

WELCOME

Neighborhood Transportation Forum

6:00 – 7:30 PM

NE 65th Street Vision Zero Project

Transit Projects

NE Seattle Paving Projects

Banner Way/NE 75th Street Redesign

NE 70th St and I-5 Walking and Biking Improvements



NE 65TH STREET VISION ZERO PROJECT

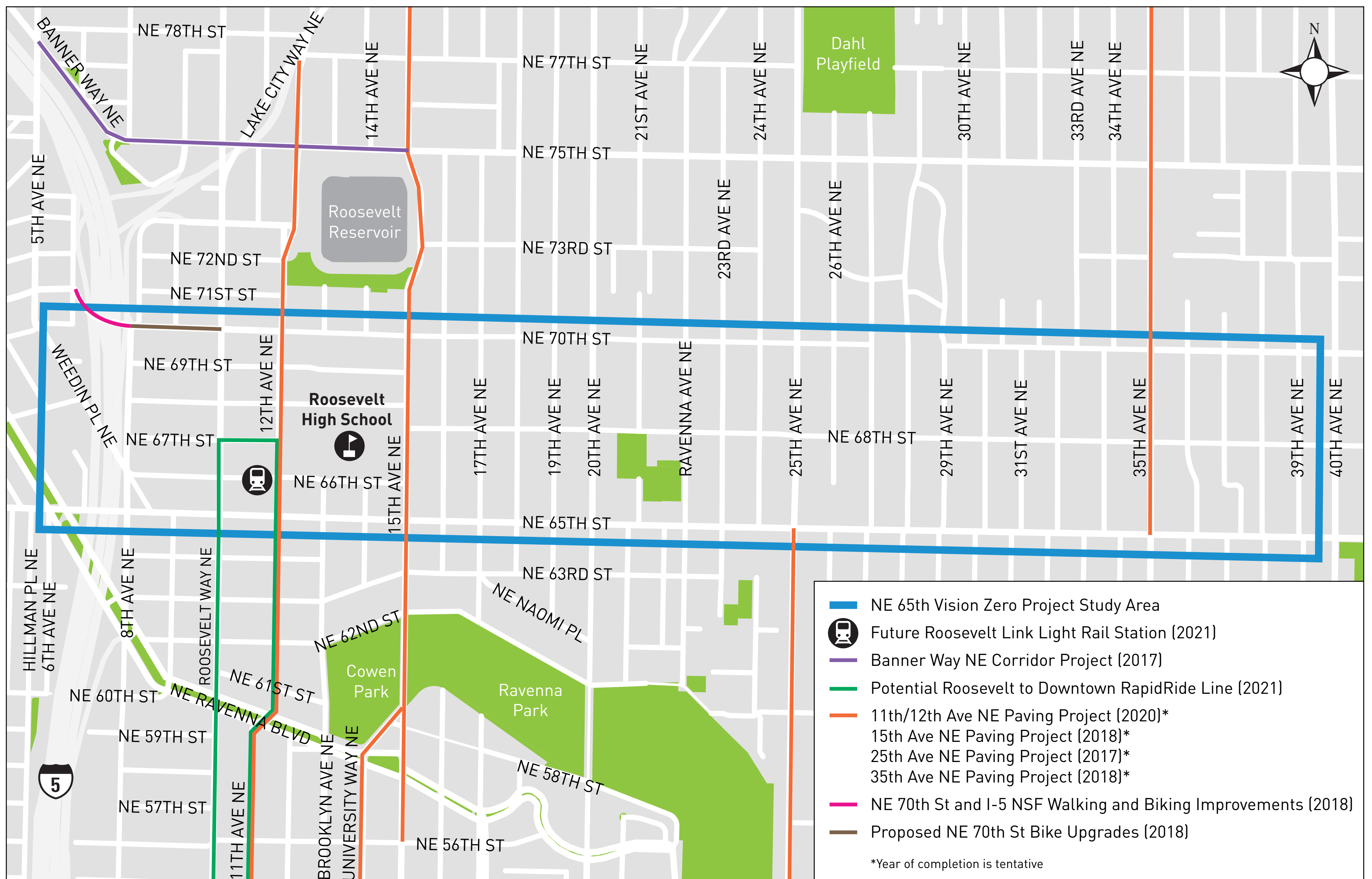
OVERVIEW

Vision Zero is our plan to end traffic deaths and serious injuries by 2030. There have been several serious pedestrian and bicycle collisions on NE 65th Street over the last three years.

To help reach our goal, we are launching a collaborative process to review street conditions along NE 65th St.

Project Goals

- Improve safety for people walking, biking, driving, and taking transit
- Improve access to Roosevelt Link station
- Improve transit service
- Improve bicycling and walking
- Maintain business access



NE 65TH STREET VISION ZERO PROJECT

BACKGROUND

NE 65th St Design: The existing design is one lane in each direction, with parking allowed during non-peak hours. During peak hours, one side of the street is two lanes.

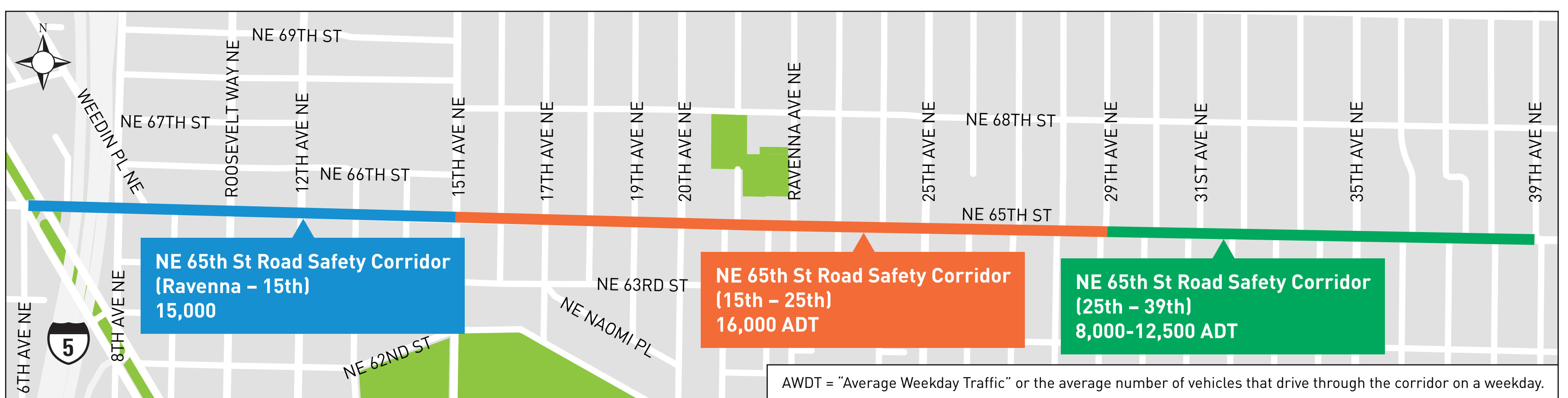
Vehicle Access: Provides access to Interstate 5 (I-5) and is used as an east-west route.

Transit Access: Major transit street with multiple bus routes on it: 45, 62, 64, 71, 76, 83, 795. Link Light Rail service begins in 2021.

