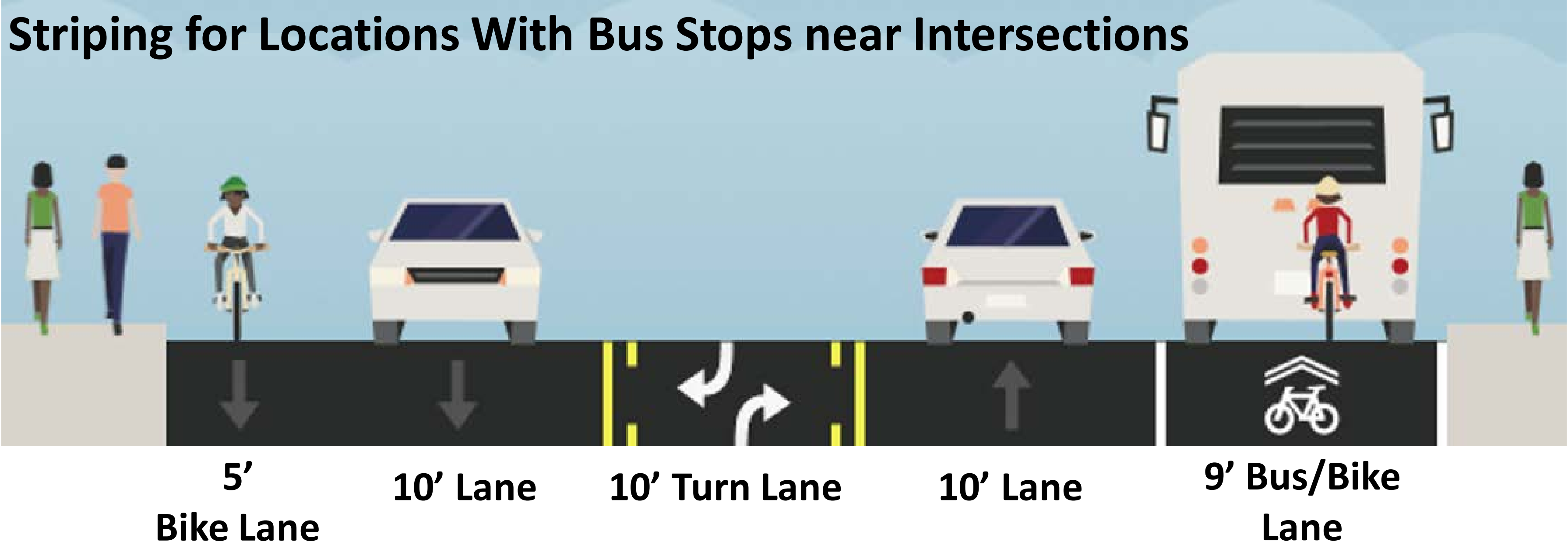


# BUSES AND OTHER BLOCKAGES

**It is legal to go around stopped, blocking vehicles.** This is how every 2 or 3 lane roadway functions, some with traffic volumes higher than this corridor.

## Buses at Bus Stops



- Bus stop locations have been evaluated based on ridership. We are working with Metro to remove or relocate some stops. – *See the Roll Plots for Changes to Bus Stops*
- When bus stops are near intersections with turn lanes, bus pullouts will be provided (see diagram above)

## Other Blockages

Shown below, is a garbage truck stopped on 15<sup>th</sup> Ave NE. Passing cars only have to utilize part of the center turn lane to go around – with plenty of ability to see potential conflicts.

The same would be true for other blocking vehicles



# EXISTING 3 LANE ROADWAY EXAMPLES

N 155<sup>th</sup> St East of Aurora | 12,400 vehicles per weekday



Seattle Stone Way: N 34<sup>th</sup> St to N 50<sup>th</sup> St | 15,100 vehicles per weekday



- ✓ Injury collisions reduced by 33%
- ✓ Speeds reduced 3% southbound (downhill) and 8% northbound (uphill)
- ✓ Top end speeders (10+ mph over the posted speed limit) reduced 75%
- ✓ Bicycle volumes increased 35%
- ✓ Pedestrian collisions reduced 80%
- ✓ Traffic Volumes on Neighborhood Streets down by 12-34% (no signs of cut through traffic)



N 205<sup>th</sup> St West of Aurora | 13,500 vehicles per weekday (2011 data)

- ✓ Collisions reduced by 45%
- ✓ Speeds reduced 9 percent eastbound and 11% westbound
- ✓ Top end speeders (10+ mph over the posted speed limit) reduced 75% eastbound and 79% westbound
- ✓ Traffic volumes increased 3%
- ✓ Travel times unchanged
- ✓ Steep hill for 10 blocks



Seattle NE 75<sup>th</sup> St: 15<sup>th</sup> NE to 35<sup>th</sup> NE | 16,900 - 21,300 vehicles per weekday

