

Lake City Way Traffic Safety Corridor Action Plan



Corridor Description

The Lake City Way Traffic Safety Corridor is 3.67 miles in length extending from Interstate 5 to the Seattle city limits at NE 145th Street. Lake City Way is a principle arterial roadway and State Route (SR 522) that serves a diverse population of users including pedestrians, bicyclists, transit, and vehicular traffic in northeast Seattle. Within the project area, more than 30,000 vehicles use this roadway on an average weekday and several transit routes serve the corridor providing access to schools, employment centers, parks, and retail shopping.

Lake City Way functions as both a regional route and as “Main Street” for the residents of area. Neighborhoods along Lake City Way include Roosevelt, Ravenna, Maple Leaf, Wedgwood, Meadowbrook, Victory Heights, Cedar Park, Olympic Hills, and Little Brook. These neighborhoods feature an array of housing including areas of density and broad areas of single family residential. A wide range of destinations line the corridor with dynamic business districts in Lake City (125th) and Roosevelt (15th Ave NE).

Collisions

During the five year period between January 2007 and December 2011, 717 crashes occurred on the Lake City Way corridor resulting in 21 deaths or serious injuries and more than 400 injuries. During that same time period, forty-eight pedestrians and 14 cyclists were involved in collisions on Lake City Way.

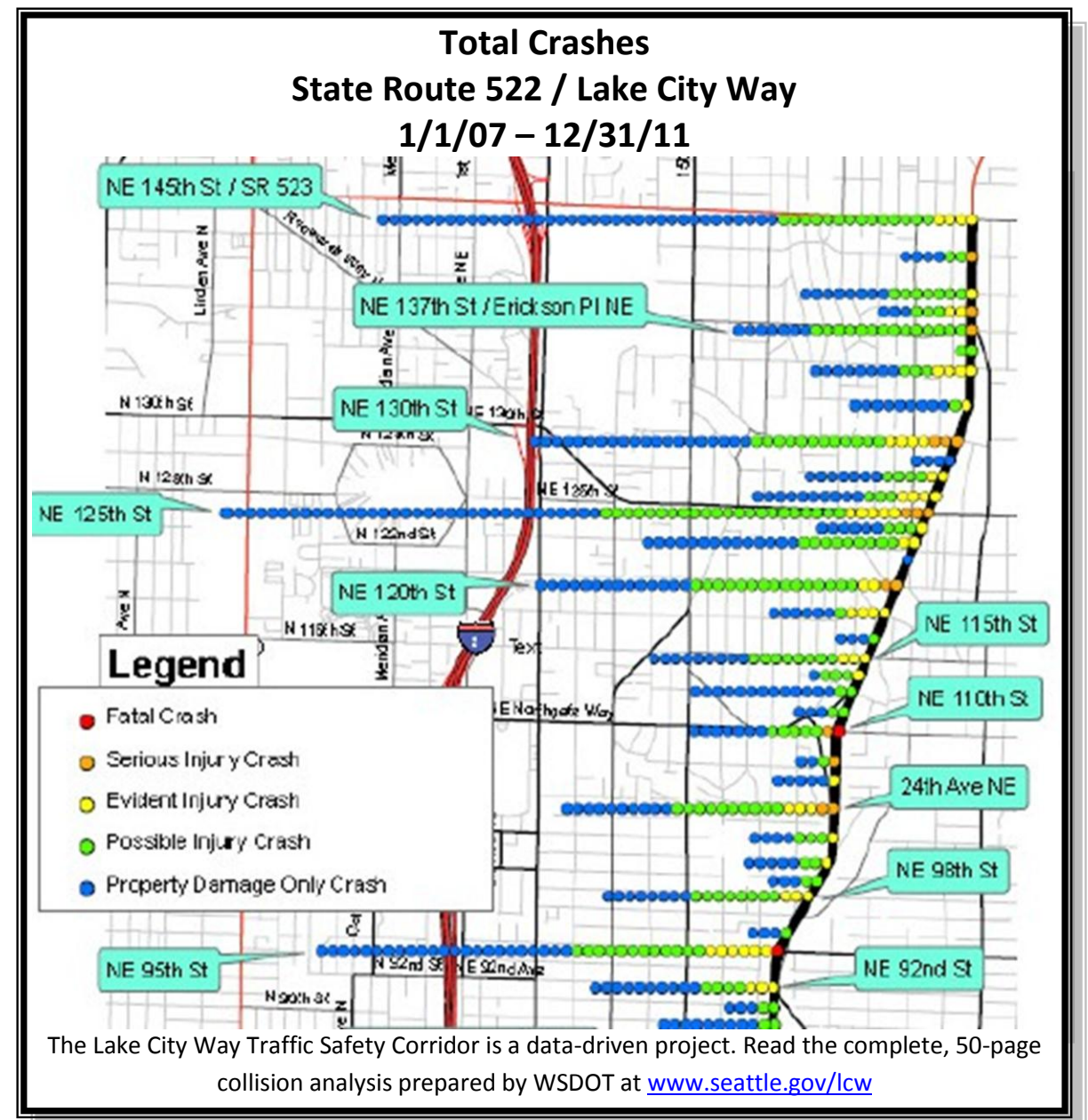
The top factors that contribute to collisions on Lake City Way are failing to yield (to vehicle, pedestrian, or cyclist), inattention/distraction, following too close, disregard signal, speeding, and improper turns. Failing to yield to another vehicle, pedestrian or bicyclist is the leading cause of serious and fatal collisions on the Lake City Way. Speeding is also a top contributing factor in serious collisions on the corridor.

