

# Banner Way NE

## Safety Corridor Improvements



Issues Identification Meeting  
James Le (Project Manager)  
March 30, 2016

# Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

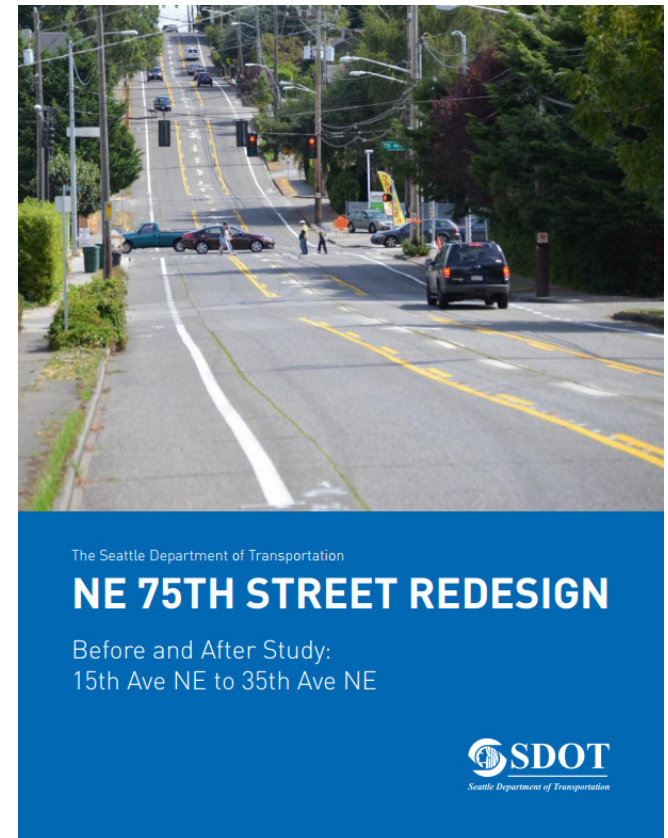
For **all**

# Presentation overview

- Project background
- Project area
- Existing conditions/data
- General Q & A
- Feedback session

# Background

- In 2013, SDOT worked closely with the community to re-design NE 75<sup>th</sup> Street to improve safety for all travelers
  - 45% reduction in total collisions
  - Drivers exceeding the 30 mph speed limit by 10 mph has declined by 75-80%



# Background

- Requests from community for more improvements along Banner Way NE
  - Curb ramps, pedestrian safety improvements
- Data-driven engineering approach
- Funding for improvements from
  - Bicycle Master Plan
  - Pedestrian Master Plan





# Background

Goal: improve safety for all

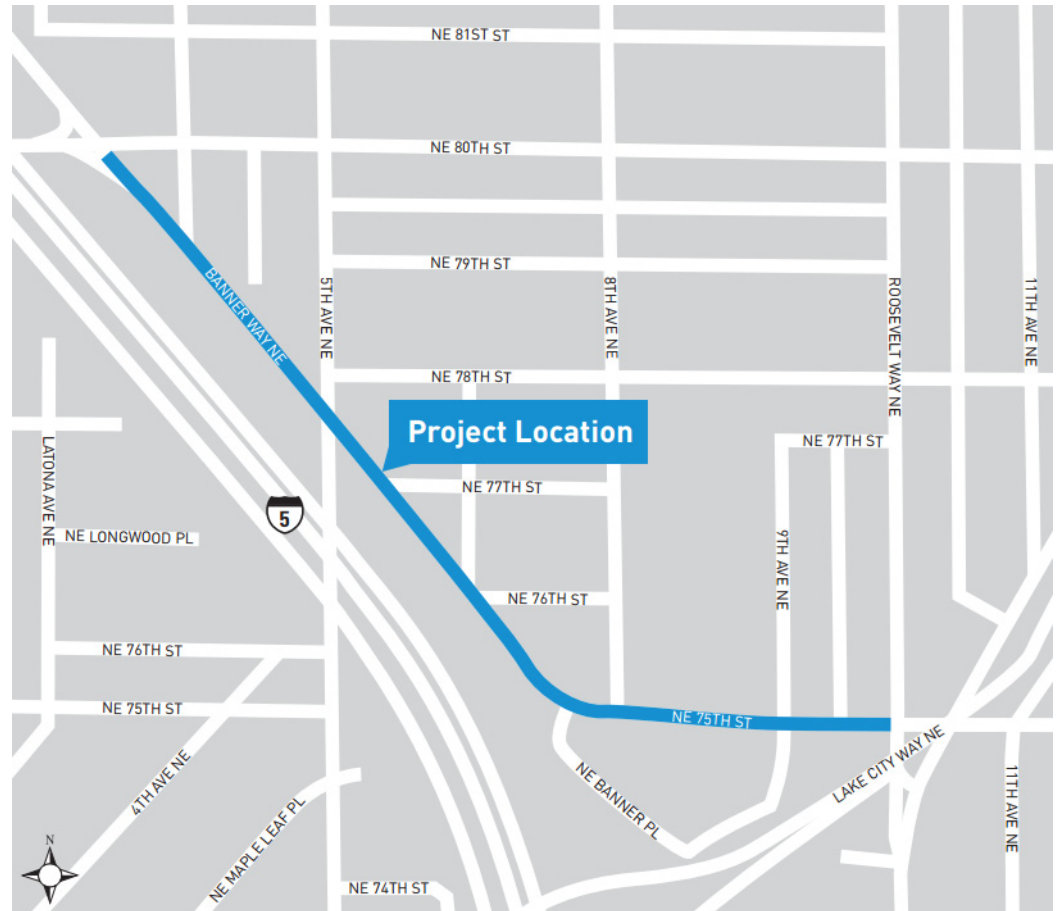
- Data-driven engineering efforts
- Short and long-term engineering solutions
- Opportunity for public input
- Implementation 2016 and beyond



