



NE 65th St Vision Zero Project

Before and After Study

Presentation overview

- Project background
- Design changes
- Results
- Shared bus stops

Full **NE 65th St Before and After Study** available at:
www.seattle.gov/visionzero/projects/ne-65th-st

Project background

- From 2014-2018, 4 people were killed and 5 people were seriously injured in collisions along NE 65th St; there were over 200 other collisions during that time
- In response, SDOT worked with community to redesign NE 65th St from NE Ravenna Blvd to 39th Ave NE
- The **NE 65th St Vision Zero Project** aimed to respond to the high number of severe injury and fatal collisions and improve access to the future Roosevelt Link Light Rail Station
- SDOT made early enhancements in 2017 and final design changes in 2019



Project location



Design changes

West Segment (NE Ravenna Blvd to 20th Ave NE)



Before

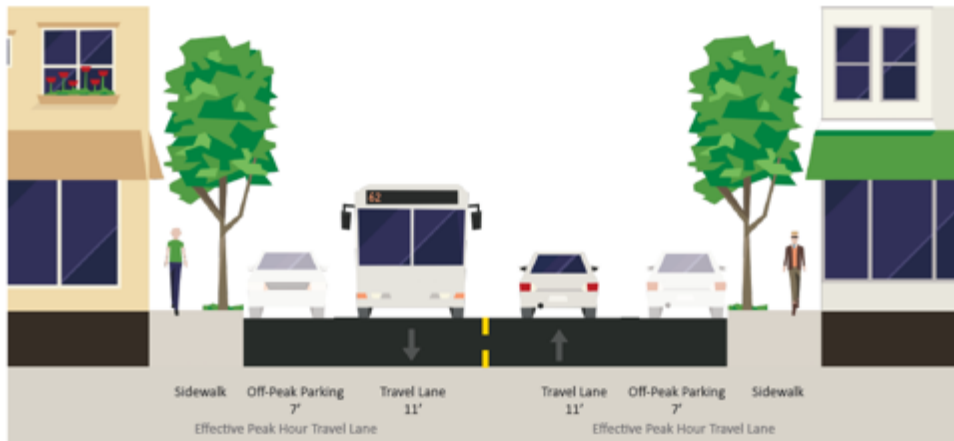
- 4 peak hour lanes
- 2 off-peak lanes
- Off-peak parking
- No dedicated space for bikes

After

- 2 full time lanes with left turn lanes
- No parking
- Protected bike lanes (PBLs)
- Shared bus stop design at 4 locations

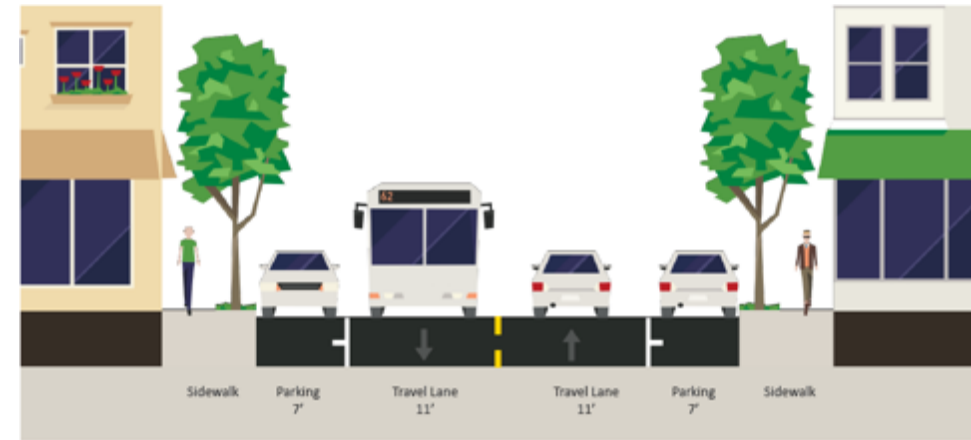
Design changes

East Segment (20th Ave NE to 39th Ave NE)



Before

- 4 peak hour lanes
- 2 off-peak lanes
- Off-peak parking
- No dedicated space for bikes



After

- 2 full time lanes
- Full time parking
- Parallel neighborhood greenway on NE 68th St (one block north)

Design changes

Other improvements

- Lowered the posted speed limit from 30 mph to 25 mph
- Installed pedestrian countdown timers at signalized intersections
- Added protected left turn signal phases
- Installed a hardened centerline at Roosevelt Way NE
- Repainted marked crosswalks