Common crash types on Lake City Way include rear-end, angle, sideswipe, and hit pedestrian. Collisions occur more frequently in the afternoon hours. The complete WSDOT collision analysis for Lake City Way can be found on our website: www.seattle.gov/lcw

Project Goals

The Seattle Department of Transportation (SDOT), the Washington State Department of Transportation (WSDOT), the Washington Traffic Safety Commission, Seattle Police and the Washington State Patrol have partnered with the community to reduce crashes on State Route 522. The Lake City Way Traffic Safety Corridor Project aims to improve safety for all through data-driven engineering, education, and enforcement efforts with an emphasis on near-term, low cost solutions. The main goals of this project are to:

- Reduce the number of serious injury and fatal collisions by 25 percent
- Reduce the number of hit pedestrian/cyclist collisions
- Reduce the total number of collisions
- Improve compliance with right-of-way laws
- Reduce speeding along the corridor



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Planned Activities

In January 2013, a task force consisting of local residents, business owners, and state and local government was formed to review data and observe traffic operations on the corridor. Their goal was to identify issues affecting safety on Lake City Way, develop solutions, and create an Action Plan to improve safety along the corridor. The full Action Plan is below; highlights include:

- Pedestrian safety improvements in several locations with significant engineering improvements for Lake City Way at 24th Avenue NE and Lake City Way at NE 110th Street
- Four new radar speed signs placed where speeding occurs most frequently
- Targeted enforcement patrols conducted by the Seattle Police Department and the Washington State Patrol
- Educational outreach intended to raise awareness about the issues affecting safety on the corridor and to promote safe driver, pedestrian and bicyclist behavior.

This project launched in March 2014 and is expected to continue for twenty-four months.

Funding

Funding for this project comes from a number of different sources. For engineering improvements, the Washington State Department of Transportation (WSDOT) has provided \$400,000 in grant funds and the City of Seattle has contributed more than \$1.5 million from the Bridging the Gap Transportation Levy and the Seattle Department of Transportation's (SDOT) annual budget. The City is pursuing additional funds for engineering improvements identified by the Task Force that exceed the budget for this project.

Support for increased enforcement patrols and educational outreach comes from the Washington Traffic Safety Commission. Additional funding for educational efforts was provided by a WSDOT Pedestrian Safety Grant.