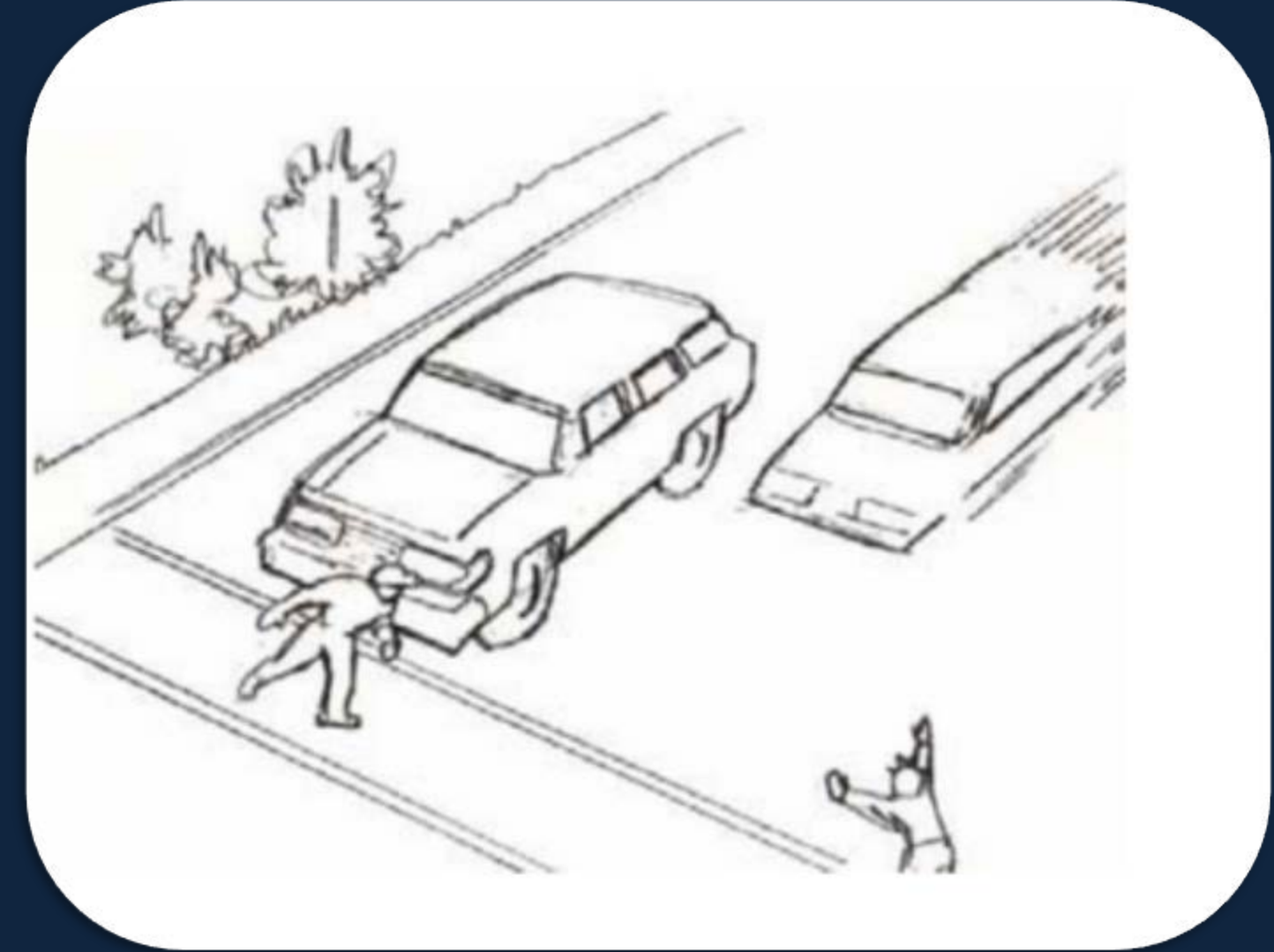
# PEDESTRIAN & BICYCLIST SAFETY BENEFITS

Over 90% of pedestrian collisions occur when people cross the road (few are struck walking along the sidewalk).

Where the center lane space is not needed or turns are low, "pedestrian refuge" space can be striped for safer crossing. →

