

# Remaking Streets for Better Outcomes



New Partners for Smart Growth

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February 15, 2014



# SDOT's mission



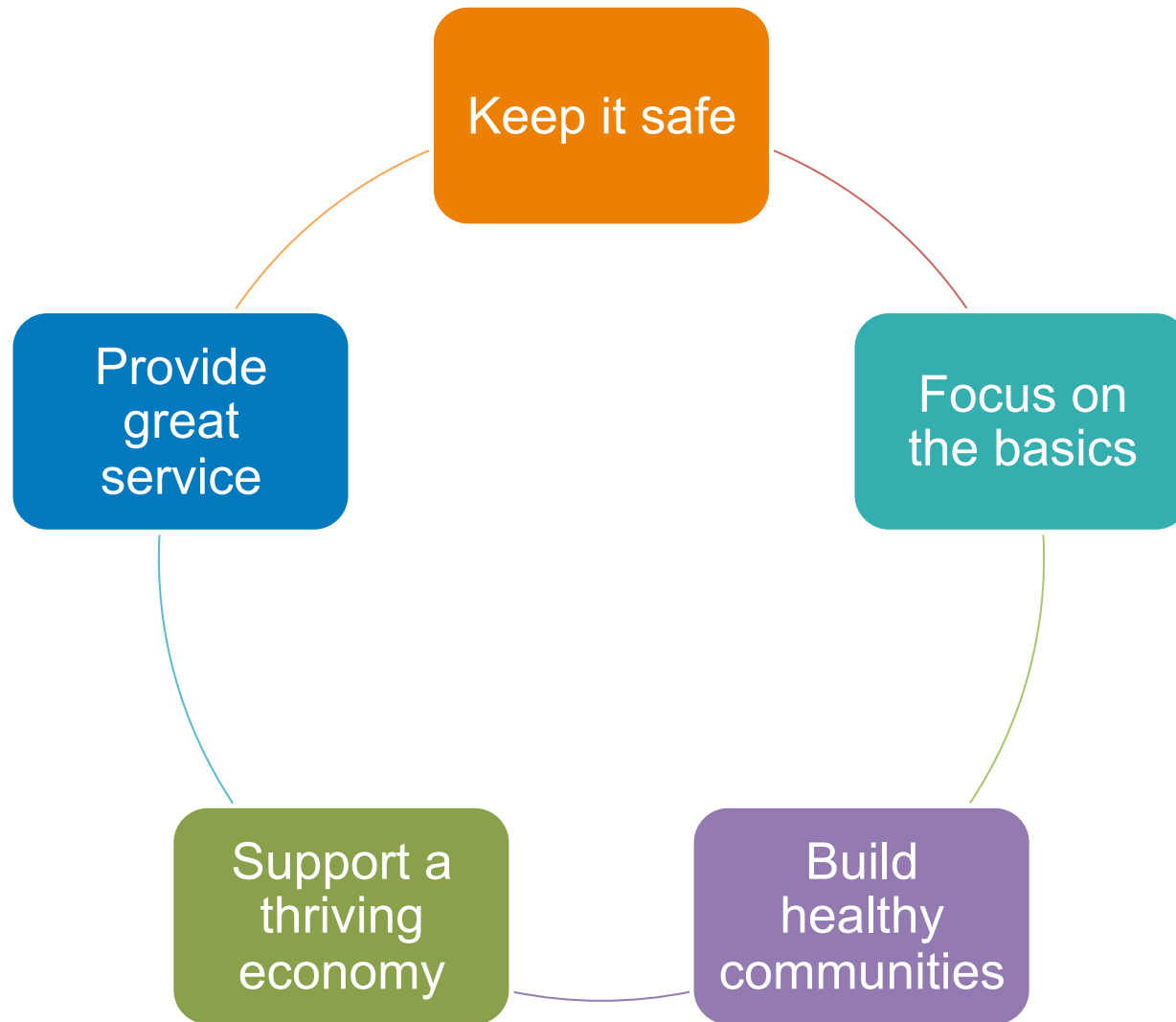
Deliver a safe and reliable transportation system that enhances Seattle's environment and economic vitality.

