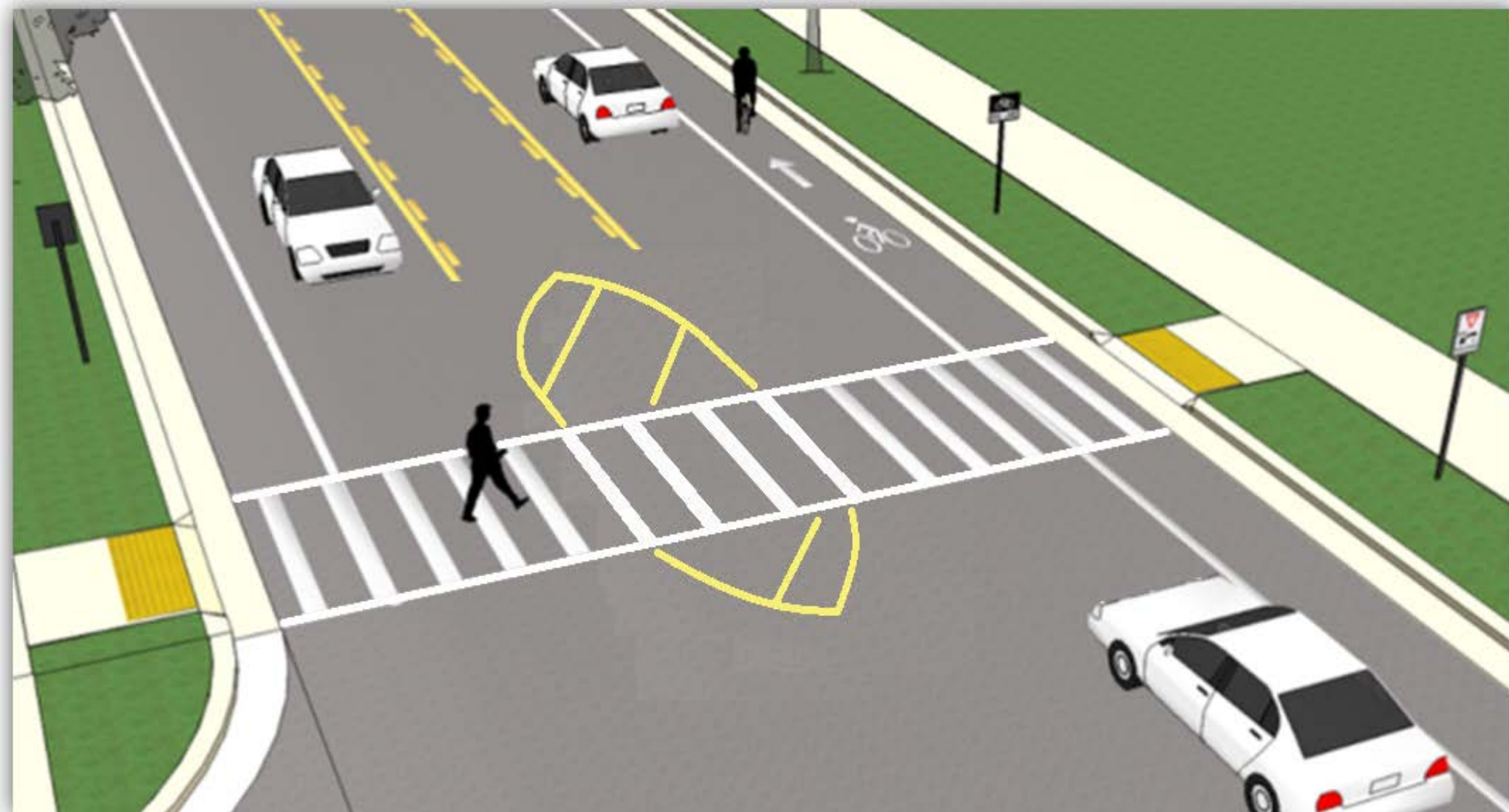
Wide open lanes = more speeding 



PEDESTRIAN BENEFITS

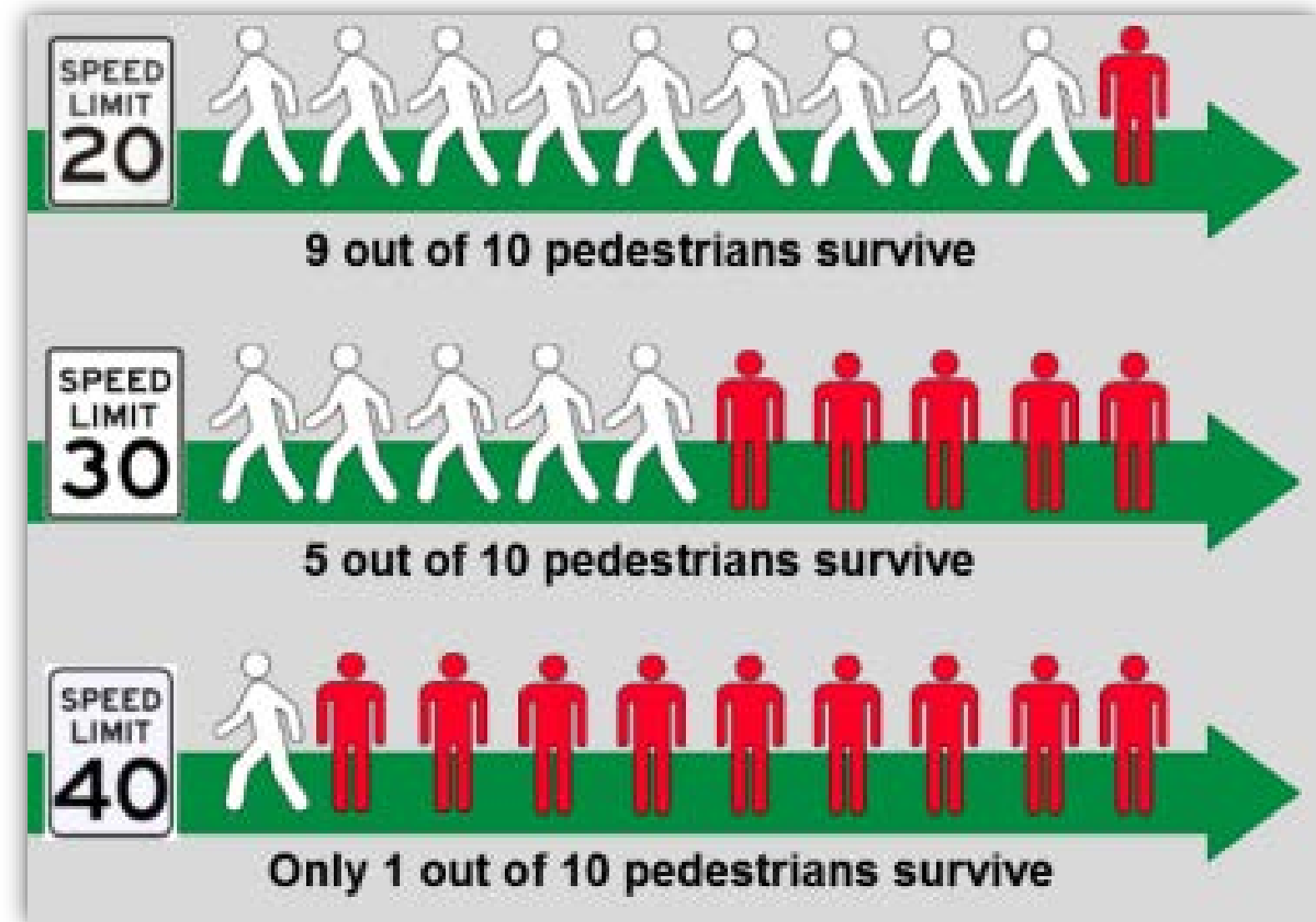
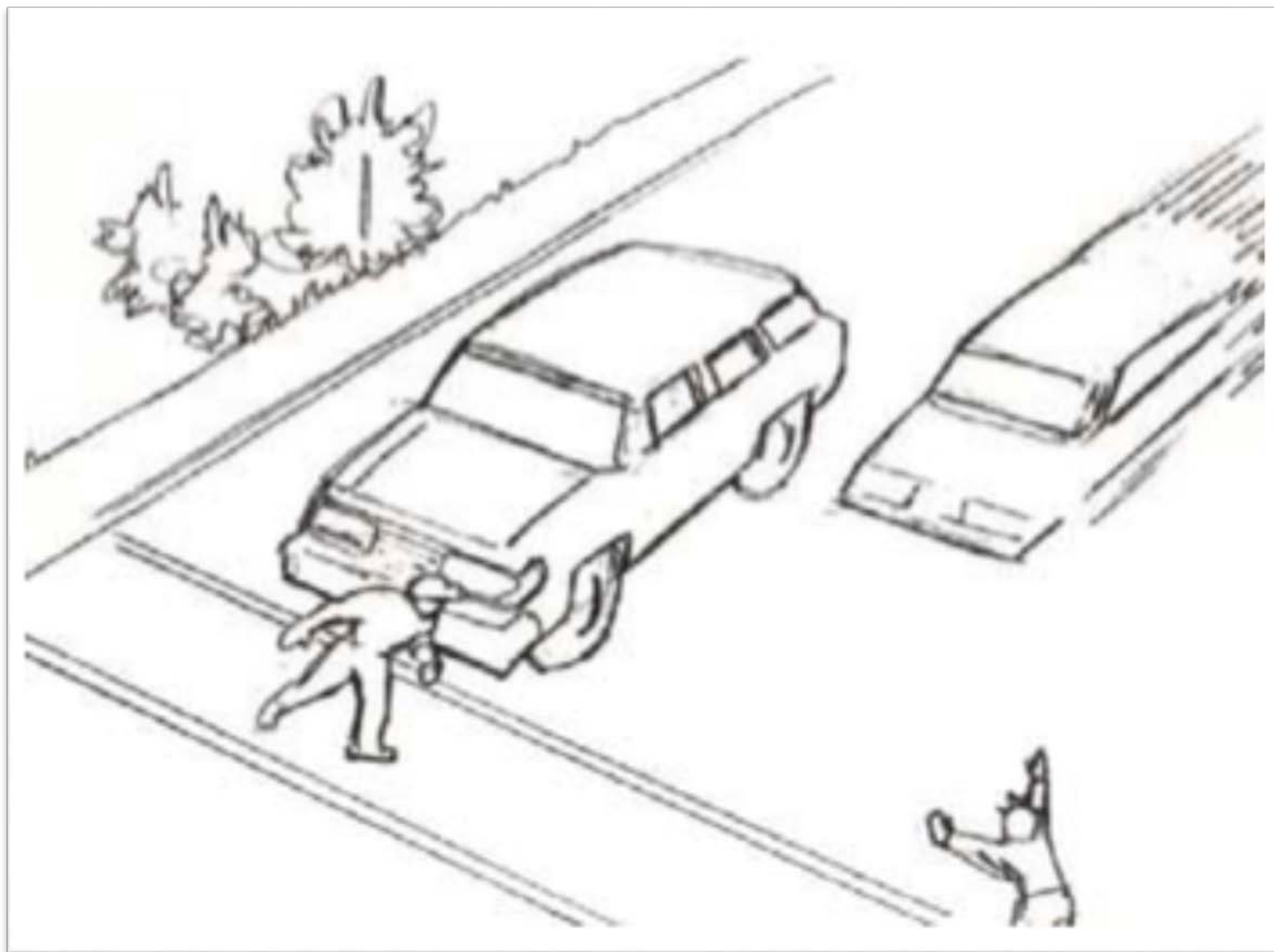
- ✓ Over 90% of pedestrian collisions occur when people cross the road; restripe creates space for “pedestrian refuge” for people crossing
- ✓ **Fewer lanes to cross = safer, reduces pedestrian exposure**
- ✓ **Provides buffer** - adds 6 more feet between pedestrians on the sidewalk and traffic