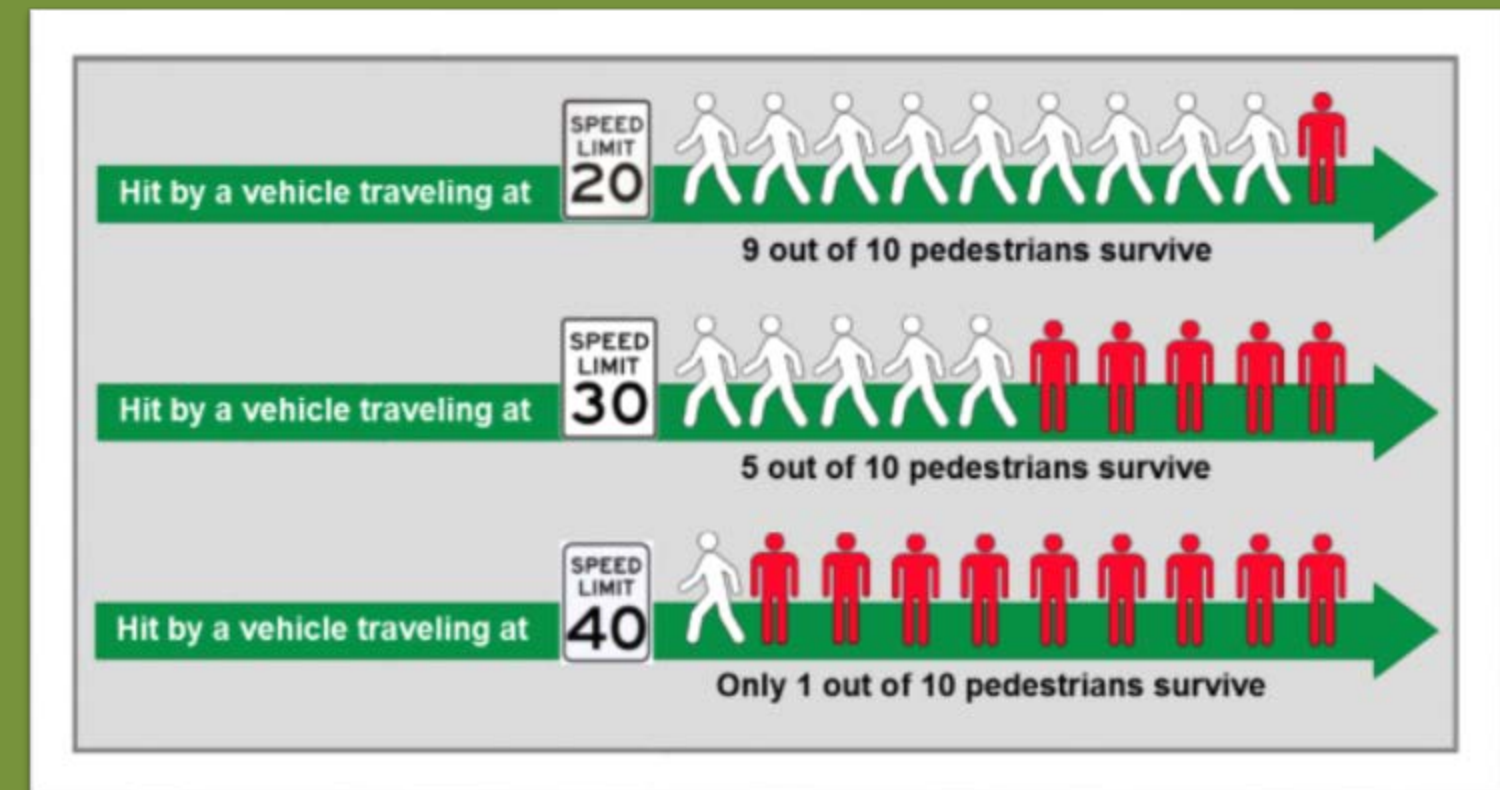


Eliminates pedestrian multi-lane threat scenario where one vehicle stops, but the adjacent driver fails to see the pedestrian crossing in front of the stopped car. →



← Bike lane provides additional space between pedestrians and vehicle traffic.

Reduces speeding → a primary factor in pedestrian crash survival. Reduced speeding also improves safety for bicyclists and drivers



vs.