Bicycle Access: Existing bicycle routes NE Ravenna Blvd, Roosevelt Way NE, 12th Ave NE, 35th Ave NE, and 39th Ave NE. NE 65th St provides access under I-5.

Land Use: Single family residential, multi-family housing, commercial uses near Roosevelt Way NE and 23rd Avenue NE, schools, and a community center. Development near Roosevelt and NE 65th is denser, mixed-use, and mid-rise.

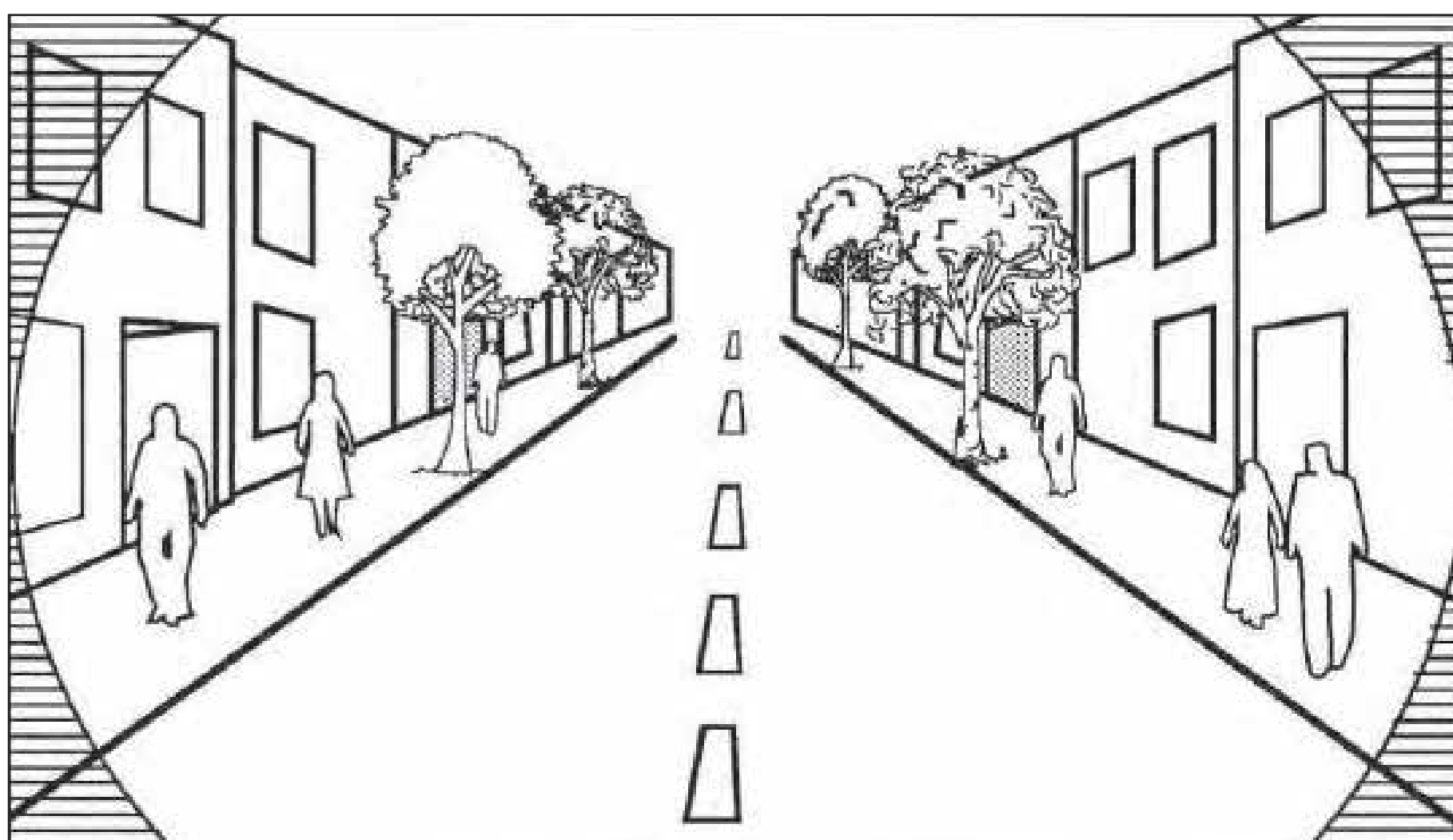
Average Weekday Traffic



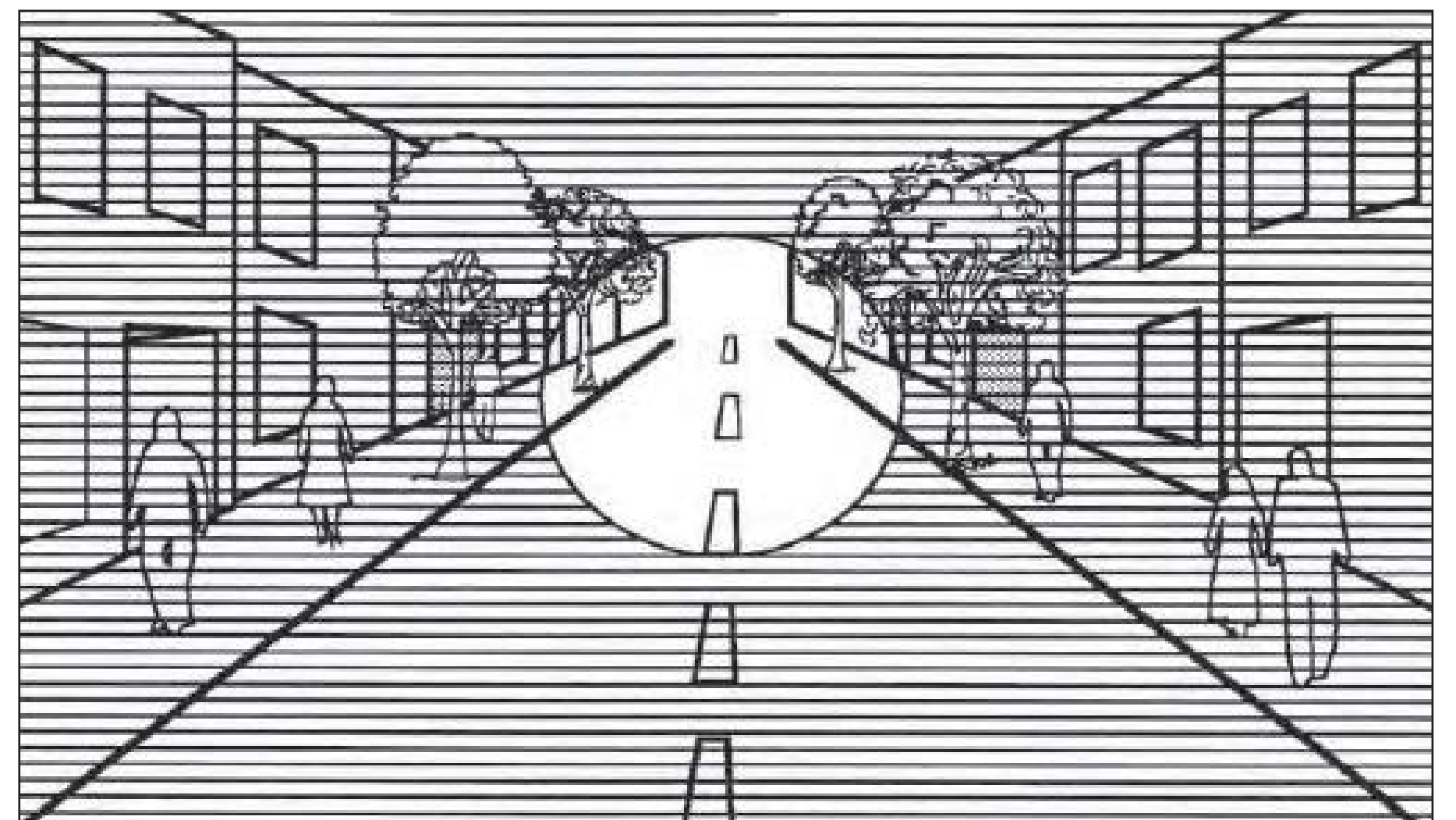
NE 65TH STREET VISION ZERO PROJECT

WHY SPEED MATTERS

Speeding is one of the top contributing factors to crashes. Speeding increases the severity of collisions. Speed makes it more difficult for drivers to recognize potential hazards and increases the time and distance it takes to bring a vehicle to a stop.