West Segment Before

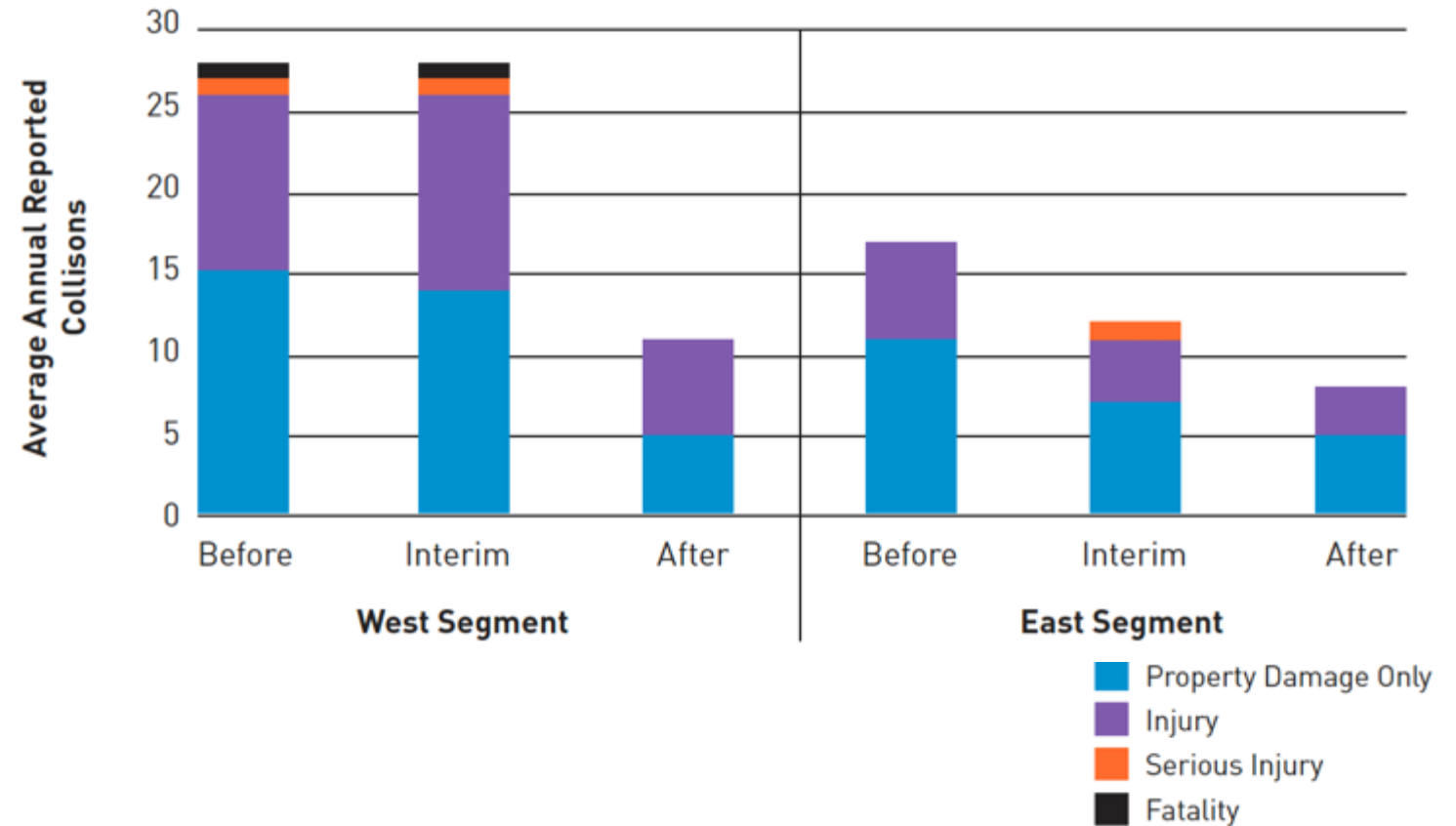


West Segment After



Collisions

- Collisions and injuries decreased after implementation of the design changes
- There were no serious or fatal collisions after the full design changes were complete in 2019
- No left turn collisions in 2019
- 67% reduction in pedestrian collisions



Speeds

- Overall motor vehicle speeds decreased after the posted speed limit was reduced from 30 mph to 25 mph, with more substantial reductions on the east segment
- There was a 0-75% decrease in speeders (driving over 30 mph)
- There was a 35-60% decrease in top-end speeders (driving over 40 mph)