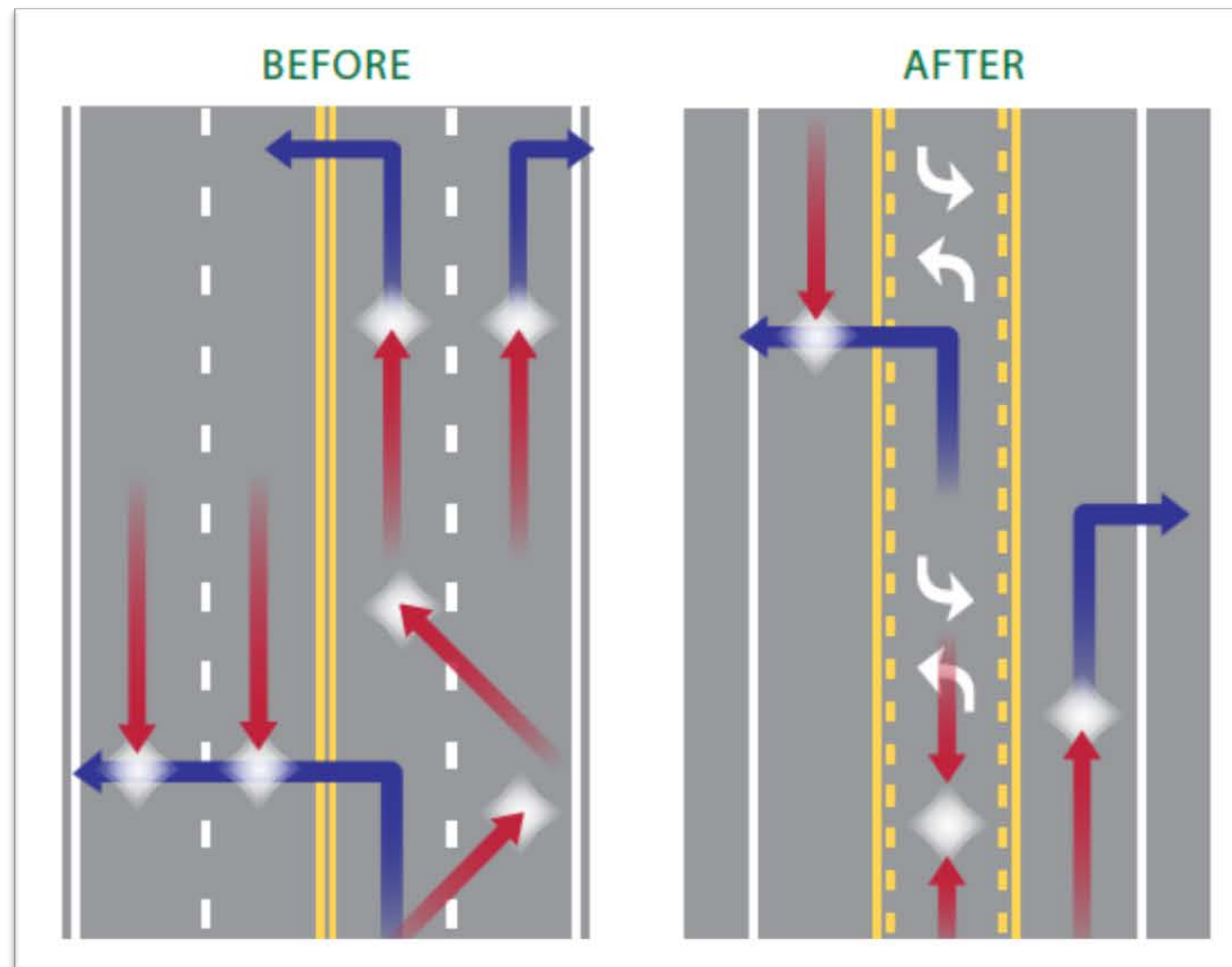
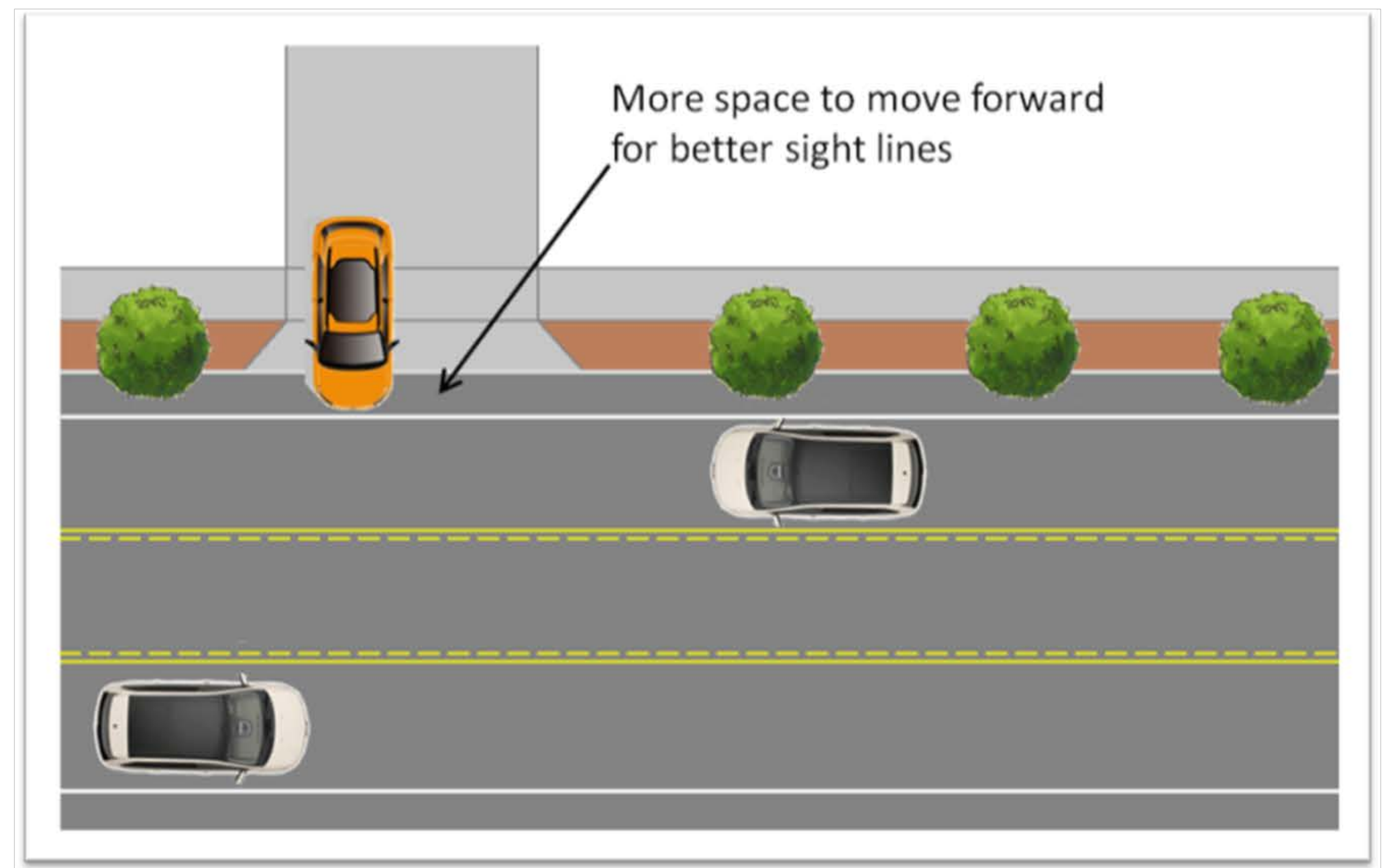