Field of vision at 15 MPH




Field of vision at 30 to 40 MPH

Speed is especially lethal for vulnerable users like pedestrians and people on bikes. A pedestrian hit at 40 miles per hour has a 90 percent chance of dying. Pedestrians are much more likely to survive a collision with a vehicle at 20 miles per hour.

HIT BY A VEHICLE
TRAVELING AT:

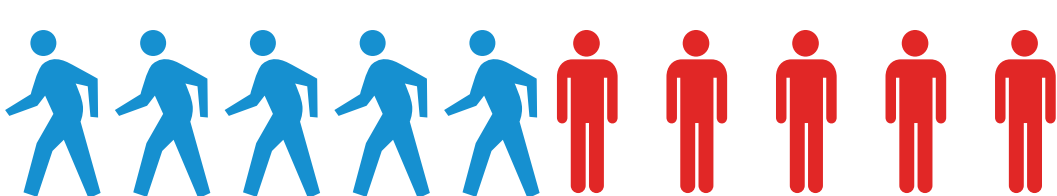
**20
MPH**



9 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

**30
MPH**



5 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

**40
MPH**



Only 1 out of 10 pedestrians survives

NE 65TH STREET VISION ZERO PROJECT

COLLISION CONTRIBUTING FACTORS

Speed

Most people drive at or below the posted speed limit of 30 mph on NE 65th Street. However, hundreds of drivers significantly exceed the posted speed limit daily. This is especially true east of 15th Avenue NE.

At Roosevelt Way NE, the majority of drivers travel at or below 26 mph, below the posted speed limit. Only 4 percent of drivers are speeding in this part of NE 65th.

Location	85th Percentile Speed (2017)	Percent Speeding (3+ mph over the speed limit)	Average number of high-end speeders per weekday
Roosevelt Way NE	26 mph	4%	52/day
15th Ave NE	31 mph	21%	244/day
20th Ave NE	30 mph	14%	103/day

Other Behavioral Factors

Inattention: Since 2012, inattention has contributed to 93 collisions on NE 65th between NE Ravenna Blvd NE and 39th Ave NE.

Impairment: Since 2012, impairment has contributed to 15 collisions on NE 65th between NE Ravenna Blvd NE and 39th Ave NE.

Behavioral factors will be addressed through street design changes, Vision Zero educational outreach, and increased enforcement efforts.