More than 200 people ride the bus each day on average along the corridor – all are a pedestrian at some point.



PEDESTRIAN BENEFITS CONTINUED

- ✓ **Eliminates pedestrian multi-lane threat scenario** where one vehicle stops, but adjacent driver fails to see the pedestrian crossing in front of the stopped car
- ✓ **Reduces speeding**, a main indicator in pedestrian crash survival



BICYCLIST BENEFITS

- ✓ **Bike ridership is up 7.8%** since 2011 region-wide
- ✓ Traffic data shows **bicyclists use this corridor**, others want to
- ✓ 4 bicyclists have been injured on this corridor in the last 4 years
- ✓ Bike lane markings provide the expectation for drivers to encounter bicyclists, improving their awareness and **attentiveness to bicyclists** while driving.
- ✓ **Reduced speeds** and improved sight lines improves bicyclist safety.



VS





COMMON CONCERNS WE'VE HEARD

CONCERN	RESPONSE
More traffic delay	Modeling has been completed which shows less than a minute of added delay (less than 4 mph difference). Will monitor via before/after study.
Future growth	All future development must show that it will not cause Shoreline standard traffic level of service failures, or provide improvements to meet standards.
Cut through traffic	Will monitor via before/after study and implement traffic calming as needed.
Emergency response delay	Not anticipated based on the availability of the center turn lane space, but will be monitored via before/after study.
Not enough bikers to justify	This project is not being implemented to build bike lanes. It is being implemented to improve safety.



COMMON CONCERNS WE'VE HEARD Continued...

CONCERN	RESPONSE
Getting stuck behind buses at stops	Widened bus stop area at intersections so through traffic won't be blocked.
Getting stuck behind slow vehicles	Will track via before-after study. Video of corridor does not validate this concern. Back up plan for hill if this proves to be problematic.
Stopped delivery or garbage trucks	It is legal to go around stopped, blocking vehicles. Stopped vehicles will mostly be contained within the bike lane, leaving room for drivers to safely go around.
Head on collisions will increase	No head on injury collisions in any 3 lane configuration in analysis period (2010-2016). Not substantiated by other studies.