← Bike lane markings provide the expectation for drivers to encounter bicyclists, improving their awareness and attentiveness to bicyclists while driving.

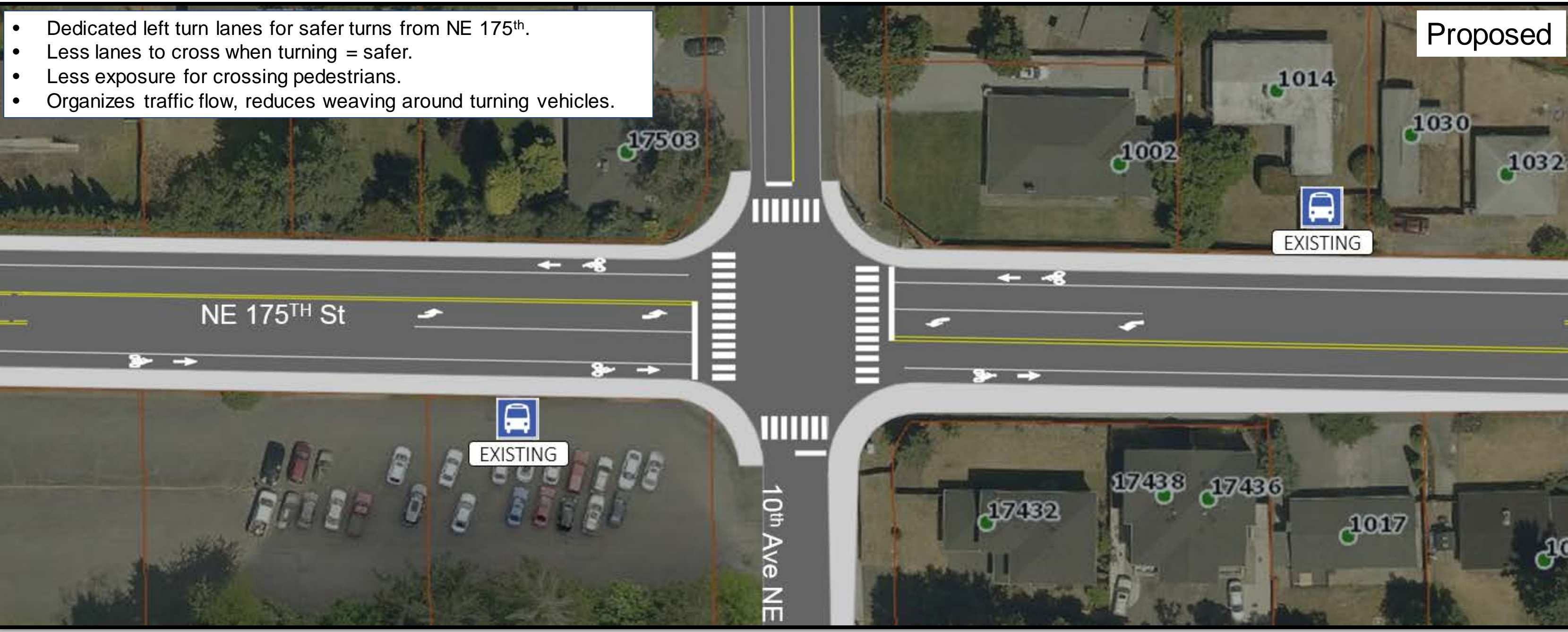
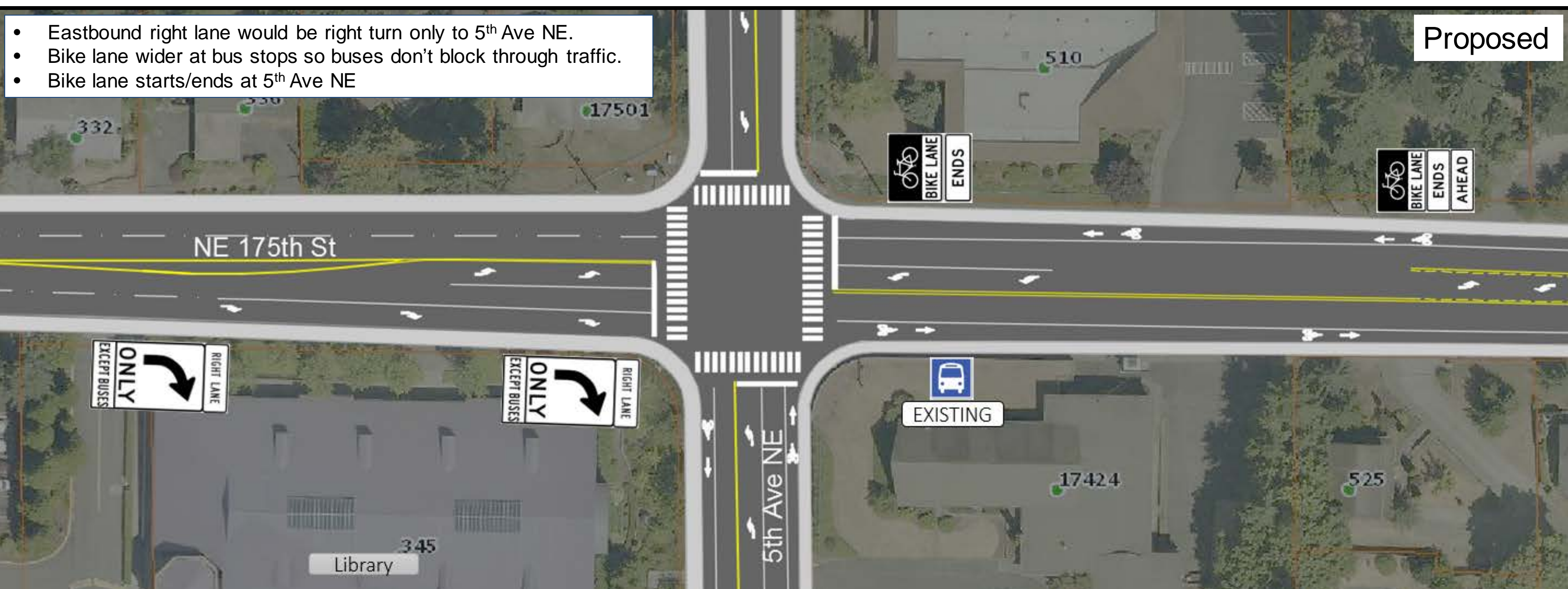
Less lanes to cross = safer reduced pedestrian exposure