FIGURE 8: WEST SEGMENT EASTBOUND SPEEDS

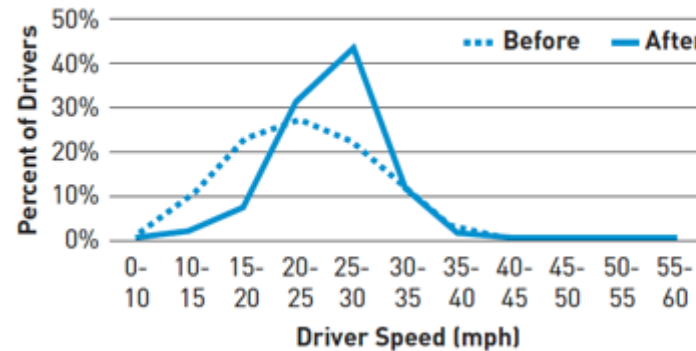


FIGURE 10: EAST SEGMENT WESTBOUND SPEEDS

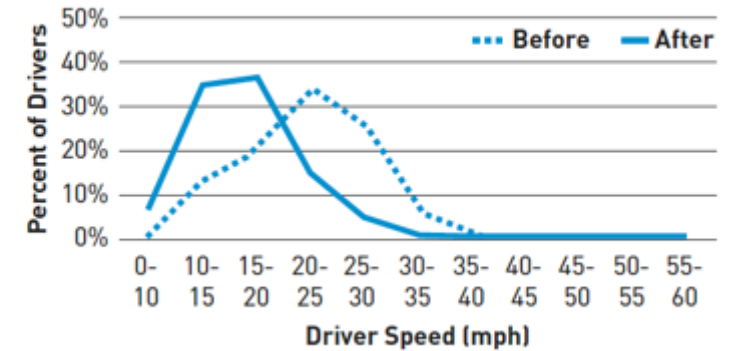


FIGURE 9: WEST SEGMENT WESTBOUND SPEEDS

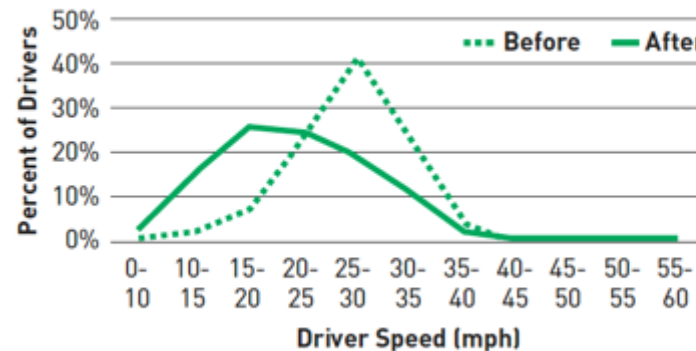
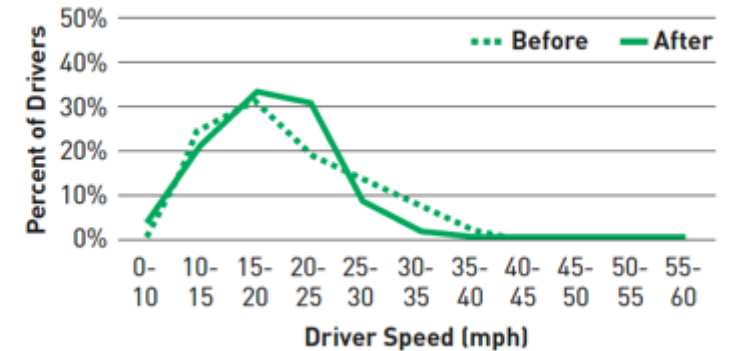


FIGURE 11: EAST SEGMENT WESTBOUND SPEEDS



Volumes

Before and After Changes

- General purpose travel: 3-8% increase
- Pedestrians: 25-36% increase
- Bikes
 - West segment: 11-40% increase (PBL)
 - East segment: 43% decrease (parallel neighborhood greenway)



Travel Times

Before and After Changes

- Transit: 1 to 1.8 min increase
- General purpose travel: 0.1 to 1.2 min increase

While general purpose travel times increased, the travel times are acceptable because the project prioritized enhancements for people walking/rolling and biking.

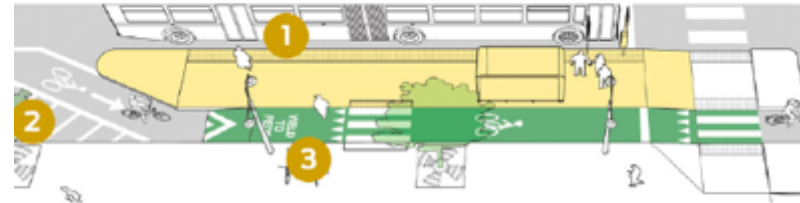


Shared Bus Stop

- There was a desire for an all ages and abilities design along NE 65th St, including at bus stops
- However, space for full transit boarding islands was not possible
- SDOT and King County Metro worked together to develop a “shared bus stop” design
- Implemented at 4 locations along NE 65th St (first installations in Seattle)

Transit Stop Design Options (NACTO)