# Current street design

## Banner Way NE

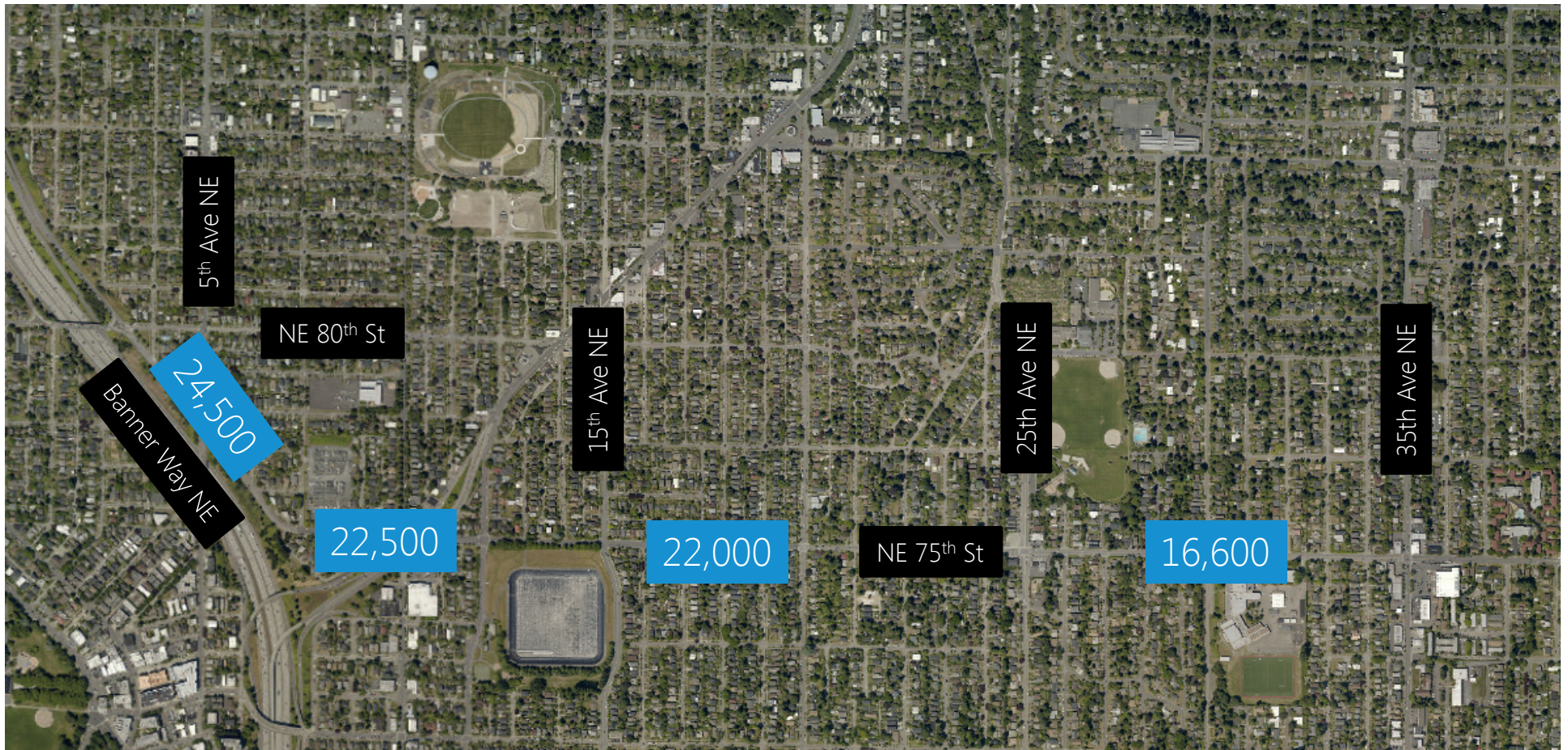
- Principal arterial
- 3 to 4 lane street
- 44 feet wide
- Used by Metro Route 41 (and others), when I-5 is backed