# DRIVER SAFETY BENEFITS

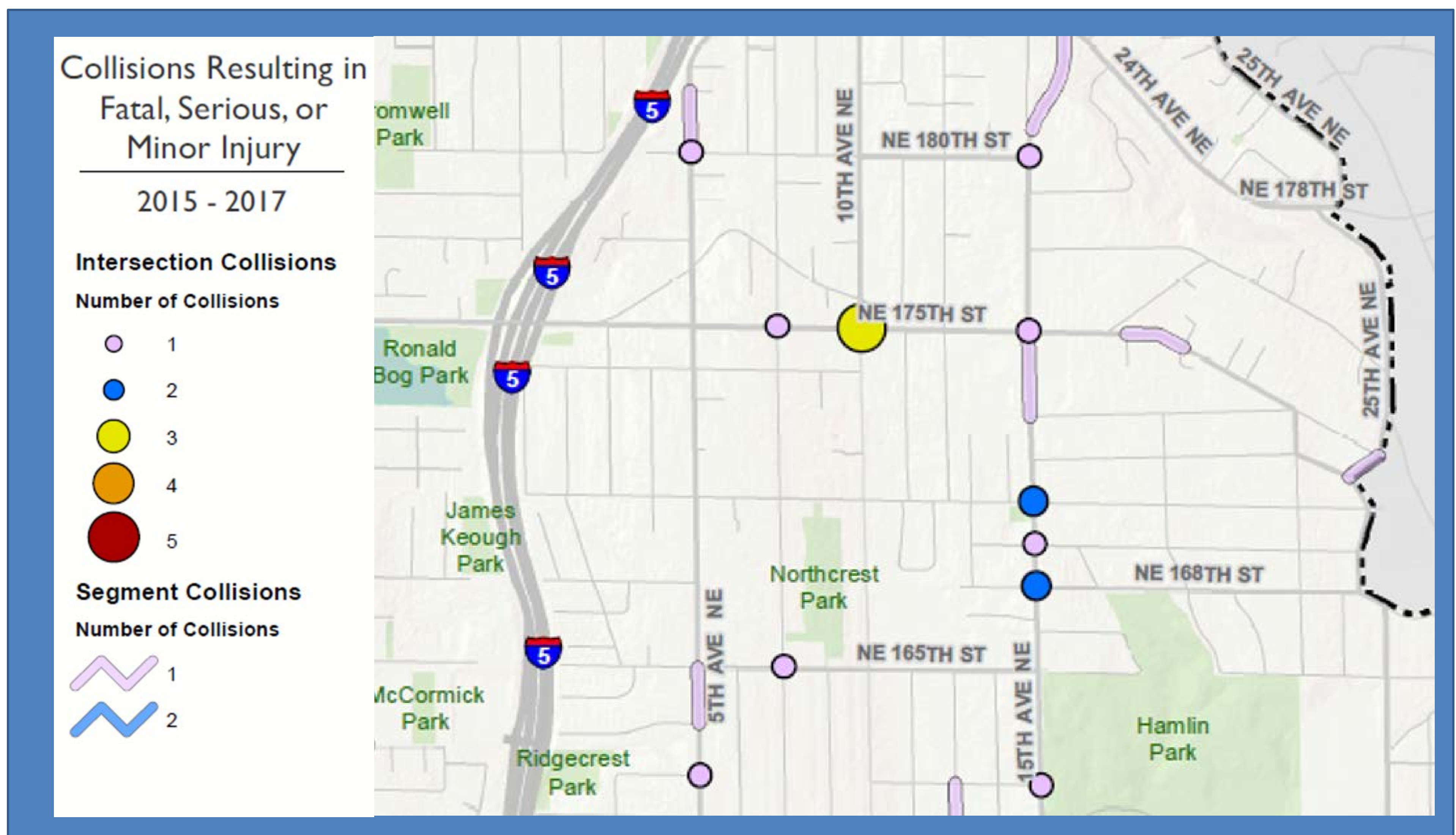
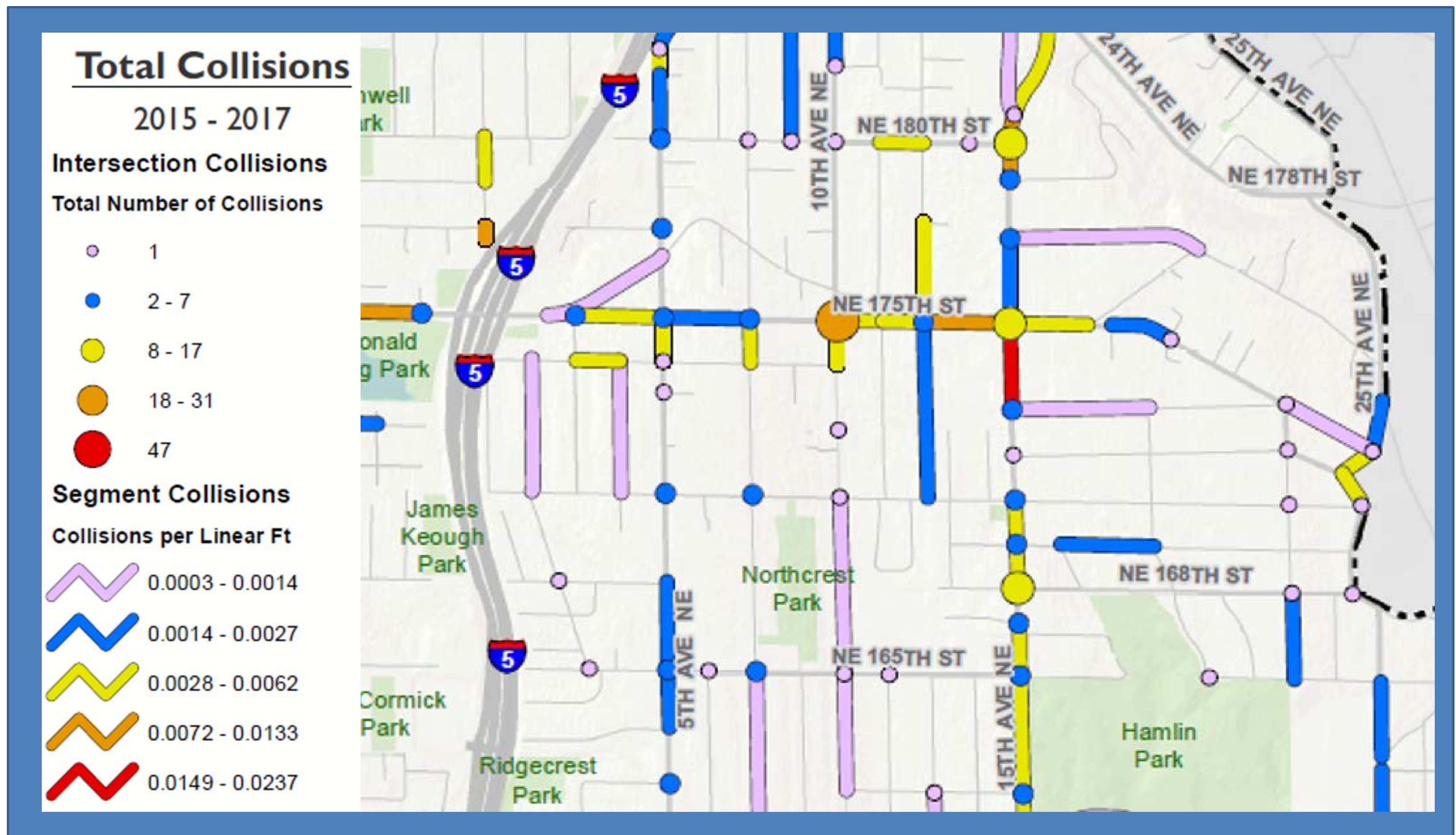
- ✓ **Reduces speeding** and speed differential, a main cause of collisions, and significant factor in injuries
- ✓ **Reduces conflict points** and provides dedicated left turn space as shown below
- ✓ **Improved sight distance** when turning from a side street/driveway or from the mainline
- ✓ Aggregated case studies throughout the country show **19-47% crash reduction**