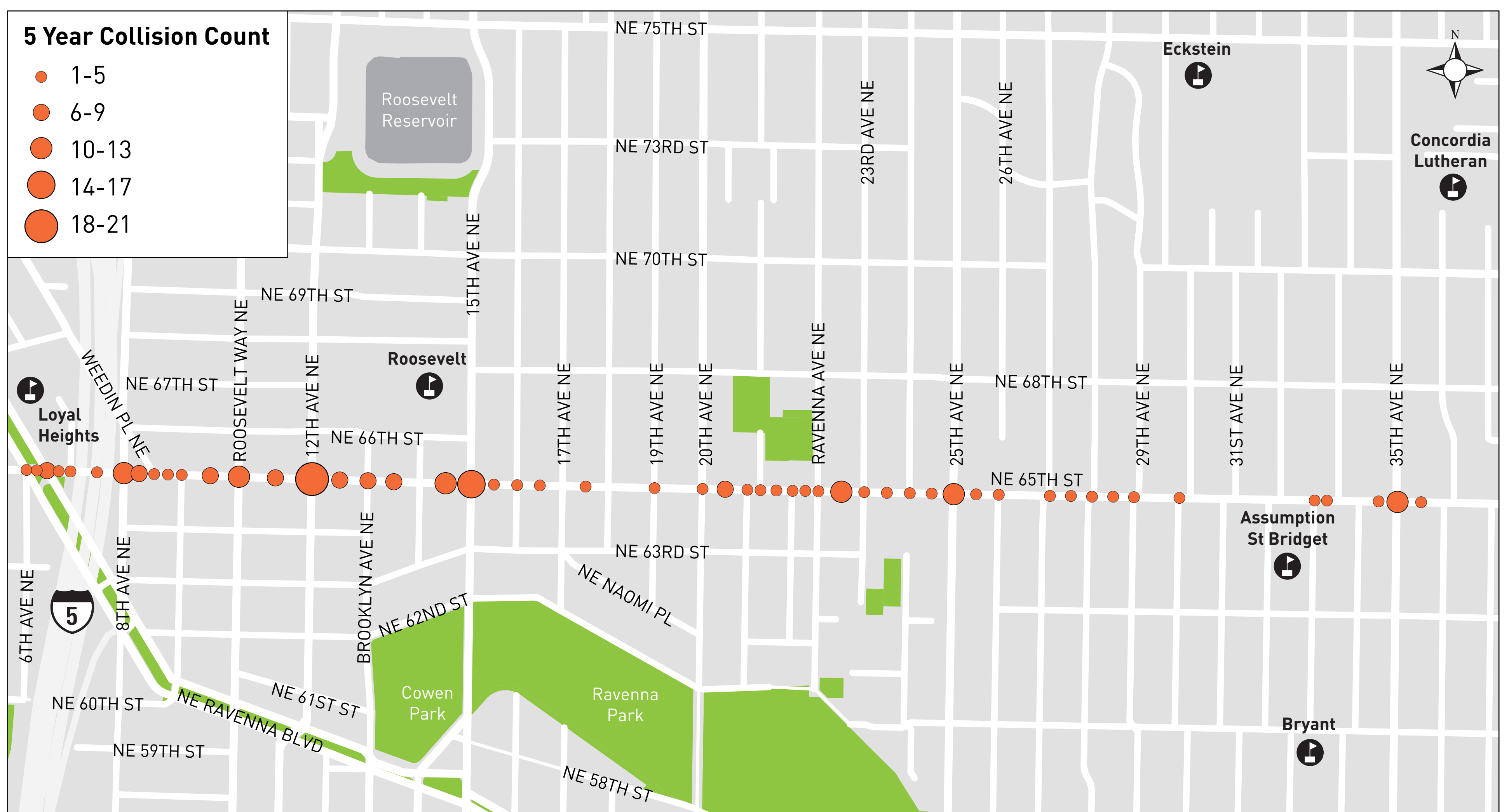


NE 65TH STREET VISION ZERO PROJECT

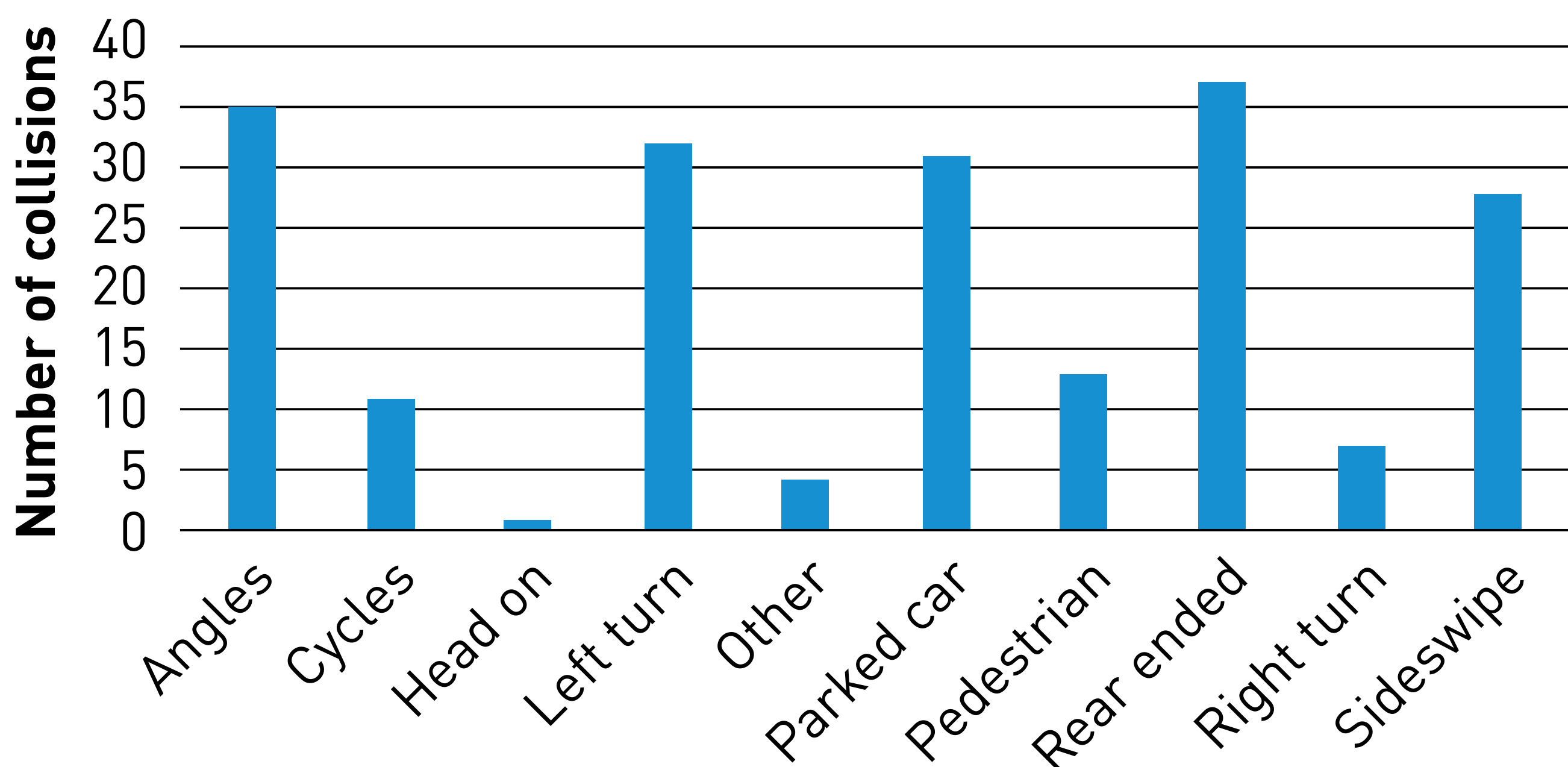
COLLISIONS

From 2012 to present, there have been 232 collisions along NE 65th St. Within that period, there have been 4 fatal and 1 serious injury collision. Severe crashes have occurred more frequently west of 25th Avenue NE.

Collisions in the last 5 years



Collision types



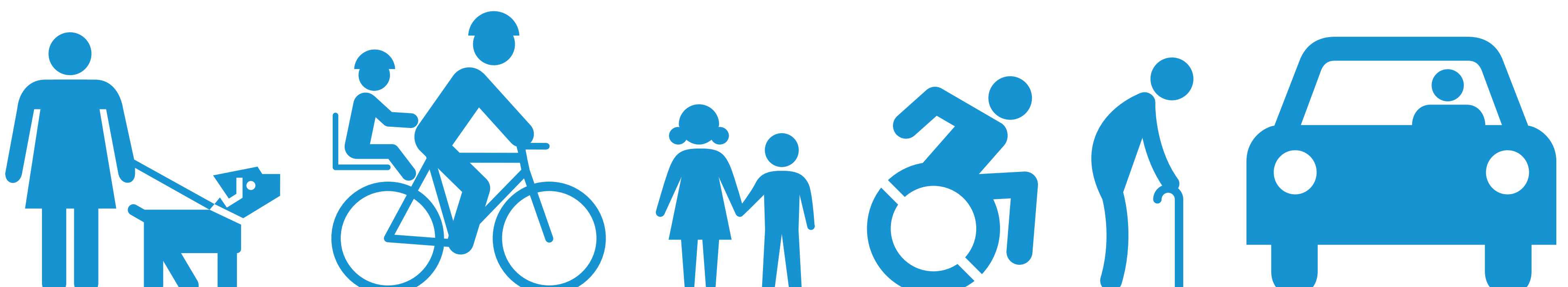
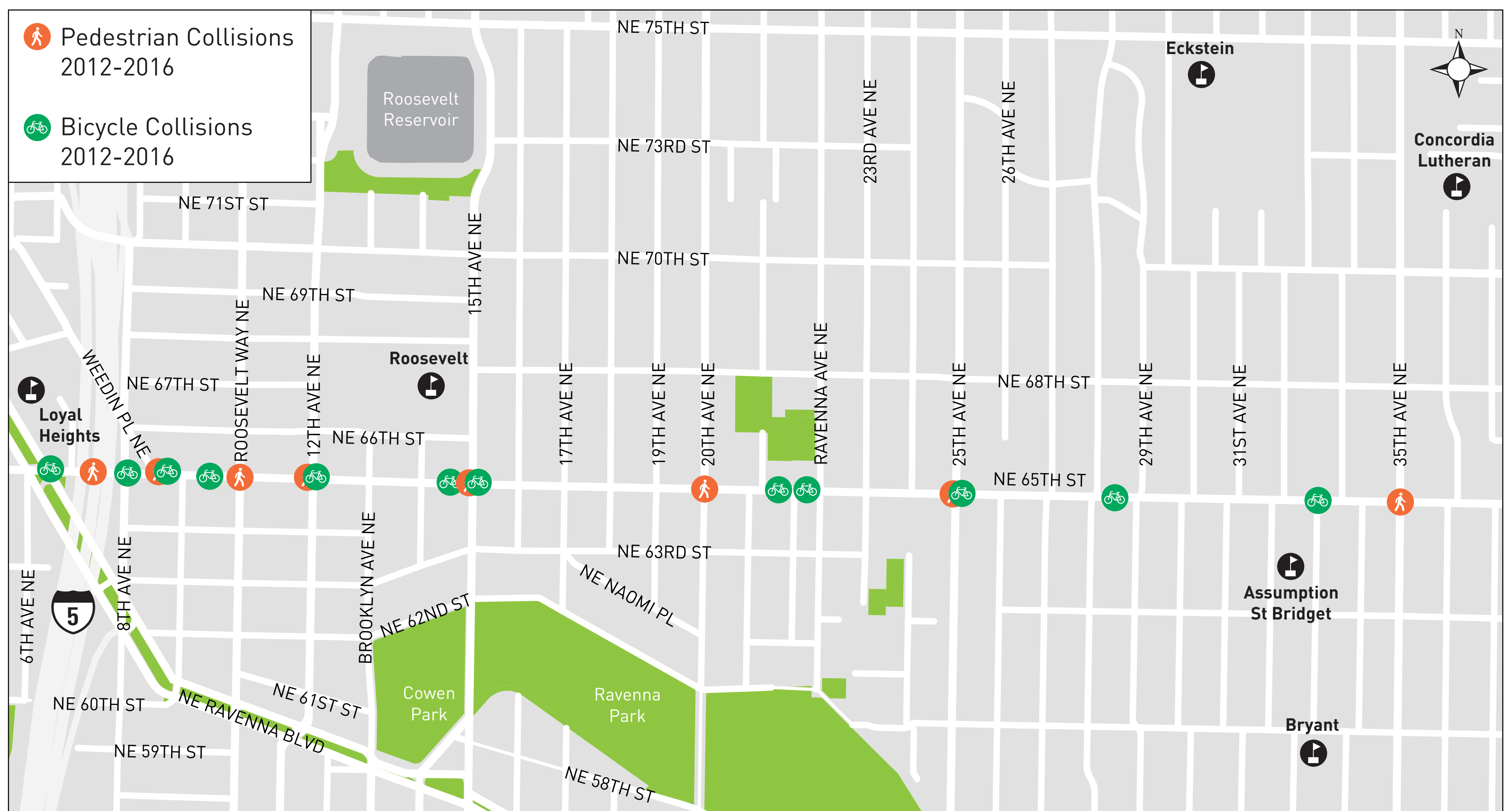
NE 65TH STREET VISION ZERO PROJECT