# SDOT's vision



A vibrant Seattle through transportation excellence.

# SDOT's values

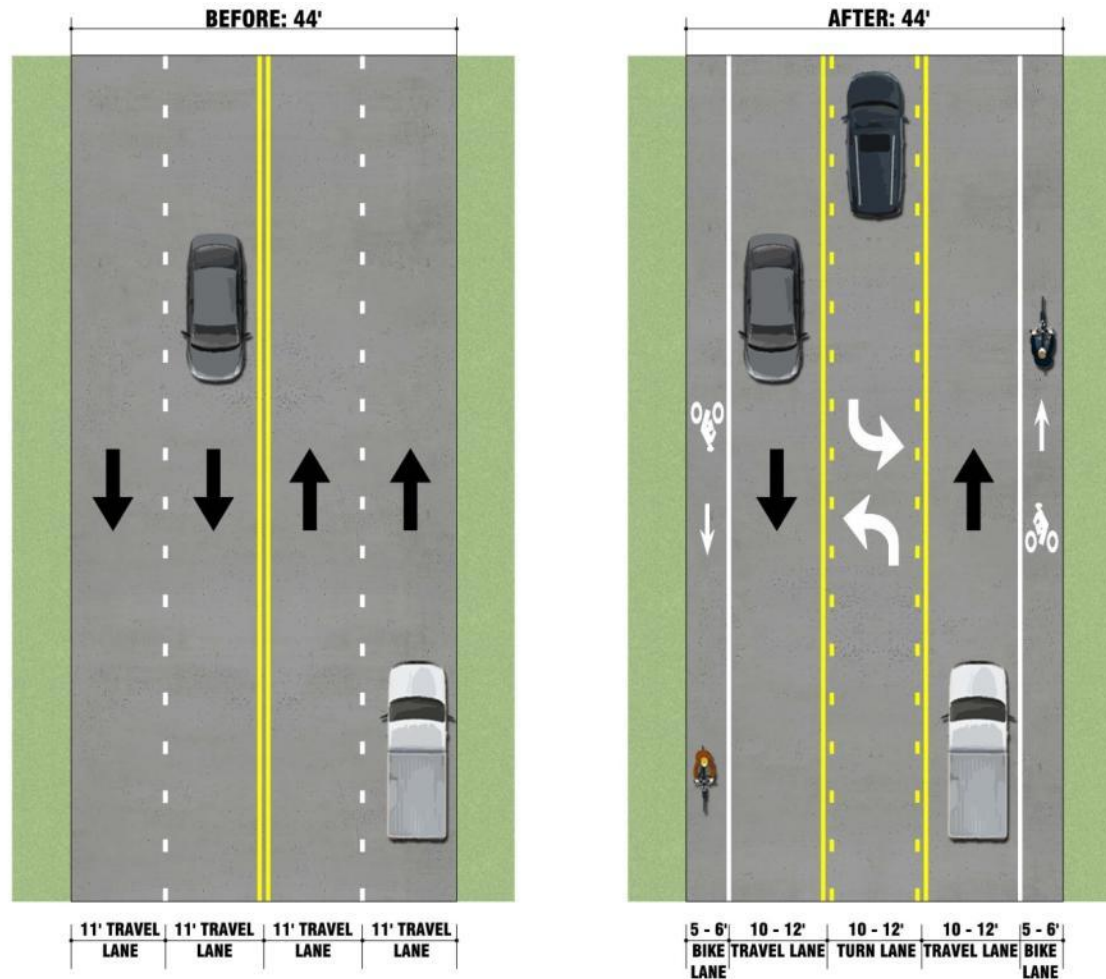


# Presentation overview

- Rightsizing Streets
- Before and After Evaluations
- Rightsizing Case Studies
- Making Streets for People