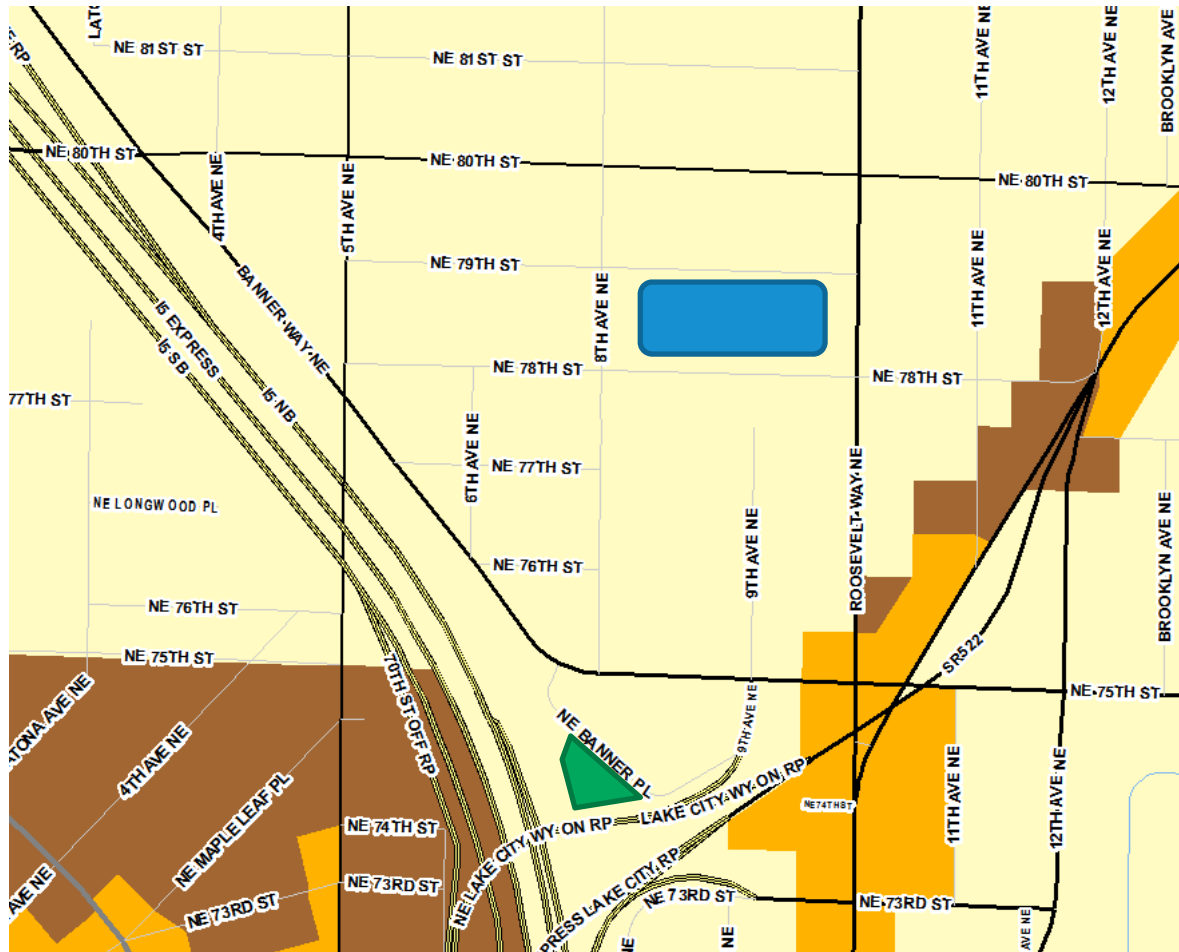
# Average daily traffic

22,500 – 24,500 AWDT along Banner Way NE





# What's along the corridor



## Legend

- Single Family Homes
- Multi-Family Homes
- Neighborhood Commercial (Safeway, gas station, church)
- Rainbow Point (destination)
- School