Boarding Island Stop



Shared Stop

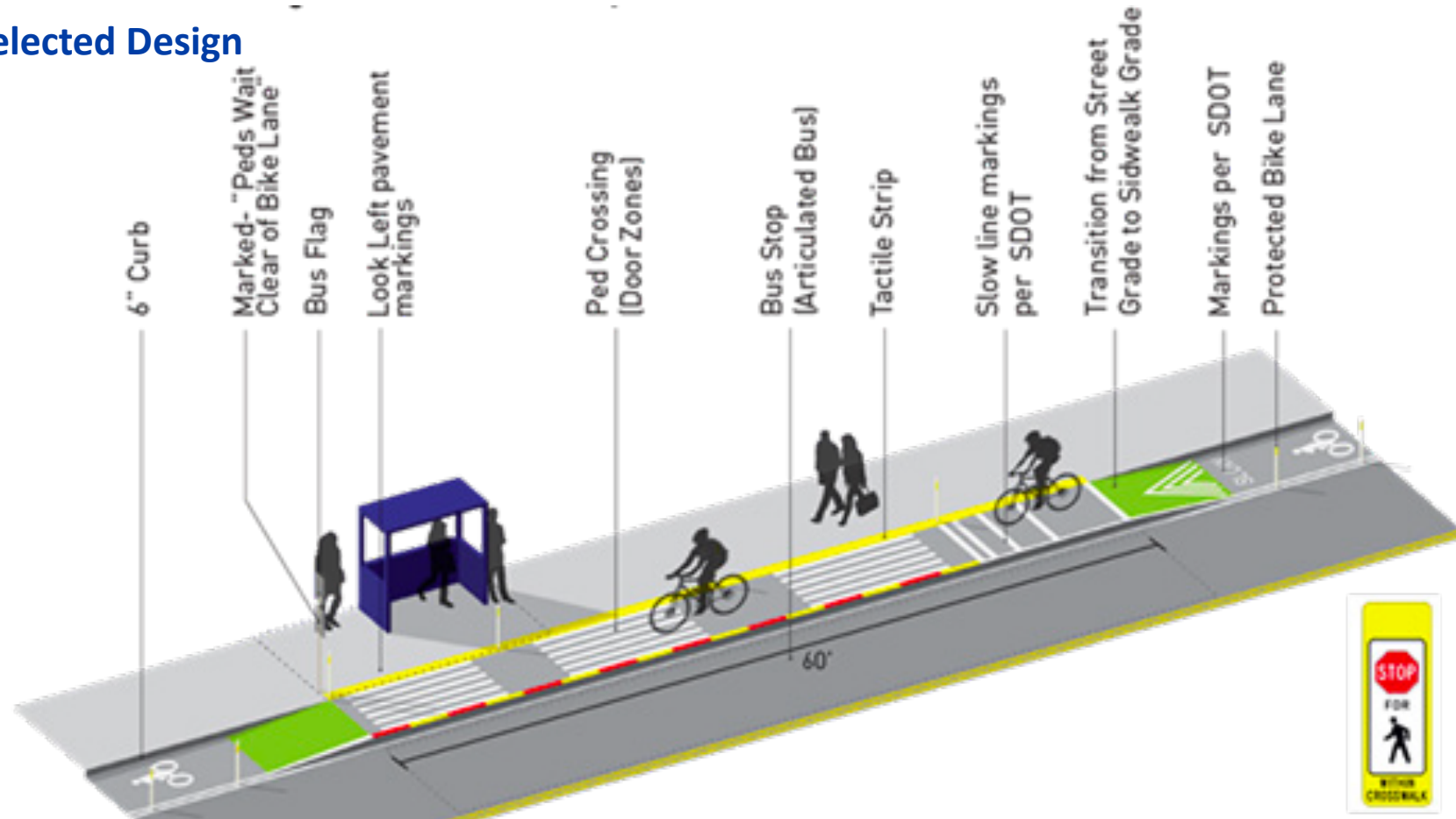


Pull Out Stop



Shared Bus Stop

NE 65th St Selected Design





Shared stop at Oswego Pl NE



Shared stop at 8th Ave NE



Passengers boarding



Shared stop at 14th Ave NE



Shared stop at 16th Ave NE



Tactile warning strip

Shared Bus Stop

Observed Operations from 2019

- Pedestrians, bikes, and transit passengers generally used the space as intended
- No conflicts observed between bikes and transit passengers, even during Roosevelt High School arrival/dismissal
- Unfortunately, the bus ramp/accessible lift was not deployed during the observed periods
- Metro received no customer or operator complaints in 2019

Results show that the design can be successful at locations with lower volumes of bike traffic and moderate levels of passenger activity.



Questions?

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www.seattle.gov/visionzero/projects/ne-65th-st

www.seattle.gov/transportation