Task Force

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Angie Ward, Washington Traffic Safety Commission

Annie Phare, Public Health – Seattle & King County

Ashraf Amlani – University of Washington

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Mike Rupert, Washington State Patrol

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Michael Nolan, Seattle Police Department

Per Johnson, Wedgwood Community Council

Philip Shack, Cedar Park

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Scott Beasley, King County Metro

Victoria Mocerri, North Cedar Park

Thomas Whittemore, Department of Neighborhoods

Woodrow Perkins, Liquor Control Board



The Lake City Way Task Force holds a crosswalk action to improve awareness of pedestrian right-of-way laws. (November 2013)



Lake City Way Traffic Safety Corridor Action Plan

| Engineering | | | | | | | |
|-------------|-------------------------------|--|--|---|----------------|--------------------|--------------|
| Project No. | Location | Safety Issue Identified | Proposed/Potential Actions | Desired Impact | Estimated Cost | Target Date | Organization |
| 1 | Pedestrian and Bicycle Safety | Crossing LCW is difficult for pedestrians and cyclists | Consider additional crossing locations and enhance existing crossings | Improve pedestrian and bicycle safety | TBD | Ongoing | SDOT |
| | | More/enhanced crosswalks are needed - especially near parks and schools | | | | | |
| | | Longer pedestrian crossing times needed at signalized intersections - this is often a problem when catching the bus | Review signal timing on corridor with emphasis on ped crossing times | Improve pedestrian and bicycle safety | TBD | Early 2014 | SDOT |
| | | Gaps in sidewalk network limit mobility - NE 88th St to NE 95th St on the west side of LCW | Sidewalks likely to be built by private development | Provide pedestrian facilities | TBD | TBD | TBD |
| | | Sidewalk maintenance needed - overgrown vegetation blocks sidewalks and limits mobility - i.e. east side LCW between NE 86th St to NE 98th St | Clear vegetation annually in late spring | Provide unobstructed pedestrian facilities | TBD | Ongoing | SDOT |
| | | Lack of curb ramps limits pedestrian mobility at many locations including NE 135th St, NE 137th St/Erickson PI, NE 140th St, and NE 143rd St (see below for more curb ramp issues) | Upgrade or install curb ramps | Provide standard pedestrian facilities | TBD | Ongoing | SDOT |
| 2 | Signage | Parking at many intersections blocks visibility including NE 102nd St and NE 103rd St | Remove and replace existing regulatory and warning signs. Add new signage where appropriate. Remove redundant signage. | Improve visibility and safety for all modes | \$30,000 | March 2014 | SDOT |
| | | Better U-Turn signage needed | | | | | |
| | | Visual clutter makes regulatory signs difficult to see including speed limit signs | | | | | |
| 3 | NE 80th St/14th Ave NE | Visibility concerns. Left turn from 80th to LCW difficult. | Evaluate location for signal and/or signage improvements including time-limited turn restrictions. Coordinate enforcement activity at this location. | Reduce angle and failure to yield collisions | \$15,000 | Spring/Summer 2014 | WSDOT/SDOT |
| | | Drivers often disobey left turn restriction from LCW to 14th Ave NE. Causes congestions, frustration, risky behavior. | | | | | |
| | 15th Ave NE | Left turn from northbound LCW to northbound 15th Ave NE creates significant congestion | | | | | |
| 4 | 20th Ave NE | Left turn from northbound LCW to northbound 20th Ave NE difficult | Evaluate for left turn signal | Reduce angle collisions | TBD | Early 2014 | SDOT |
| | | Signal visibility can be a problem northbound | Add pole mounted supplemental signal on the south/southeast corner (for northbound traffic) | Improve signal visibility and driver compliance | \$20,000 | Summer/Fall 2014 | WSDOT/ SDOT |
| 5 | Ravenna/NE 92nd St | Add lane from Ravenna Ave NE to northbound LCW ambiguous | Consider reconfiguring and signaling intersection (long term) | Reduce collisions and improve vehicular and pedestrian safety | TBD | TBD | SDOT |
| | | Drivers leave Ravenna/enter LCW at high speeds | Improve signage on northbound approach to LCW on Ravenna. | Reduce speeds for vehicles entering LCW and improve pedestrian safety | \$1,500 | Spring 2014 | |