COLLISIONS: VULNERABLE USERS

From 2012 to present, all the fatal and serious injury collisions on NE 65th Street have involved people walking and people on bicycles. Some road users are more vulnerable than others like the elderly, the disabled, and children.

Both pedestrian and bicycle collisions have occurred throughout the corridor. All the fatalities occurred at intersections.

5-year map of collisions involving vulnerable users

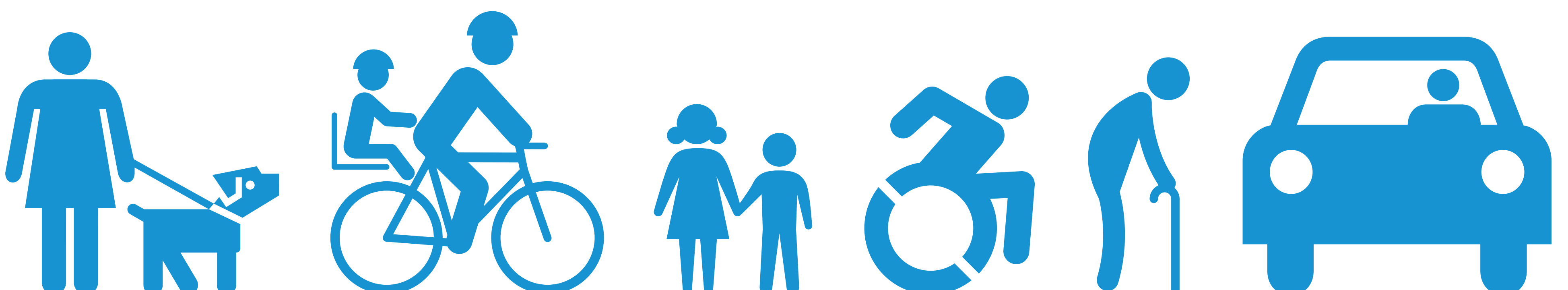
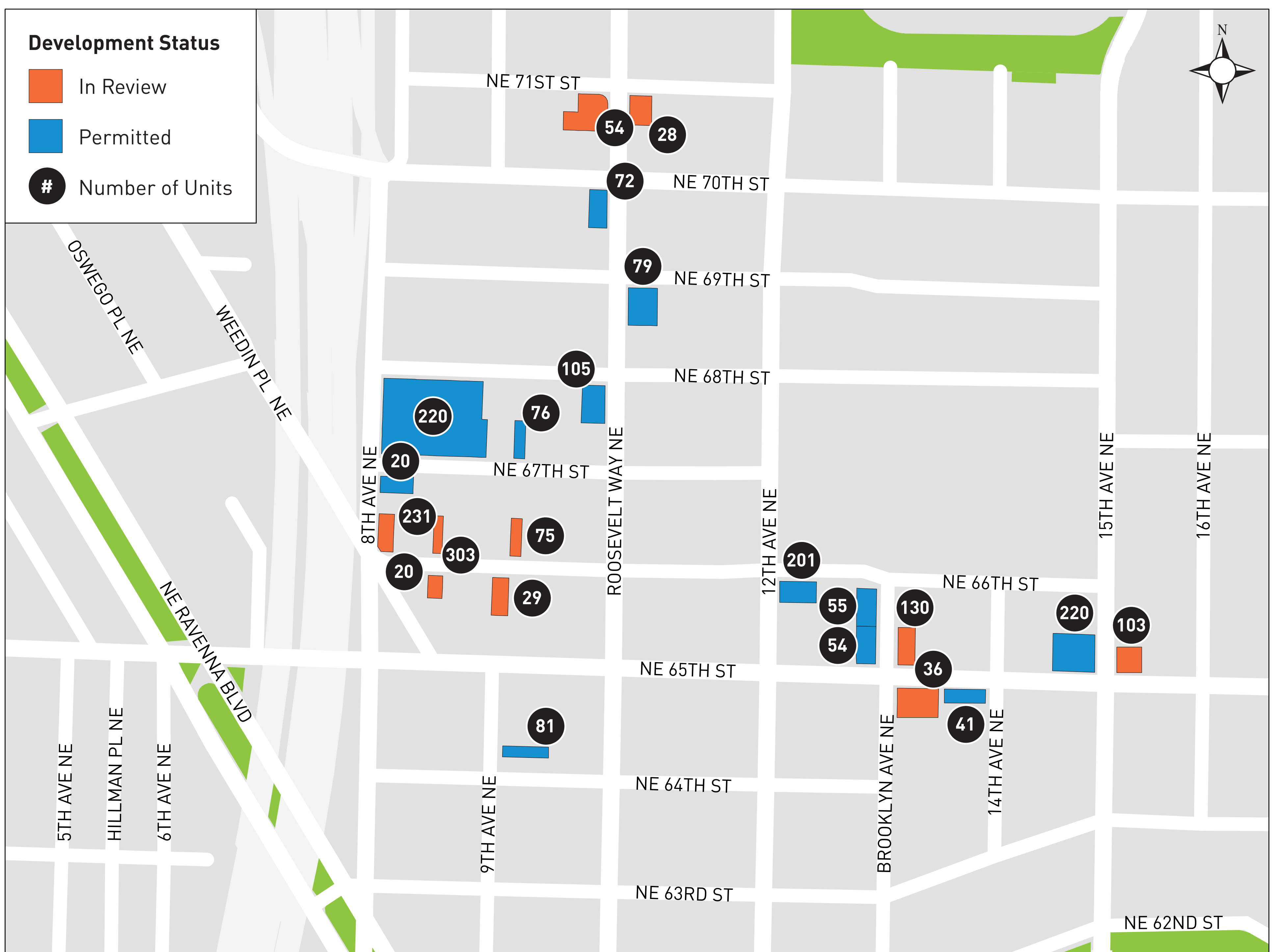