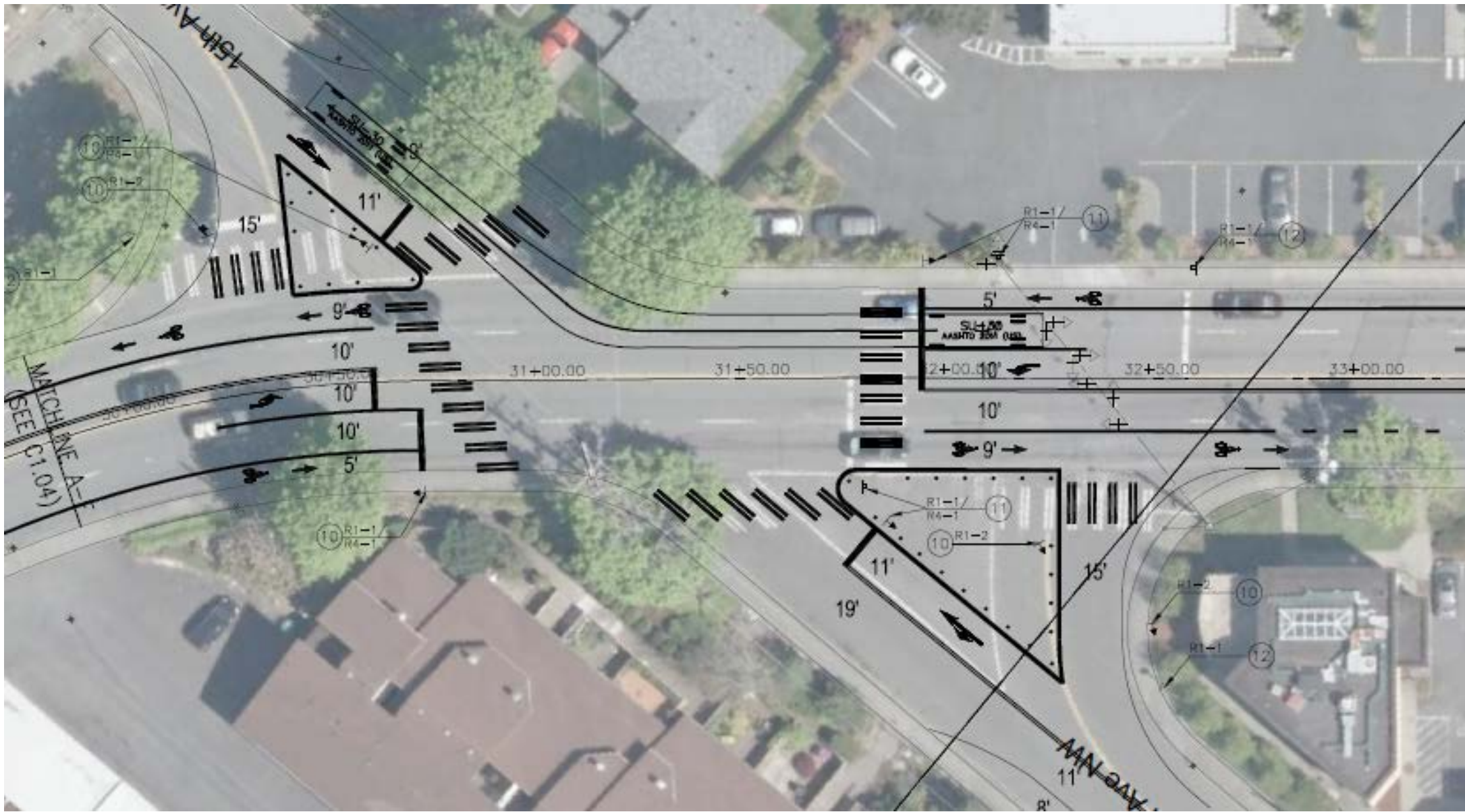


60% DESIGN UPDATES

Striping for Locations With Bus Stops near Intersections