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| Project No. | Location | Safety Issue Identified | Proposed/Potential Actions | Desired Impact | Estimated Cost | Target Date | Organization |
| 10 | 30th Ave NE to NE 127th St | Pedestrian-vehicle collisions most common through Lake City Business District | Improve beacons and signage for existing mid-block crosswalks in the Lake City Business District. Add overhead signage for mid-block crossing south of 125 th . Remove existing flashing beacons and replace with more visible rectangular rapid flashing beacons. | Improve pedestrian safety | \$ 40,000 | 2014 | SDOT |
| | | Northbound transit stop north of 125 th Street creates conflict at mid-block crossing. Buses partially block crosswalk and reduces visibility for pedestrians and drivers. | Move bus zone to the south of 125 th St | Improve pedestrian safety | \$ 25,000 | 2014 | SDOT |
| | 30 th Avenue NE | 30 th Ave NE intersects Lake City Way at an unusual angle. Existing traffic signal controls north leg of intersection. | Evaluate signal operation to eliminate pedestrian-vehicle conflicts and add pedestrian crossing signage. | Improve pedestrian safety | TBD | 2014 | SDOT |
| 11 | NE 125th Street | Conflicts between pedestrians and left turning vehicles. During the green left turn arrow there is no pedestrian crossing and about 3 cars clear the intersection. The left turn light then turns to flashing yellow with no pedestrian crossing and about 3-5 cars make the left turn. When the left turn light goes red the pedestrian crossing light appears and frequently a couple of cars continue to make left turns as pedestrians enter the cross walk. Long wait for 'walk' signal and short crossing time. | Install 'Yield to Peds when Turning' signs | Improve pedestrian safety | \$ 5,000 | 2014 | SDOT |
| | | | Evaluate signal timing; consider restricting right turns on red. Coordinate with 125th St Project. Long term: consider stamped or colored crosswalk treatment to designate intersection as a place of importance with heavy ped and bike activity. | Reduce conflicts between drivers and pedestrians | TBD | Early 2014 | SDOT |
| 12 | N 130th Street | Conflicts involving turning vehicles. Consider shift from permitted left turn operation to protected only. Visibility of opposing traffic can be difficult. Top location for pedestrian collisions. | Review signal timing and evaluate intersection for channelization, signage, and/or physical improvements | Improve pedestrian safety | \$ 30,000 | Fall 2014 | WSDOT/ SDOT |
| | | Southbound LCW curb lane is too wide - some drivers treat this as a third lane which compromises safety | | | | | |
| 13 | NE 130th St to NE 145th St | High speeds on north end of corridor | Install radar speed signs | Deter speeding and reduce speed-related collisions | \$ 35,000 | 2014 | SDOT |
| 14 | NE 137th St/Erickson Pl NE | Review signal phasing and consider potential left turn improvements. Lighting for bus barn needs review | Review intersection configuration and operations. | Reduce angle collisions and improve visibility | TBD | TBD | SDOT |
| 15 | NE 145th St | Long signal cycle - review split phase operation | WSDOT project to address this issue | Improve safety and traffic flow | TBD | TBD | WSDOT |
| | | Curb ramps difficult to access; obstruction force some people into street and crosswalk/ramp alignment is off | New curb ramps will be constructed on the SW and SE corners of this intersection. APS will be adjusted. | Improve pedestrian safety | \$ 200,000 | 2014 | SDOT |