NE 65TH STREET VISION ZERO PROJECT

UPCOMING DEVELOPMENT

There are 25 new multifamily developments consisting of 2316 units planned for the project corridor. More than 90% of these units will be within .25 miles from the planned Link Station. Development is likely to continue in this area due to proximity to transit.

Upcoming Development near Roosevelt LINK Station



NE 65TH STREET VISION ZERO PROJECT

TACTICAL IMPROVEMENTS

Tactical Urbanism projects employ the same low-cost, temporary street treatments as Pavement to Parks, but primarily focus on improving safety and mobility in the public right of way, rather than providing placemaking opportunities.

Tactical Urbanism improvements typically use paint and flexible bollards to increase safety and enhance the function of streets. SDOT intends to move forward with projects of this nature in the short term. Other low-cost changes like signage and traffic signal changes will also be implemented in the short term.

Examples of Tactical Urbanism



Painted Curb Bulbs (Beacon Ave S/Lander St)



Painted Curb Bulbs (Henderson St/53rd Ave S)



Painted Median Island (M L K Jr Way/E Columbia St)



Painted Curb Bulbs (Roosevelt Way NE and NE 85th St)

NE 65TH STREET VISION ZERO PROJECT

WHAT HAPPENS NEXT?

Vision Zero

We will take your feedback and begin to identify short-term projects to enhance safety.

Corridor-wide concepts will be modeled to understand their impact on the neighborhood and streets and presented to the community this Spring.

Project Timeline

February 28th: Neighborhood Transportation Forum

April/May: Second open house (share potential short- and long-term options)

June: Long-term improvements identified

Summer/Fall: Construction of short-term safety improvements

2018/2019: Identify and implement corridor-wide improvements

Stay Informed

You can sign up for the project mailing list on our project webpage: www.seattle.gov/transportation/NE65VisionZero.htm

Email us with your thoughts at NE65VisionZero@seattle.gov

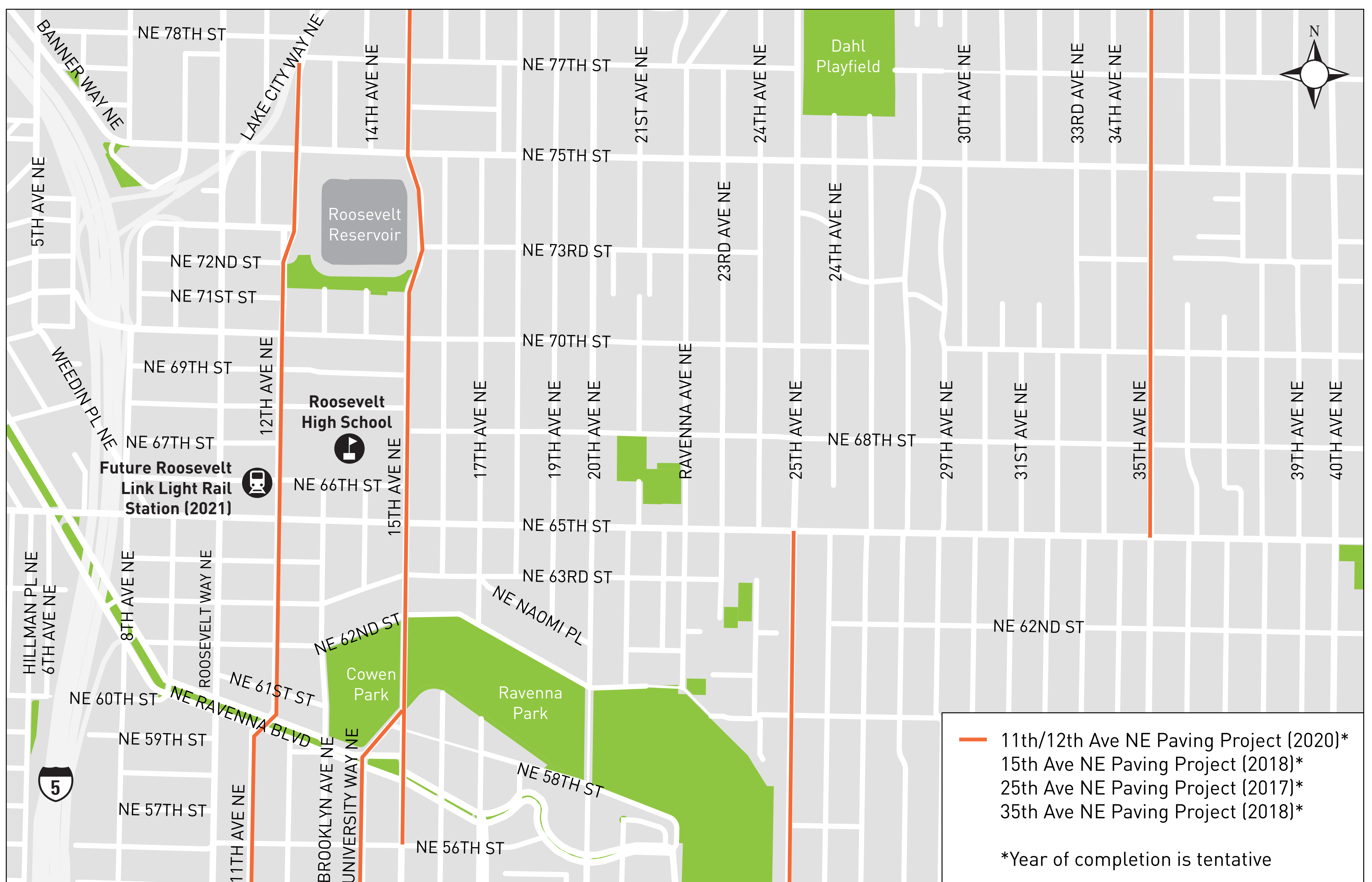


NE SEATTLE PAVING PROJECTS

Paving Program

- Arterial streets are primary routes for moving people and goods through the city. They connect neighborhoods and business districts to one another and to the regional transportation network.
- Each year, Seattle repaves a set of arterial streets to make them safer and more comfortable and to extend their useful life.
- Paving provides an opportunity to implement other changes on these streets to improve safety and move people and goods more efficiently in a growing Seattle.
- Paving projects can also include better street crossings, curb ramp upgrades, and improved access for people biking and taking transit.

NE Seattle Paving Locations



POTENTIAL PROJECT FEATURES

Pave the Street



Make spot repairs to the underlying pavement layers as needed. Pave new asphalt or concrete.