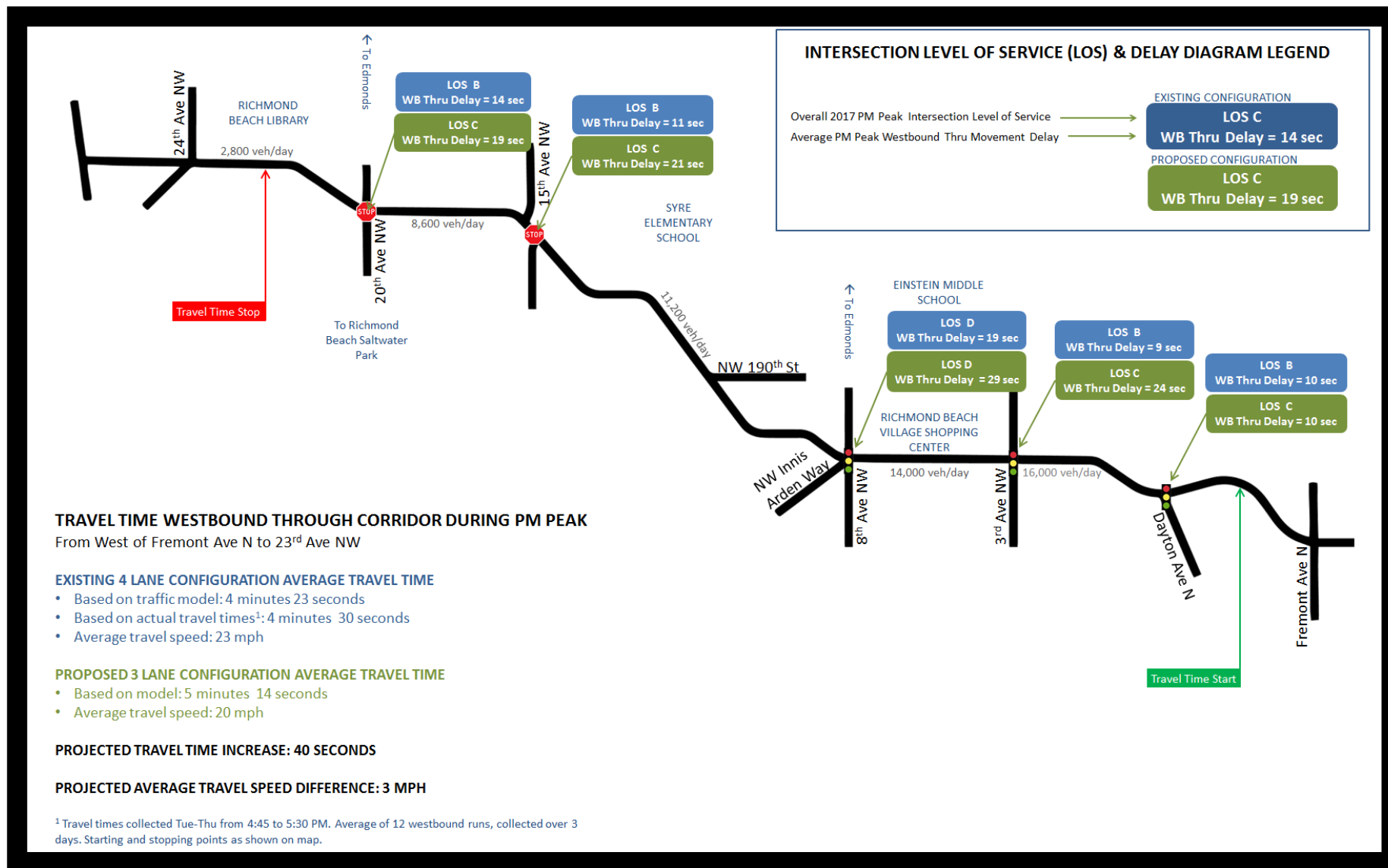
At intersections, bus stops will be wider so that through traffic isn't blocked.