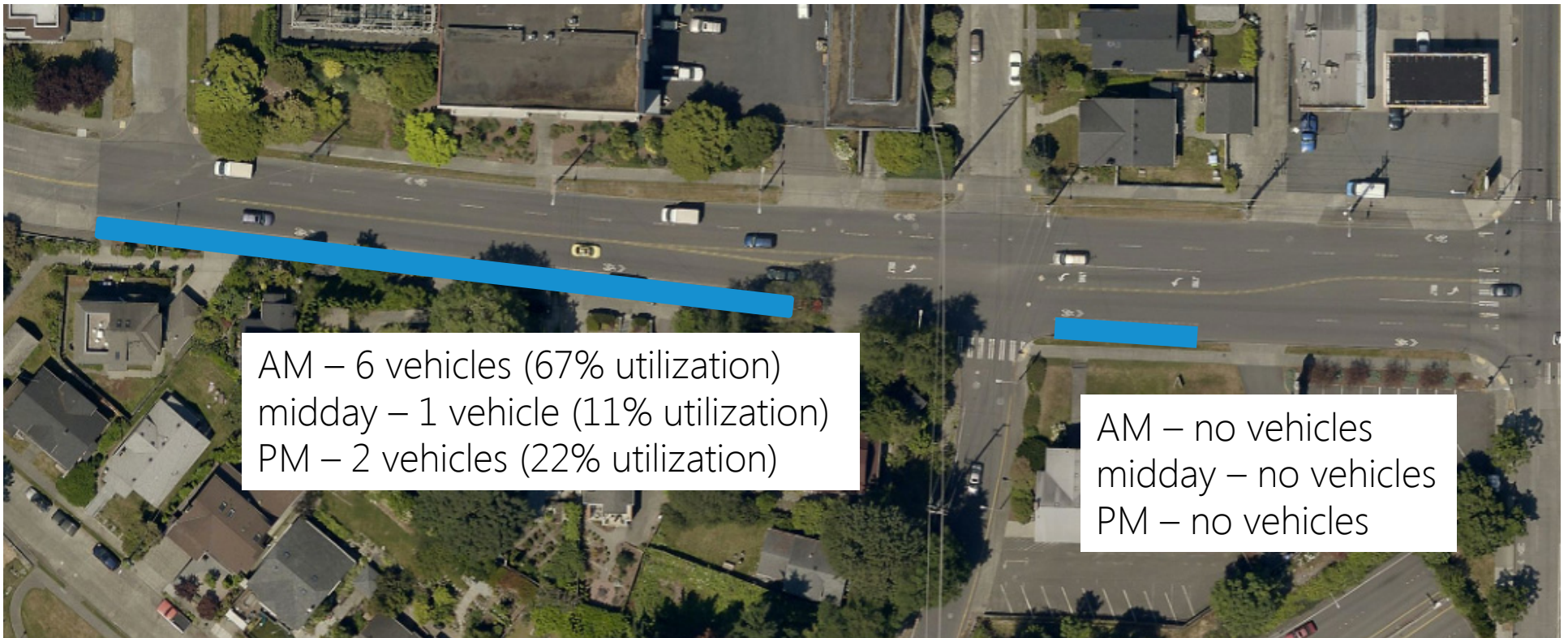
# Recent speed studies

- Speed limit 30 mph
- 85<sup>th</sup> Percentile Speeds\*
  - 33.6 mph north of 6<sup>th</sup> Ave NE – northbound
  - 35.8 mph north of 6<sup>th</sup> Ave NE – southbound

\* 85<sup>th</sup> Percentile Speed is the speed at which 85% of drivers travel at or below on a roadway

# Parking

- Parking study on Feb 2<sup>nd</sup> and 3<sup>rd</sup> (Tues, Wed)
  - AM, midday, PM
  - Church bible study on Wednesday evenings





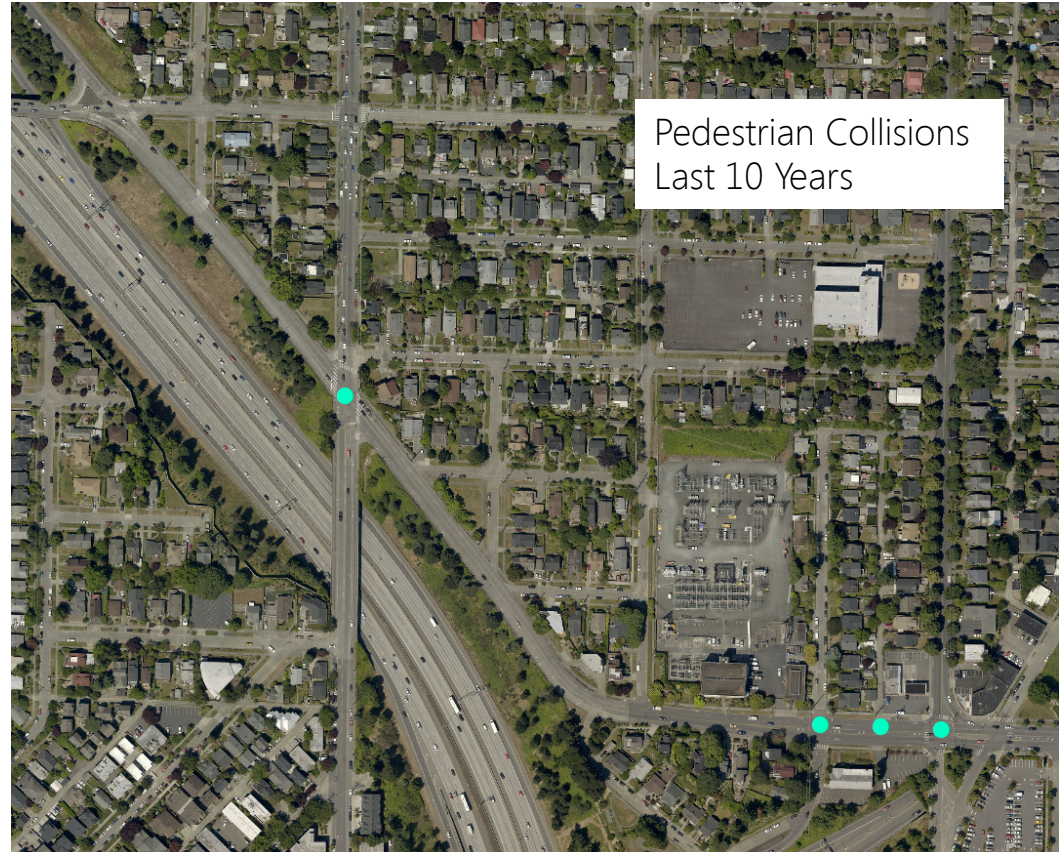
# Collision data

- Last 3 years
  - 58 total collisions
  - 22 injuries
  - 1 bicycle collision
- Last 10 years
  - 173 total collisions
  - 83 injuries
  - 3 bicycle collisions



