

Seattle, Washington - Nickerson Street

SAFETY IMPROVED & EXTREME SPEEDING VIRTUALLY ELIMINATED

OBJECTIVE

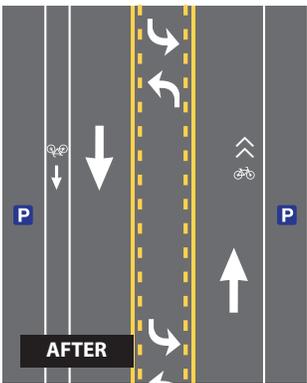
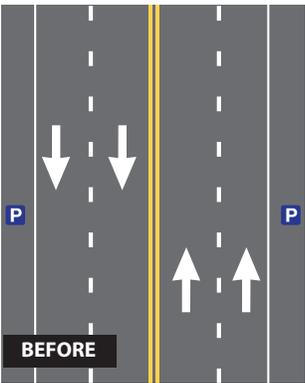
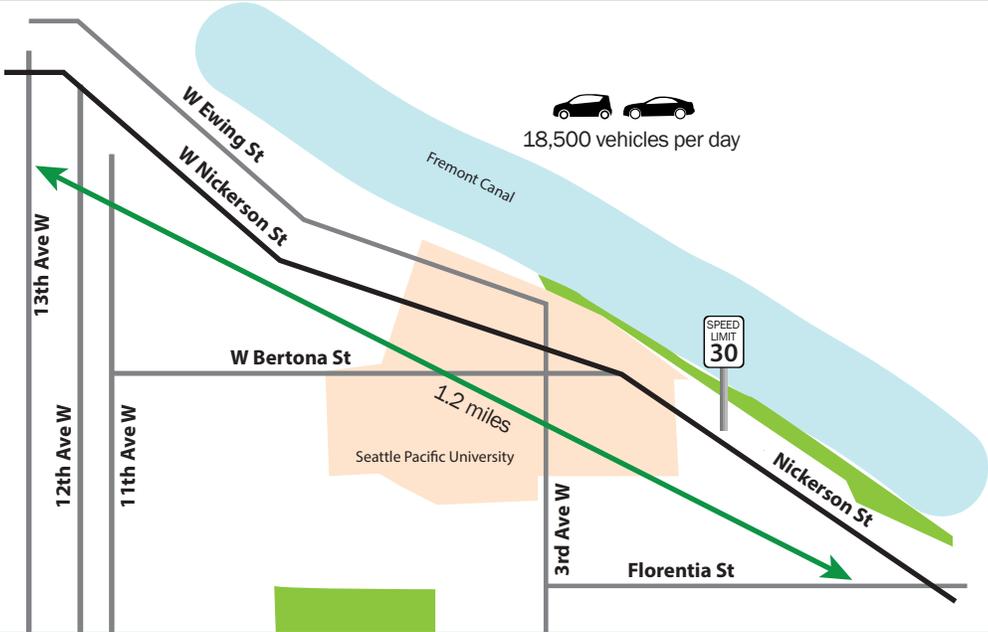
- Improve pedestrian safety
- Increase driver compliance with speed limit

FEATURES

- Reintroduction of crosswalks
- Addition of curb bulb-outs and pedestrian refuge islands

RESULTS

- 23% reduction in collisions
- More than 90% drop in top-end speeders



In August 2010, the Seattle Department of Transportation (SDOT) completed a Road Diet on Nickerson Street from 13th Avenue West to Florentia Street. The goal of this project was to improve pedestrian safety by reducing exposure to multiple lanes of traffic and increase driver compliance with the speed limit. Prior to the reconfiguration, there were two travel lanes in each direction. The street was restriped to one lane in each direction with a center two-way left-turn lane and bicycle lanes.

Carrying approximately 18,500 vehicles per day, Nickerson Street is in the Queen Anne neighborhood of Seattle. The corridor land use is mixed, including service-oriented businesses, restaurants, multi-unit residences, and the Seattle Pacific University campus.



To improve pedestrian safety, the Road Diet project incorporated crosswalks with curb bulb-outs and pedestrian refuge islands

BACKGROUND

Prior to the Road Diet, SDOT was removing mid-block crosswalks on the city's 4-lane roads due to safety considerations. This decision was not popular with the community, and as a way of addressing the concerns, SDOT implemented the Nickerson Street Road Diet, which included the reintroduction of marked crosswalks and addition of curb bulb-outs and refuge islands. This configuration provides an opportunity for increased safety since pedestrians do not have to cross all lanes of traffic at once.

By decreasing the travel lanes to only one in each direction, SDOT also hoped to lower the speeds along Nickerson Street. In 2007, the agency completed a speed study and found that 90 percent of drivers were exceeding the 30 mph speed limit.

RESULTS

One year after the conversion, SDOT completed a before-and-after study on the Nickerson Street Road Diet. The outcome was what SDOT had hoped for – a safer road. Speeding along Nickerson Street decreased dramatically, and collisions were reduced. The results also showed that the Road Diet accomplished this without significant diversion of traffic to parallel routes. Nickerson Street only experienced a 1 percent decrease in traffic volumes between 2009 and 2011.

TOP END
SPEEDERS
HAVE BEEN
REDUCED BY
MORE
THAN **90%**

TOP END SPEEDERS <i>Percent 10+ mph over the speed limit</i>			
	Before	After	Change
Westbound	17%	1.4%	-92%
Eastbound	38%	1.5%	-96%

CHANGE IN NUMBER OF COLLISIONS <i>from 13th Ave W to N Florentia St</i>		
5-Year Average	One Year Post Project	Change
33.6	26	-23%

Source: City of Seattle Department of Transportation, "Nickerson Street Rechannelization Before and After Report," 2012.