Lake City Way Traffic Safety Corridor Action Plan

| Enforcement | | | | | | |
|-------------|-----------------------|---|---|---|----------------|--|
| Project No. | Location - LCW at... | Safety Issue Identified | Planned Actions | Desired Outcome | Target Date(s) | Organization (SPD, WSP, Liquor Control Board, SDOT, Other) |
| 16 | Multiple | Parking too close to intersections (NE 90th at LCW) | Coordinate with parking enforcement | Improve sight lines for all | Ongoing | Seattle Parking Enforcement |
| 17 | Multiple | Data indicates that failure to yield, distraction, following too close, disregarding signals, speeding, failure to yield to ped/cyclists, and under the influence of alcohol/drugs are top contributing factors in crashes on LCW | Conduct high visibility enforcement patrols targeting top issues on corridor for project launch. Coordinate with education team on messaging. | Increase awareness of top issues on corridor, deter poor behaviors, and increase law enforcement presence on LCW. | March 2014 | SPD & WSP |
| 18 | Multiple | Speeding and cut-thru traffic on nearby non-arterial streets | Conduct high visibility enforcement patrols to address the top issues on LCW. Enforce traffic laws on LCW proper and nearby arterial streets. Coordinate with education team on messaging. Law enforcement may deploy Target Zero Team patrols, WSP Aggressive Driving Apprehension Team, SPD Aggressive Driving Reduction Unit, standard patrols, or all of the above. | Deter speeding and aggressive driving | Ongoing | SPD & WSP |
| | | Following too close and aggressive driving are corridor-wide issue | | Reduce collisions related to following too close and aggressive driving | | SPD & WSP |
| | | Distraction a corridor-wide issue | | Reduce distracted driving | | SPD & WSP |
| 19 | Multiple | Pedestrians crossing LCW outside of legal crosswalks | Conduct ped safety emphasis patrols at key locations including 80th/15th Ave NE, 110th, 125th, 130th, 137th, and 145th. | Improve driver compliance with pedestrian laws, improve pedestrian compliance with crossing laws, and improve safety for pedestrians and cyclists | Quarterly | SPD & WSP |
| | | Failure to yield to pedestrians / cyclists a top contributing factor in crashes on LCW | | | | |
| 20 | Multiple | A-frame signs frequently encroach into pedestrian zone | Work with businesses to raise awareness about the issue. Work with SDOT Street Use to enforce encroachments | Improve compliance with right-of-way rules and improve pedestrian and bicycle safety | Ongoing | SDOT Street Use |
| 21 | N 80th St/14th Ave NW | Drivers often ignore peak hour turn restrictions to 14th Ave NE which creates congestion, aggravated drivers, risky driver behaviors | Consider SPD operation with spotters and officers on 14th Ave NE. Coordinate with education team to consider HVE operation. Coordinate with engineering team if changes are proposed to this intersection. Partner with Dry Cleaners to use reader board to report stats. | Reduce angle collisions | TBD | SPD |

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| Project No. | Location - LCW at... | Safety Issue Identified | Planned Actions | Desired Outcome | Target Date(s) | Organization (SPD, WSP, Liquor Control Board, SDOT, Other) |
| 22 | Vicinity of NE 95th St | Speeding common on northbound and southbound approaches to 95th St - fairly significant hill northbound | Conduct speeding patrols in this area. Coordinate with engineering group/radar speed sign installation for additional enforcement activities. | Reduce speeding and speed-related collisions | Ongoing | SPD & WSP |
| 23 | NE 125th St & NE 130th St | Impaired pedestrians unpredictable - transient population - crime and public safety issues | Liquor Control Board outreach at nearby liquor stores, restaurants, and other points of purchase. | Reduce impairment-related collisions | Ongoing | Liquor Control Board |
| | | Vehicles routinely park in pedestrian zone on the southeast corner of 125th and 30th Ave NE | Direct parking enforcement officers to area frequently | Improve pedestrian safety | Ongoing | Seattle Parking Enforcement |
| 24 | NE 125th to NE 145th St | Speeding common along this segment of LCW. Long stretch with few traffic control devices. | Conduct speeding patrols in this area. Coordinate with engineering group/radar speed sign installation for additional enforcement activities. | Reduce speeding and speed-related collisions | Ongoing | SPD & WSP |
| | | Impairment-related collisions occur most frequently on north end of corridor along with some crime and intoxicated pedestrian issues | Conduct DUI emphasis patrols in this area along with outreach at nearby liquor stores, restaurants, and other points of purchase. | Reduce impairment-related collisions | Ongoing | SPD, WSP, Liquor Control Board |