Update Street Design



Consult community members, and our pedestrian, transit, freight, and bicycle master plans. Assess design to safely and efficiently move people and goods.

Stripe Lanes



Apply new and visible lane markings.

Enhance Stormwater Quality



Upgrade stormwater system to filter sediments and pollutants.

Upgrade Curb Ramps



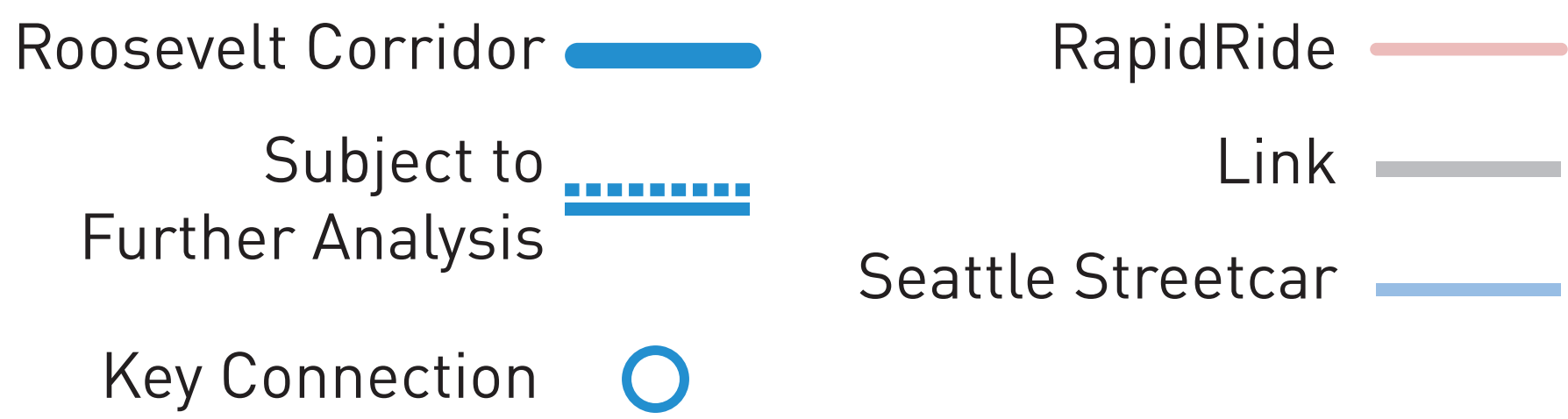
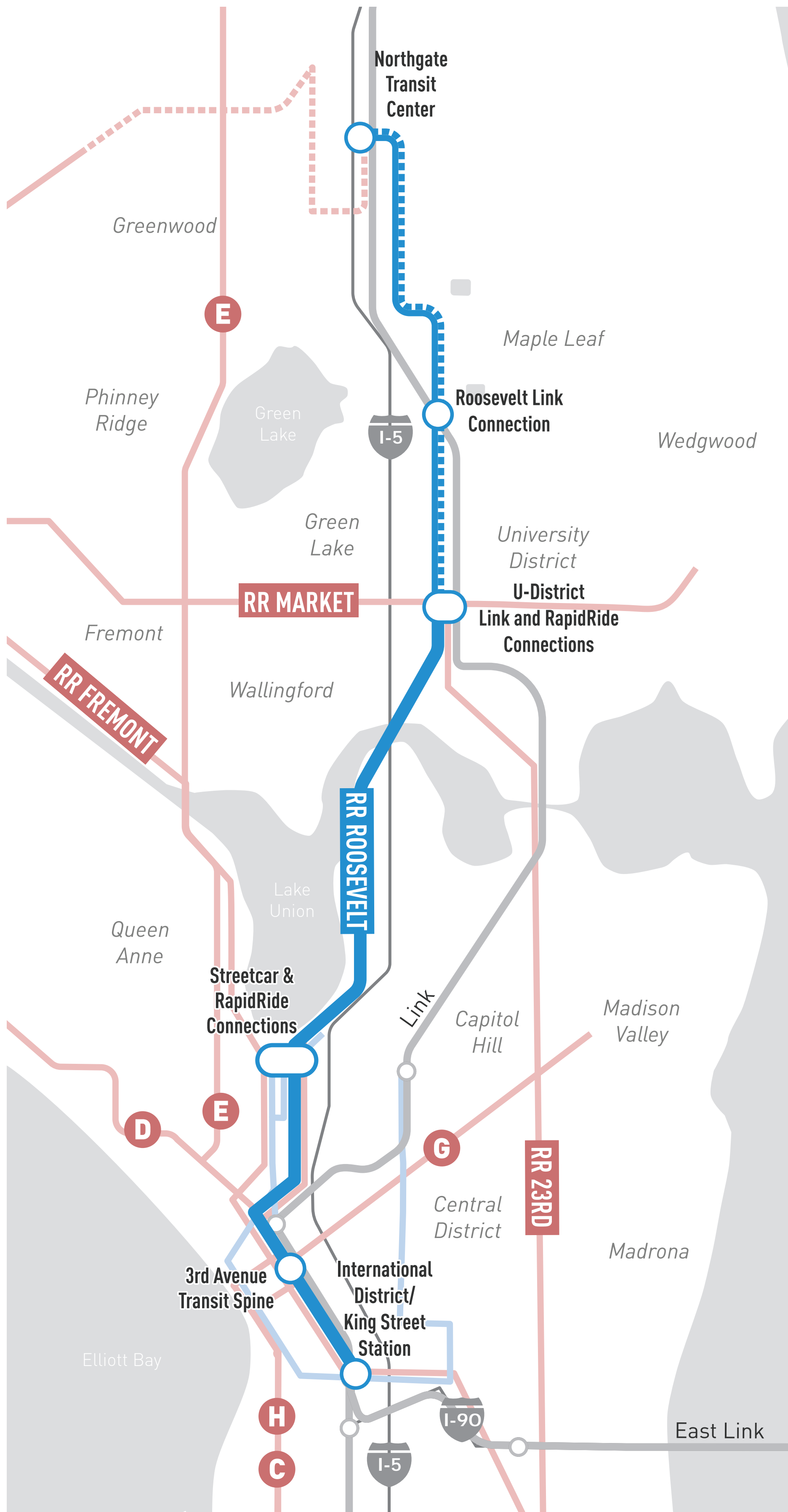
Make sidewalks more accessible for everyone.