15th Ave NW, stop controlled intersection revised for safer turns to and from 15th Ave NW (north leg)

Other minor revisions – see roll plot!

UPDATED TRAFFIC ANALYSIS



See board at traffic analysis station for detailed and updated information about anticipated travel delays

Keep in mind...

If you plan cities around cars and traffic, you get more cars and more traffic.

PM TRAVEL TIME DIFFERENCE	
Existing	Proposed ¹
4:37	5:25

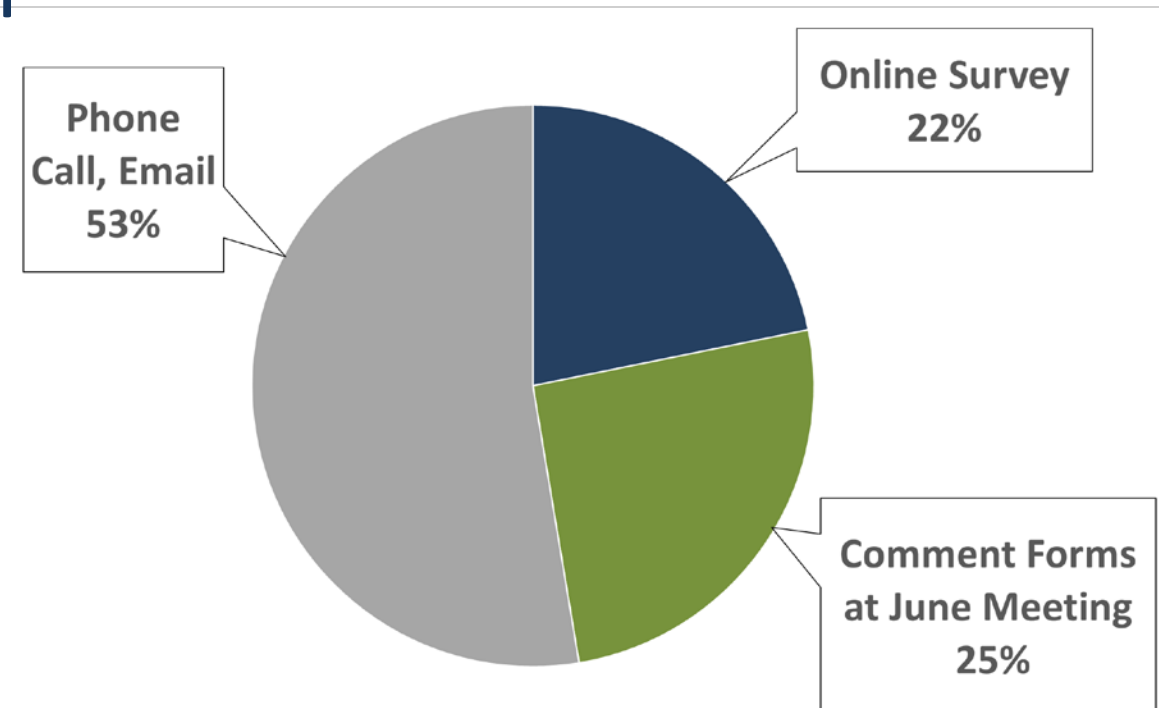
Travel Time Difference = 48 seconds
Average Speed Difference = 4 mph