# Rightsizing Overview

# Standard Rightsizing Projects







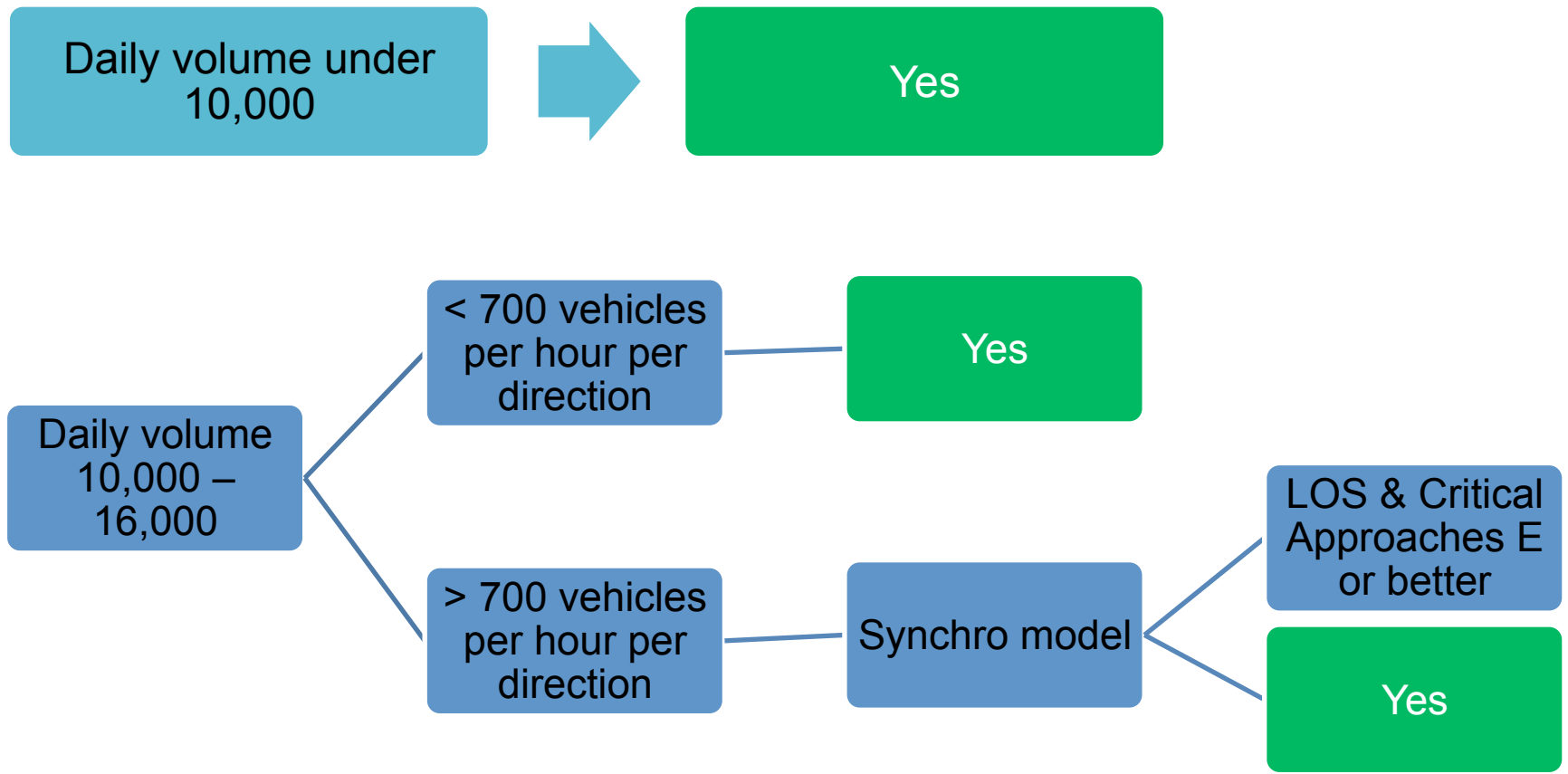






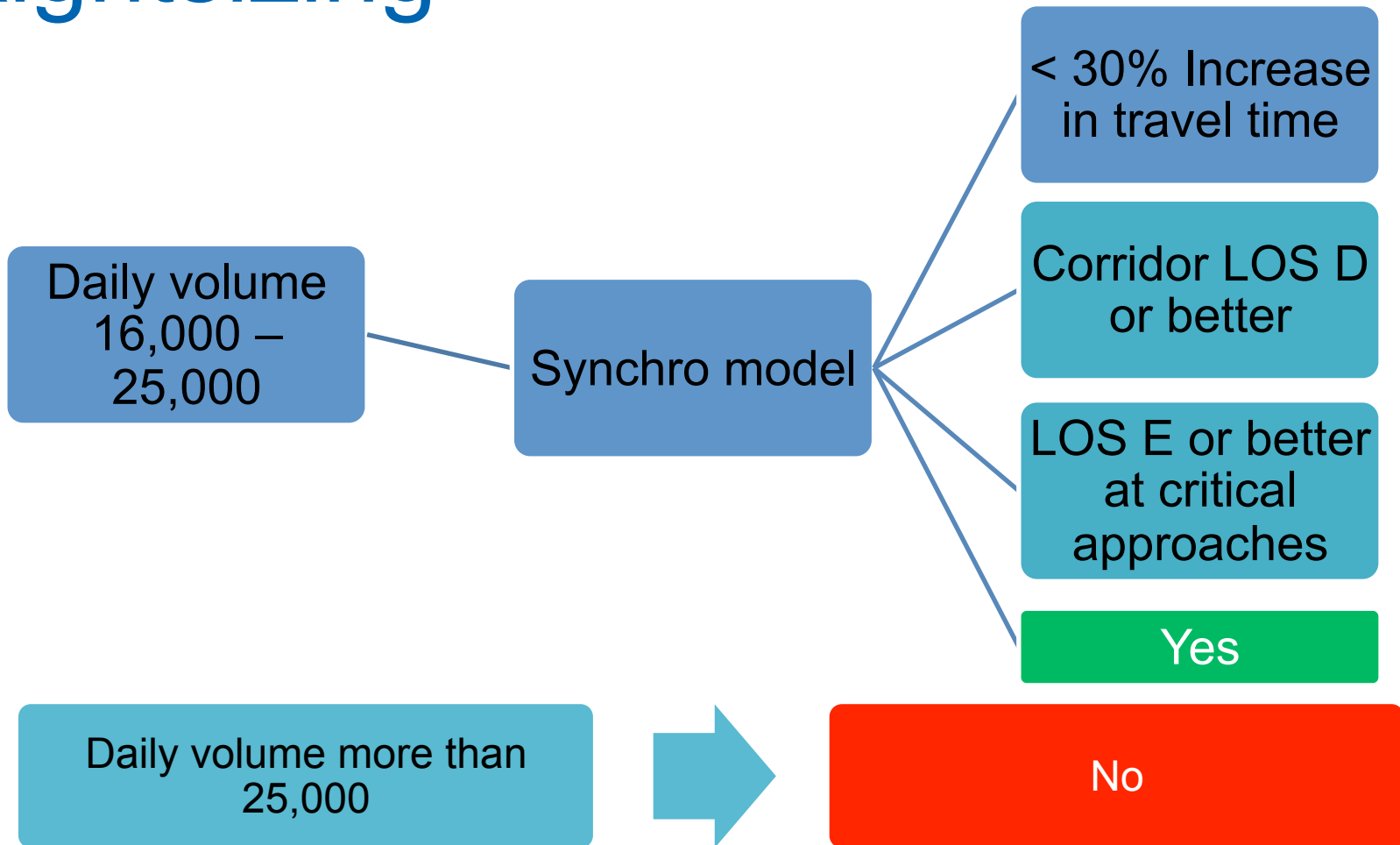


# Seattle's Guidelines for Rightsizing





# Seattle's Guidelines for Rightsizing



*Every street is different, these are just guidelines*



# Before & After Studies

Data needs	Before Study	After Study (>1 year)
ADT	√	√
Bike and Ped Counts	√	√
Injury collisions	√	√
10+ over the speed limit	√	√
85 <sup>th</sup> percentile speed	√	√
Transit operations	√	√
Turning vehicle counts	√	√
Parking use	√	√
Side street diversion	√	√
Vehicle classification	√	√
Resident satisfaction	√	√
Business satisfaction	√	√



# Rightsizing Case Studies

# Nickerson Case Study



# Nickerson Case Study



## Improving Safety on Nickerson Street

Average Speed of Vehicles was 42 MPH, is now 33 MPH



Speeders  
(Percent driving over the speed limit)



Top End Speeders  
