

The following sections detail existing conditions, countermeasures, and estimated project costs, monetary value of estimated safety benefits, and the estimated benefit/cost ratio of each recommended safety project. The projects are organized by City priority, with the highest-priority projects first.

PRIORITY 1: 32ND STREET FROM ADDY STREET TO STILES ROAD

Identified Safety Needs. 32nd Street is a north-south undivided street that serves as one of the main access points to SR 14 on the east side of the city and provides access to the Evergreen Marketplace. Along 32nd Street, the speed limit is 25 mph until north of L Street, where it increases to 35 mph. From Stiles Road to K Street, there are no shoulders or sidewalks present. From K Street to F Street, the road widens to allow for some on-street parking and sidewalks are present on both sides of the road. South of F Street to Addy Street, the cross-section changes to three lanes with a center two-way left-turn lane and no on-street parking permitted.

There were 14 non-intersection collisions reported along this segment, including one suspected serious injury. The suspected serious injury collision involved a head-on collision just south of Q Street.

Safety Treatments

- **Profiled Center Line Pavement Marking.** Particularly for the segment between Stiles Road and K Street, this area along 32nd Street would benefit from having a profiled centerline (raised) striping to improve drivers' awareness and reducing the likelihood of head-on collisions.
- **Profiled Edge Line Pavement Marking.** This technique to raise the profile of edge line striping can provide some audible and vibratory warning to drivers leaving their travel lane.



Figure 5. Facing northbound on 32nd St at K St.

- **Widen Shoulders.** Increasing the shoulder width by 2 feet would provide additional recovery area for vehicles that depart their lane, reducing the frequency and severity of collisions.
- **Supplemental Lighting.** Add luminaires to existing utility poles.
- **Guardrail.** Install guardrail at two locations, both on the east side of 32nd St as described below:
 - From 160 feet south of Y Street to 700 feet north of Y Street
 - From P Street south for approximately 475 feet

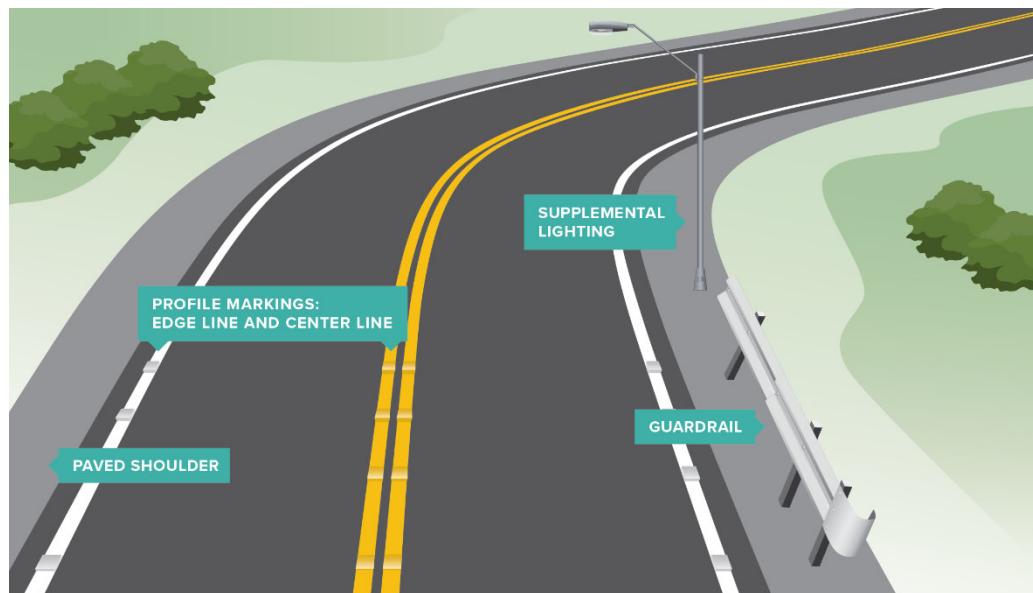


Figure 6. 32nd Street Proposed Safety Treatments

32nd Street from Addy Street to Stiles Road



Project Description

Provide profiled pavement markings and shoulders for the length of the segment. Add luminaires to existing utility poles. Provide guardrail at two strategic locations



Cost Estimate

\$896,000



Crash Reduction

~28%

Combined reduction for all treatments along the corridor

History: 14 collisions observed from 2016-2020.

Expected Benefit: 0.77 fewer crashes per year



Benefit / Cost Ratio

3.01



Time Frame

Long-term