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| Education | | | | | |
|-------------|---|---|--|----------------------------------|----------------|
| Project No. | Corridor Safety Issue Identified | Planned Actions | Desired Impact | Target Date | Organization |
| 25 | Many Lake City Way residents and drivers are not aware of the traffic safety issues along the corridor or the corridor safety project | Hold a project kickoff event to focus attention on the corridor and the work being done to improve safety and to highlight the risky behaviors that are leading to collisions | Create public awareness of the project and its goals | March 2014 | Education Team |
| | | Develop a project logo to use on project road signs and other informational materials | Create an easily recognizable symbol for project safety awareness | August 2013 | |
| | | Develop an information card to describe the project and the planned project activities. (First card focusing on pedestrian safety) | Disseminate project information to increase early public awareness | October 2013 | |
| | | Other project awareness and information activities will be planned and coordinated with the enforcement and engineering teams as their plans are finalized. Earned media opportunities will be pursued for significant enforcement patrols and the roll out of select engineering improvements. | Raise awareness of safety issues on the corridor and of engineering and enforcement activities | Ongoing | |
| | | Public actions and other events to raise project awareness of specific risky behaviors will be developed. For example, monthly pedestrian cross walk actions are planned at key pedestrian cross walks. (Timed as appropriate to pedestrian safety enforcement patrols) | Raise awareness of safety issues on the corridor and of engineering and enforcement activities | Ongoing | |
| 26 | Drivers on the corridor are not always practicing safe driving behavior which leads to preventable collisions. The most common unsafe behaviors on Lake City Way include: failing to yield, inattention, and following too close. | Education campaigns emphasizing targeted safe driving behavior messages and related enforcement patrols will be developed | Increase awareness of safe driving behavior in accordance with the high visibility enforcement model with particular attention to those behaviors contributing most frequently to collisions along the corridor. | Beginning Sept. 2013 and ongoing | Education Team |
| | | Safety messaging campaigns may include utilizing outdoor advertising media and blank walls to post safety banners, and PSAs on the local school radio station | | | |
| | | Other outreach message campaigns may involve local schools and locations (Dick's Drive In) where the 19-25 year old age group frequent. | | | |

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| Education | | | | | |
|-------------|---|---|--|------------------------------------|----------------|
| Project No. | Corridor Safety Issue Identified | Planned Actions | Desired Impact | Target Date | Organization |
| 27 | There are challenges delivering safety messages to drivers who not live in the Lake City vicinity but are using LCW as a route to work. | Targeted outreach campaigns will be developed to reach employees with safe driving messages through their employers. | Deliver targeted safety messages to non-Lake City residents who commute along LCW. | June 2014 | Education Team |
| 28 | Sixty-one percent of all collisions and 71% of all fatal and serious collisions are intersection related. | <ul style="list-style-type: none"> • Targeted driver intersection safety messaging campaigns will be developed. This will include monthly cross walk actions at select intersections and outdoor advertising media. Possible locations: • 125th • 127th(near post office) • 130th • 137th • 115th • Reflective safety items may be distributed through schools and community events and commerce centers to improve pedestrian visibility. | Reduce intersection related collisions through improved driver behavior. | Beginning October 2013 and ongoing | Education Team |
| 29 | Pedestrian safety funds are available for an early start of education and enforcement activities. | Planned pedestrian safety messaging activities will commence in September/October 2013. These messaging campaigns will be coordinated with pedestrian safety law enforcement patrols. | Focus awareness on pedestrian safety and driver behaviors that pose risks for pedestrians. | Sept. 2013 | Education Team |