(Percent driving 10 mph or more over the speed limit)





# Nickerson Case Study



Improving Safety  
on  
Nickerson Street

Change in Number of Collisions on Nickerson  
(One-year after rechannelization)



**Long-term citywide goal:**  
a city with zero traffic fatalities and serious injuries

## Average Weekday Traffic Volumes

Before	After
18,563	18,364

# NE 125th St Case Study

- ADT 16,200
- 4 lanes to 2 lanes with TWLTL and bike lanes
- Business district
- High bus usage
- High percent of injury collisions
- High speeds



# NE 125th Street Case Study



*Before*



*After*



# NE 125th St Case Study

SPEED			
	BEFORE	AFTER	CHANGE
85th Percentile	40.0	36.9	-8%
Driving Faster Than 30	87%	77%	-11%
Driving Faster Than 35	51.6%	29%	-44%
Driving Faster Than 40	16%	4.9%	-69%



# NE 125th St Case Study

<b>COLLISION RATE</b>			
	<b>Before</b>	<b>After</b>	<b>Change</b>
<b>Collisions per million vehicles</b>	<b>5.83</b>	<b>5.24</b>	<b>-10%</b>
<b>Injury collisions per million vehicles</b>	<b>2.41</b>	<b>1.99</b>	<b>-17%</b>



<b>BICYCLE AND PEDESTRIAN VOLUME</b>			
<b>5-hour Count (7-9AM; 1-2PM; 4-6PM)</b>			
	<b>Before</b>	<b>After</b>	<b>Change</b>
	<b>High Temp 56 Precipitation 0.14"</b>	<b>High Temp 49 Precipitation 0.03"</b>	
<b>Bicycles along NE 125<sup>th</sup> Street</b>	<b>7</b>	<b>15</b>	<b>+114%</b>
<b>Pedestrians in the crosswalks</b>	<b>330</b>	<b>676</b>	<b>+105%</b>

# Recent Results

Street	ADT Before	ADT Change	Injury Collisions	85 <sup>th</sup> %	Aggressive Speeding (40+)
Stone Way N	13,900	-6%	-33%	-5%	-75%
Fautleroy Way SW	17,599	+0.3%	-72%	-1%	-13%
S Columbian Way	12,300	+15%	-19%	-6%	-46%
Nickerson Street	18,500	-1%	-20%	-21%	-93%
NE 125 <sup>th</sup> Street	13,600	+11%	-8%	-8%	-69%
N 130 <sup>th</sup> Street	13,298	+0.5%	-75%	-15%	-87%
Ellis Avenue S	9,855	-39%	-24%	-4%	-30%