# Collision data

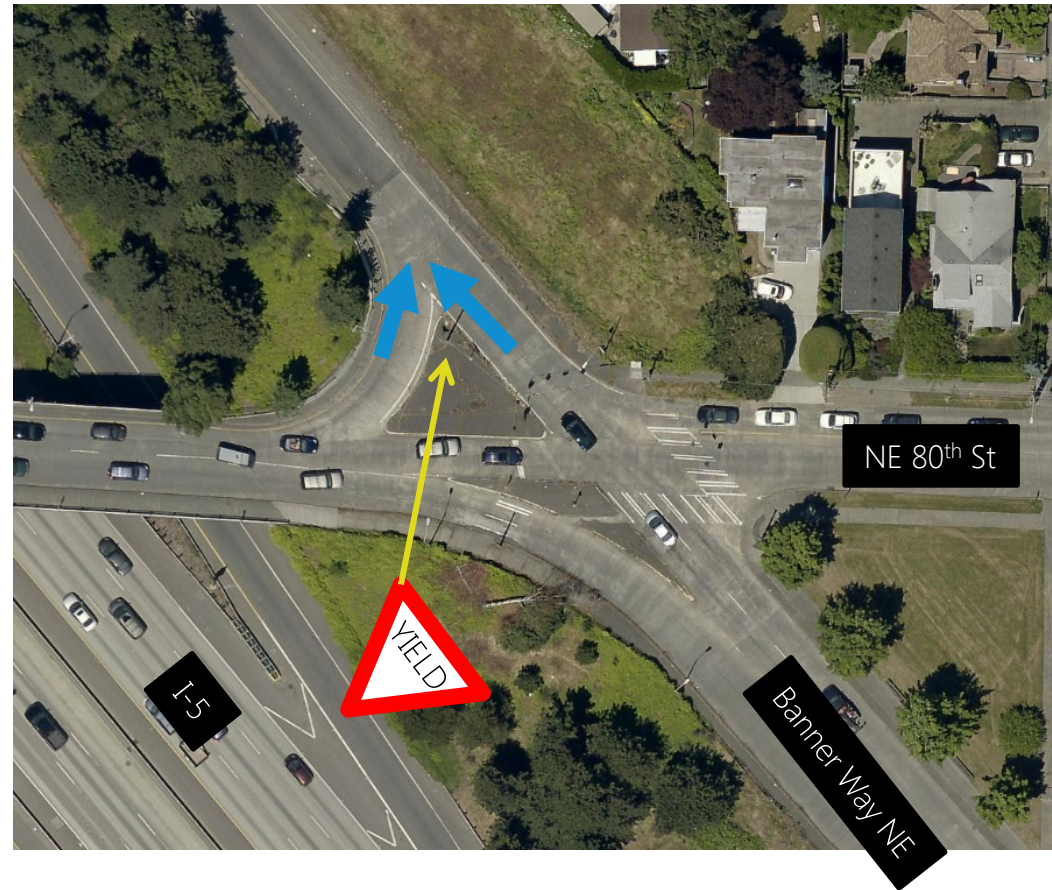
- Last 3 years
  - 3 total pedestrian collisions
- Last 10 years
  - 4 total pedestrian collisions





# Collision data

- NE 80<sup>th</sup> St and Banner Way NE
  - 69% of collisions occur at the slip lane





