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 redesign NE 75th 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
- **Light yellow**: Single Family Homes
- **Dark brown**: Multi-Family Homes
- **Orange**: Neighborhood Commercial (Safeway, gas station, church)
- **Dark green**: Rainbow Point (destination)
- **Blue**: School
Recent speed studies

• Speed limit 30 mph
• 85th Percentile Speeds*
  – 33.6 mph north of 6th Ave NE – northbound
  – 35.8 mph north of 6th Ave NE – southbound

* 85th Percentile Speed is the speed at which 85% of drivers travel at or below on a roadway
Parking

- Parking study on Feb 2\textsuperscript{nd} and 3\textsuperscript{rd} (Tues, Wed)
  - AM, midday, PM
  - Church bible study on Wednesday evenings

AM – 6 vehicles (67% utilization)
midday – 1 vehicle (11% utilization)
PM – 2 vehicles (22% utilization)

AM – no vehicles
midday – no vehicles
PM – no vehicles
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 80th 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

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Questions?

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