FEEDBACK

Over 135 people have contacted us about this project

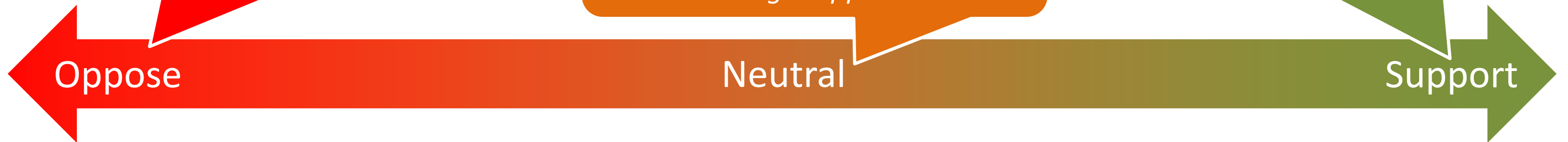
- ✓ Average daily traffic on the corridor is between 2,800 – 17,400 vehicles per day.
- ✓ More than 3,500 mailing addresses within ½ mile of the corridor.
- ✓ Range of positive, negative, and neutral feedback.
- ✓ Much of the feedback was used to shape the design and will guide before/after studies.



“Why is this being jammed down our throats? You are fixing nothing.”

“I can’t claim to know everything I need for a final opinion, but I am no longer opposed.”

“Before the presentation I was strongly in favor of the 3 lane plan...now I’m VASTLY in favor.”



UNDERREPRESENTED ROADWAY USERS



Near QFC



Young children - 2nd Ave NW



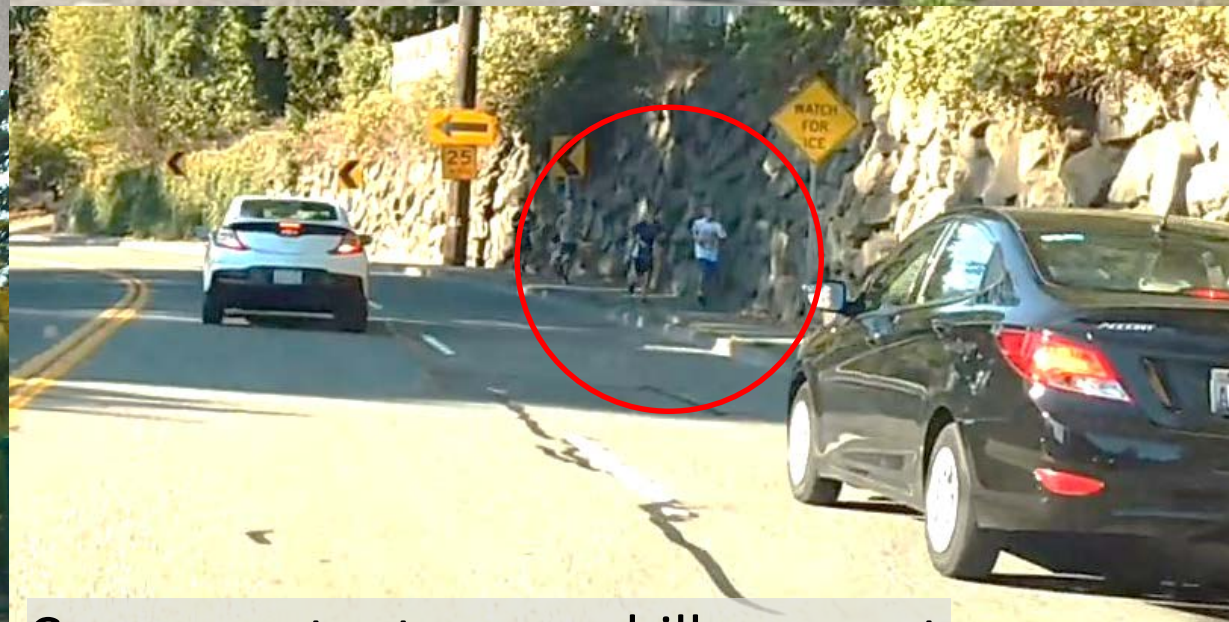
Child - 3rd Ave NW



4 kids running across on the hill segment



Children near 15th Ave NW



Cross country team on hill segment

- School aged children
- Low Income
- Limited English speaking households
- Disabled

Photos to the left were taken just in passing – staff observed children on the corridor nearly every site visit.



- We are still looking for your feedback on the 60% design. Do you have specific design suggestions?
- For broader concerns, feedback is still helpful in guiding follow up studies.

3 important messages to remember:

- 1. This purpose of this project is to reduce injury collisions**
- 2. This project will make walking safer and more enjoyable**
- 3. Increased travel delays will be minimal**