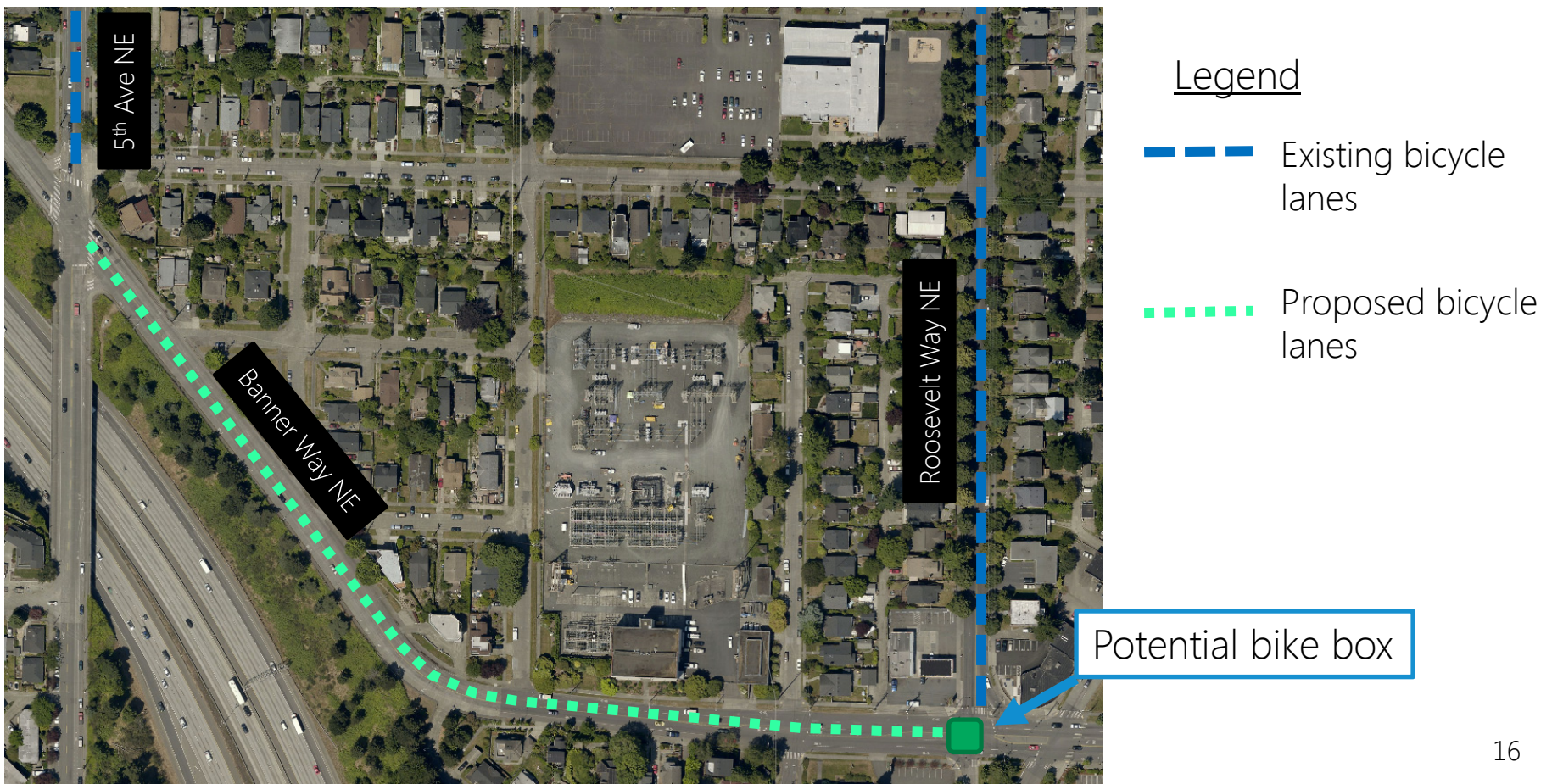
# Collision data

- Common collision pattern at the curve
  - Sideswipes in both travel directions



# Bicycle Master Plan

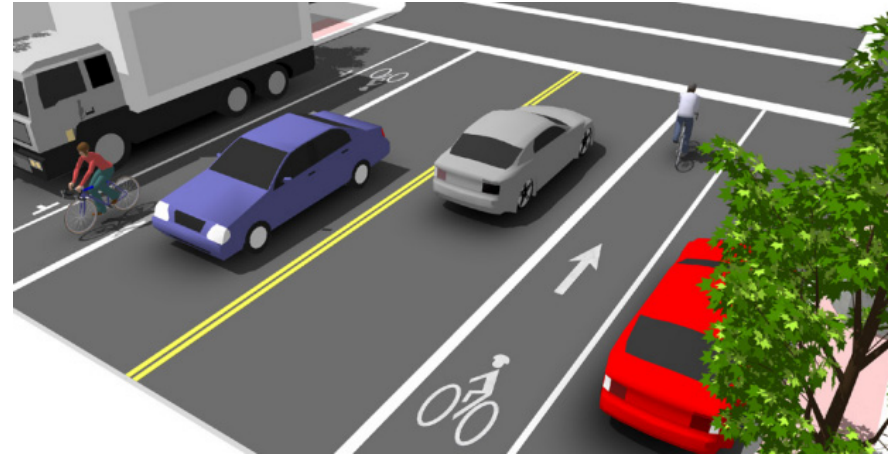
Project will connect a missing link in the bicycle network.





# Bicycle facilities

- Benefits
  - Encourages all travelers to be more predictable
  - Improves safety for people who bike the corridor
  - Provides additional buffer between people driving and people walking