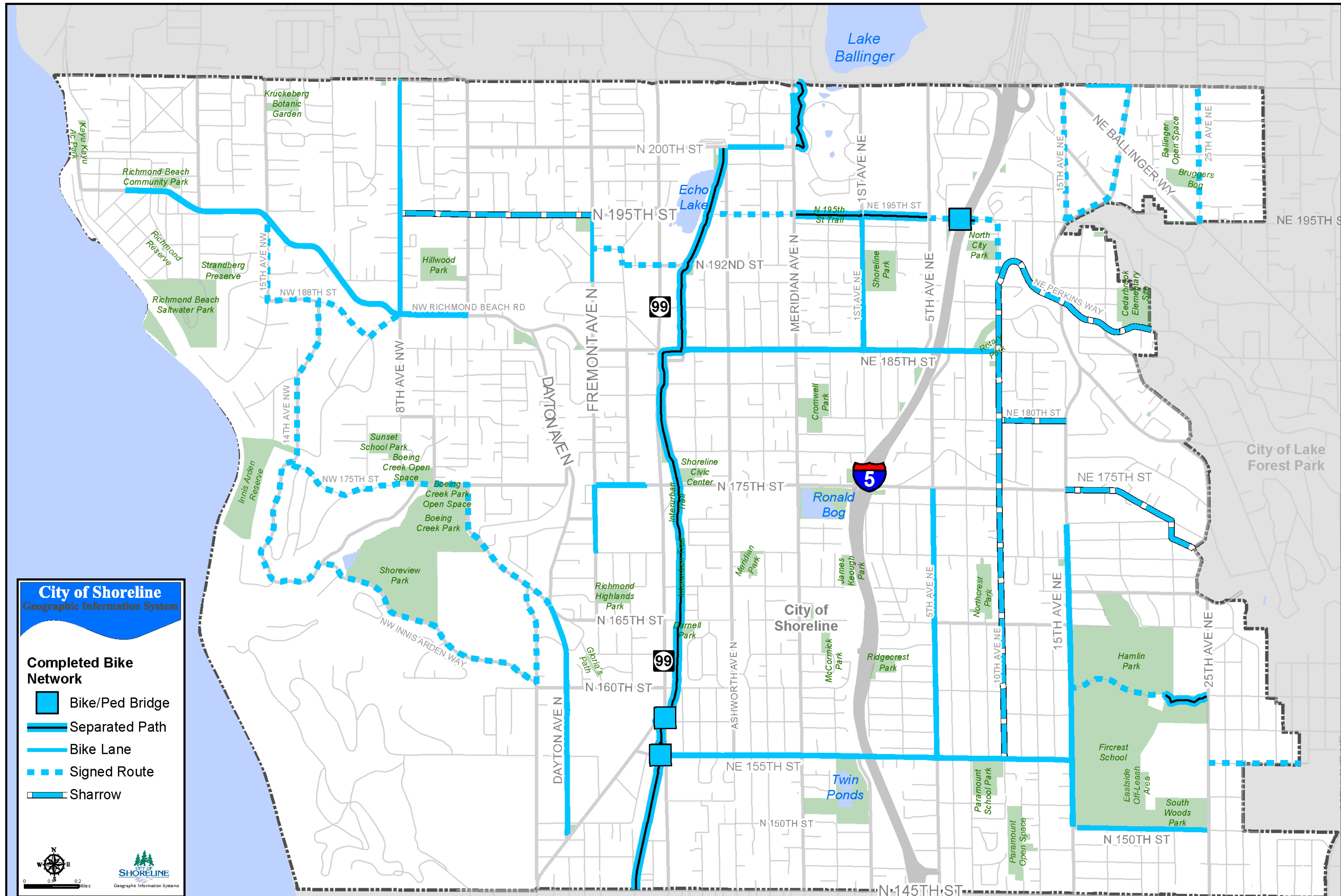


# Conceptual Intersection Layouts



# Collision History





**Completed Bike Network as of September 27, 2018**