# Making Streets for People

# Transit Islands

- Before



- After



# Transit Islands

**Before**



• **After**





# Protected Bike Lanes



# Protected Bike Lanes





# Delineator Posts





# Bike Corrals



# Parklets



# Additional Resources

- Nickerson Street Before and After Study
  - <http://www.seattle.gov/transportation/nickerson.htm>
- Stone Way Before and After Study
  - <http://www.seattle.gov/transportation/docs/StoneWaybeforeafterFINAL.pdf>
- FHWA: Proven Safety Countermeasures
  - <http://safety.fhwa.dot.gov/provencountermeasures/index.htm>
- NACTO Guides
  - <http://nacto.org/>
- Complete Streets Coalition
  - <http://www.completestreets.org/>

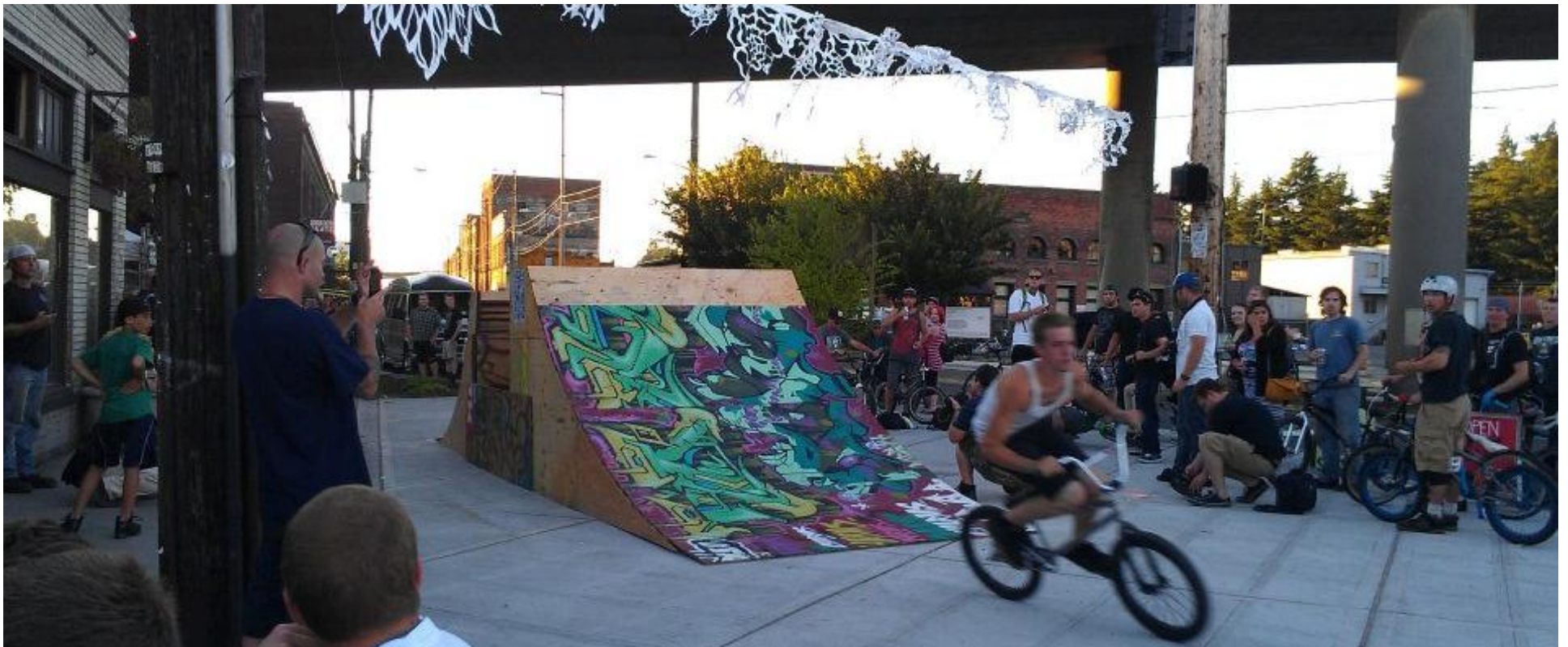
## **Contact**

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# Questions?

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# Thanks!

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