Example of a bike lane

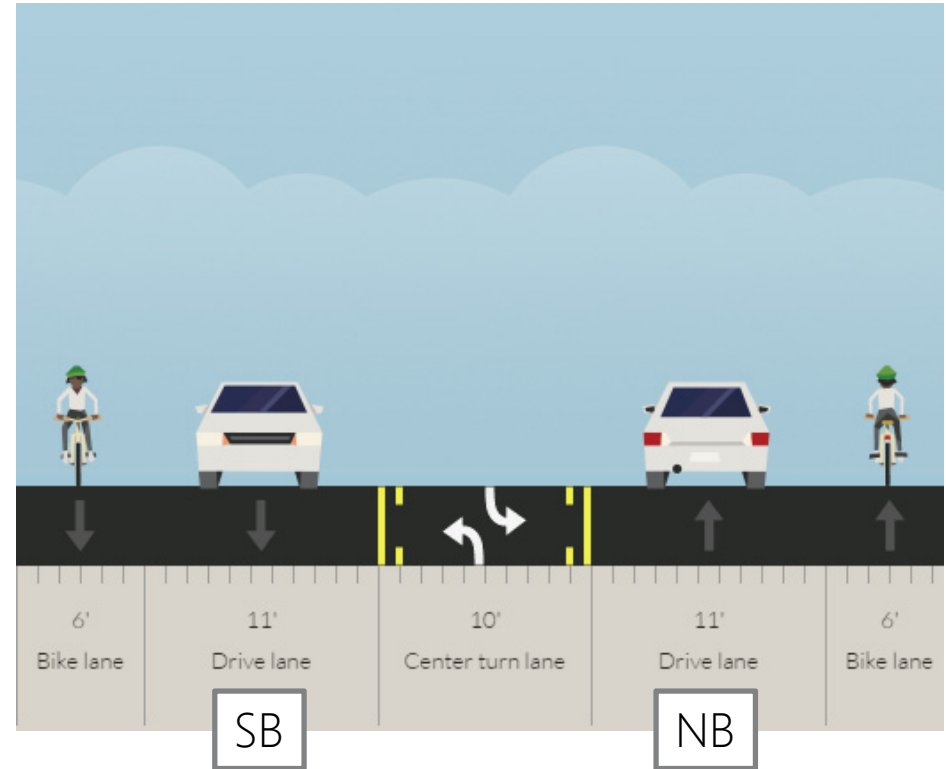


Example of a bike box at intersections



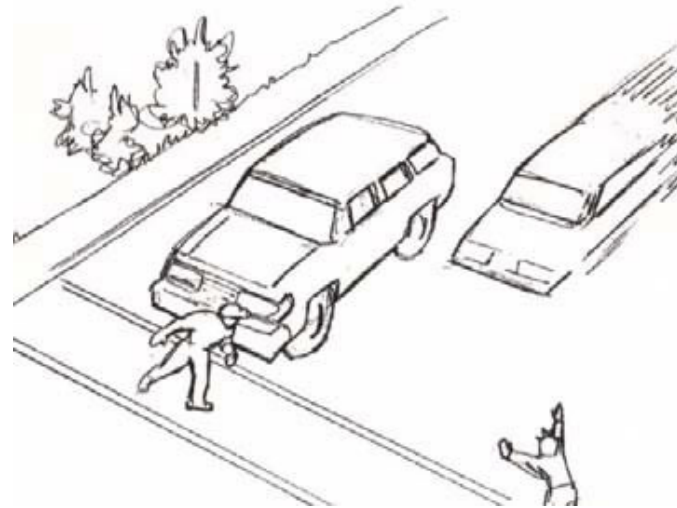
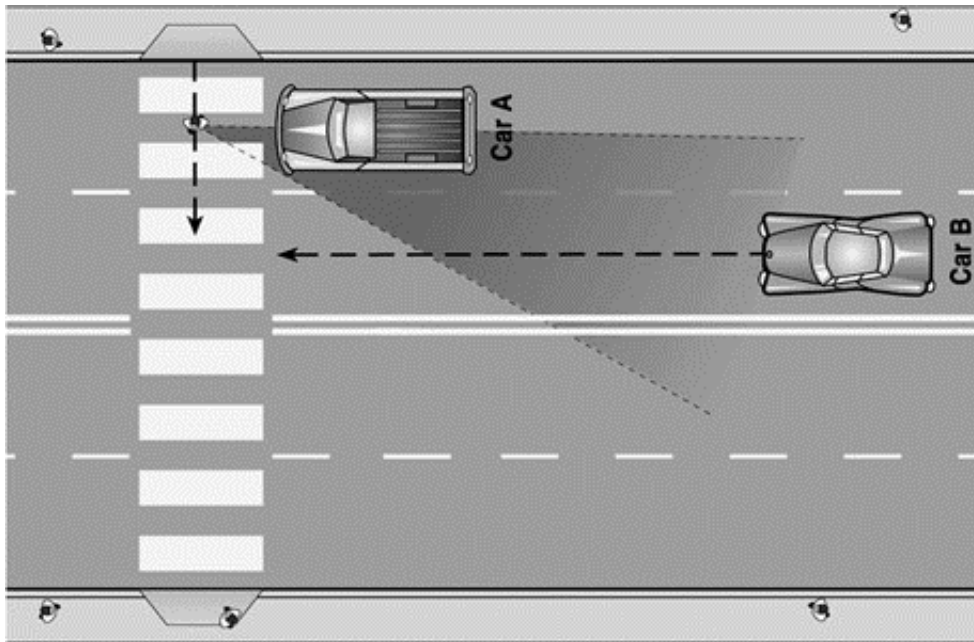
# Potential Alternative #1

- Center turn lane
- Bike lanes in each direction
- One travel lane in each direction
- Future opportunity for a potential marked crossing



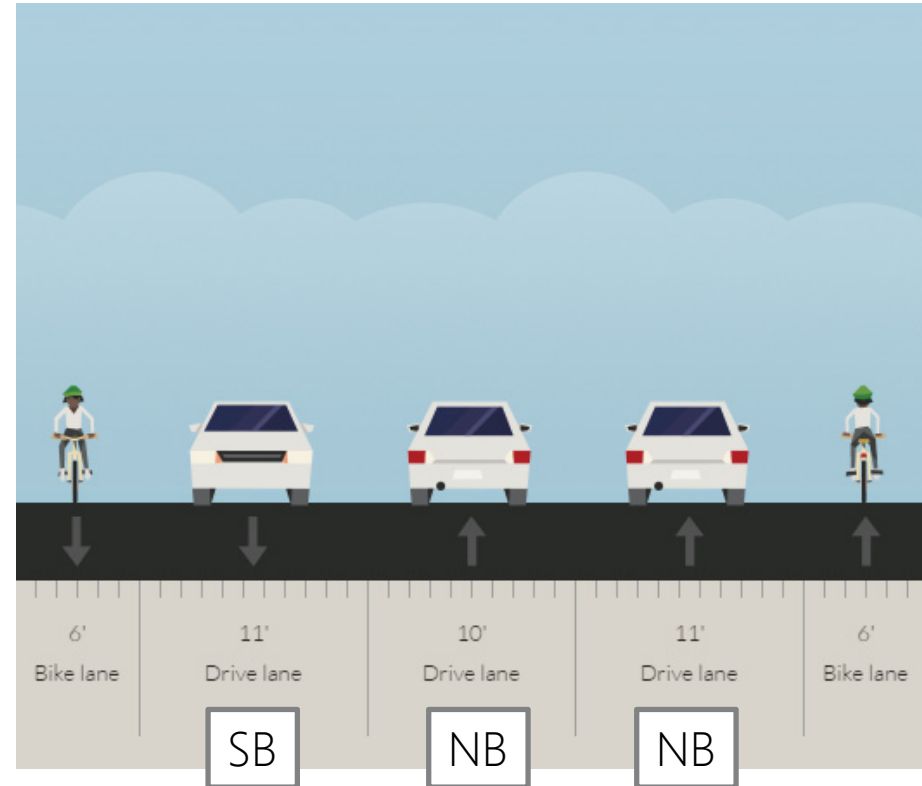
# Multiple threat

One vehicle stops for someone crossing a multi-lane road, but the person driving in the next lane does not, resulting in a crash.



# Potential Alternative #2

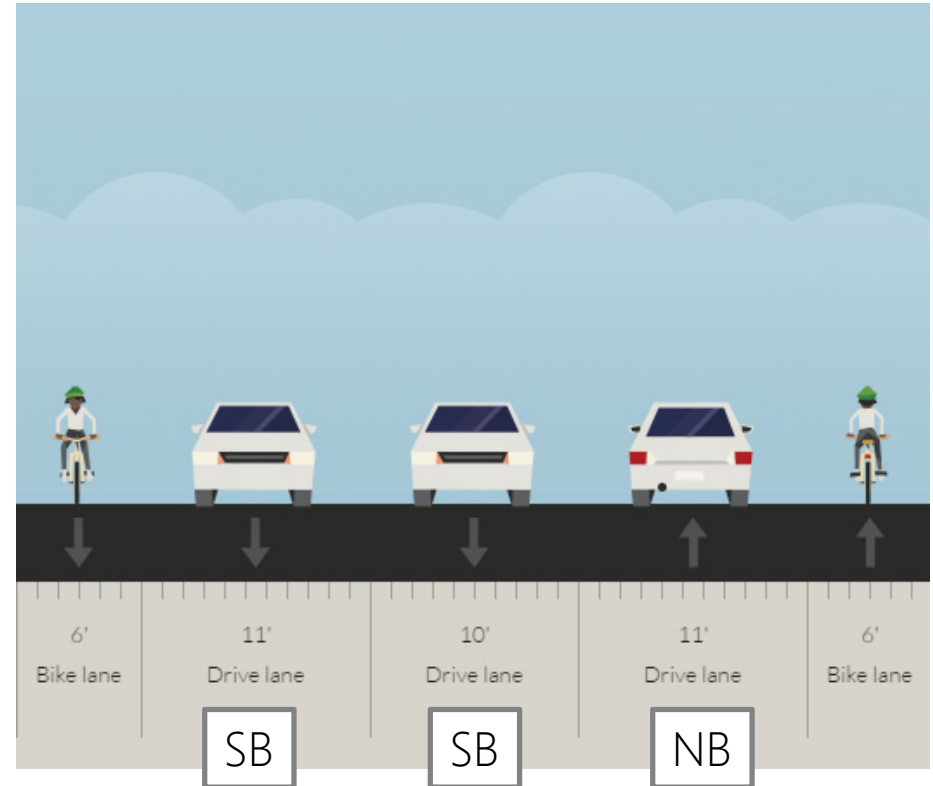
- Bike lanes in each direction
- Two travel lanes in the northbound/westbound direction





# Potential Alternative #3

- Bike lanes in each direction
- Two travel lanes in the southbound/eastbound direction



# Next steps

Date	Activity/Action
March 2016	Issues Identifications Meeting
May 2016	Design Alternatives Review Meeting
Summer/Fall 2016	Implementation
Ongoing	Evaluation

# Questions?

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<http://www.seattle.gov/transportation/bannerwayne.htm>