Other Project Elements Could Include:

- Sidewalks
- Signals
- Utilities
- Landscaping
- Lighting
- And More

ROOSEVELT RAPIDRIDE

Downtown Seattle to Eastlake to Roosevelt



Not to Scale

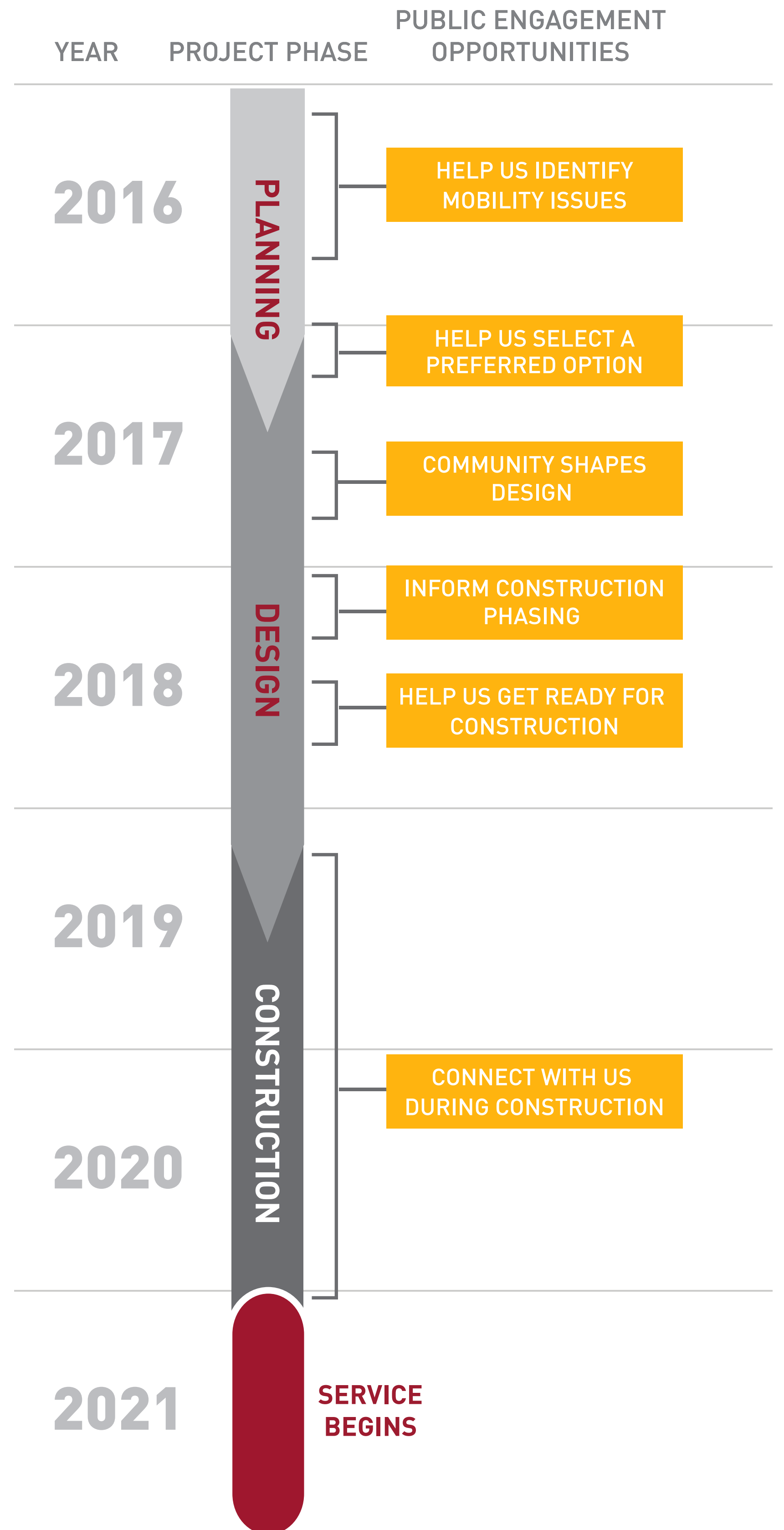
Data Sources: City of Seattle, King County

OVERVIEW

2021 Opening Date

11 miles in Length

PROJECT TIMELINE



EVALUATION METRICS*

6,300

Daily Boardings Today

+9,200

New Daily Boardings (2035)

288k

Jobs Served (2035)

99k

Residents Served (2035)

37%

of Residents Served are Low Income

34%

of Residents Served are People of Color

37%

of Households Served Do Not Own A Car

Up to

15-20%

Travel Time Savings

**Evaluation based on representative concept.*

Data Sources: King County Metro, Puget Sound Regional Council, US Census American Community Survey 2015 5-Year Estimates

PROJECT INTEGRATION

The RREP will build on and integrate with existing and planned improvements in the corridor, including:

PAST CORRIDOR INVESTMENTS

- ✓ Stop Consolidation
- ✓ Safety & Non-Motorized Investments
- ✓ Additional Bus Service (funded by City)
- ✓ Repaving

MAJOR PROJECTS

- Roosevelt Paving and Safety Project (2015) – Installed bus bulbs and bike lanes as well as safety improvements along segments of the corridor.



TREATMENT TOOLBOX

DEDICATED BUS LANES

Bus-only lanes separate buses from traffic, increasing speed and reliability.



ENHANCED BUS STOPS

RapidRide stations include real-time arrival information, larger shelters, lighting, and other amenities.



OFF-BOARD FARE COLLECTION

Off-board fare collection helps buses move faster as riders can pay fares without waiting in line.

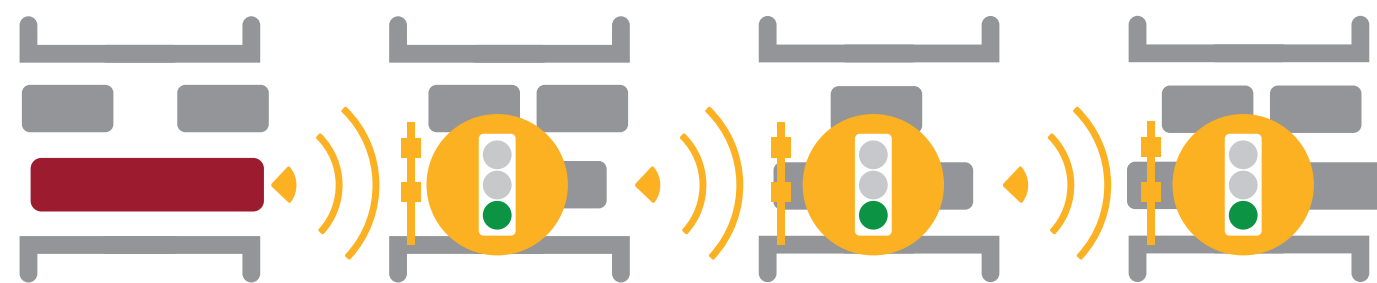
SPECIALIZED BUSES

All-electric RapidRide buses offer lower floors for easier loading and unloading.



SMART SIGNALS

Transit signal priority extends or activates green lights to reduce waiting times for buses at signals.



BIKE AND PEDESTRIAN CONNECTIONS TO TRANSIT

Improvements to crossings, neighborhood greenways, and bike lanes will help people access new RapidRide lines.



Seattle
Department of
Transportation

The Levy to

MOVE SEATTLE



NE 70TH ST AND I-5 CROSSING IMPROVEMENTS

PROJECT DESCRIPTION

In 2016, the portion of this project that will install crossing improvements and a protected bike lane (PBL) on NE 70th between 6th Ave NE and 8th Ave NE, was one of 12 selected by the Levy to Move Seattle Oversight Committee to be funded through the SDOT's NSF program. This project is scheduled for construction and completion in 2018.

Seattle's Bicycle Master Plan Implementation Plan for 2017 proposes to extend these PBLs from 8th Ave NE to 12th Ave NE to connect to the bike lane on 12th Ave NE and east of 12th Ave NW where NE 70th St turns into a calm, residential street. This project would be installed in 2017/2018.

PROJECT BENEFITS

- Predictability for all travelers as they move through the intersections
- Better visibility and reduced crossing distances
- Continuous sidewalk network on the north side of the street
- More predictability between people biking and people driving

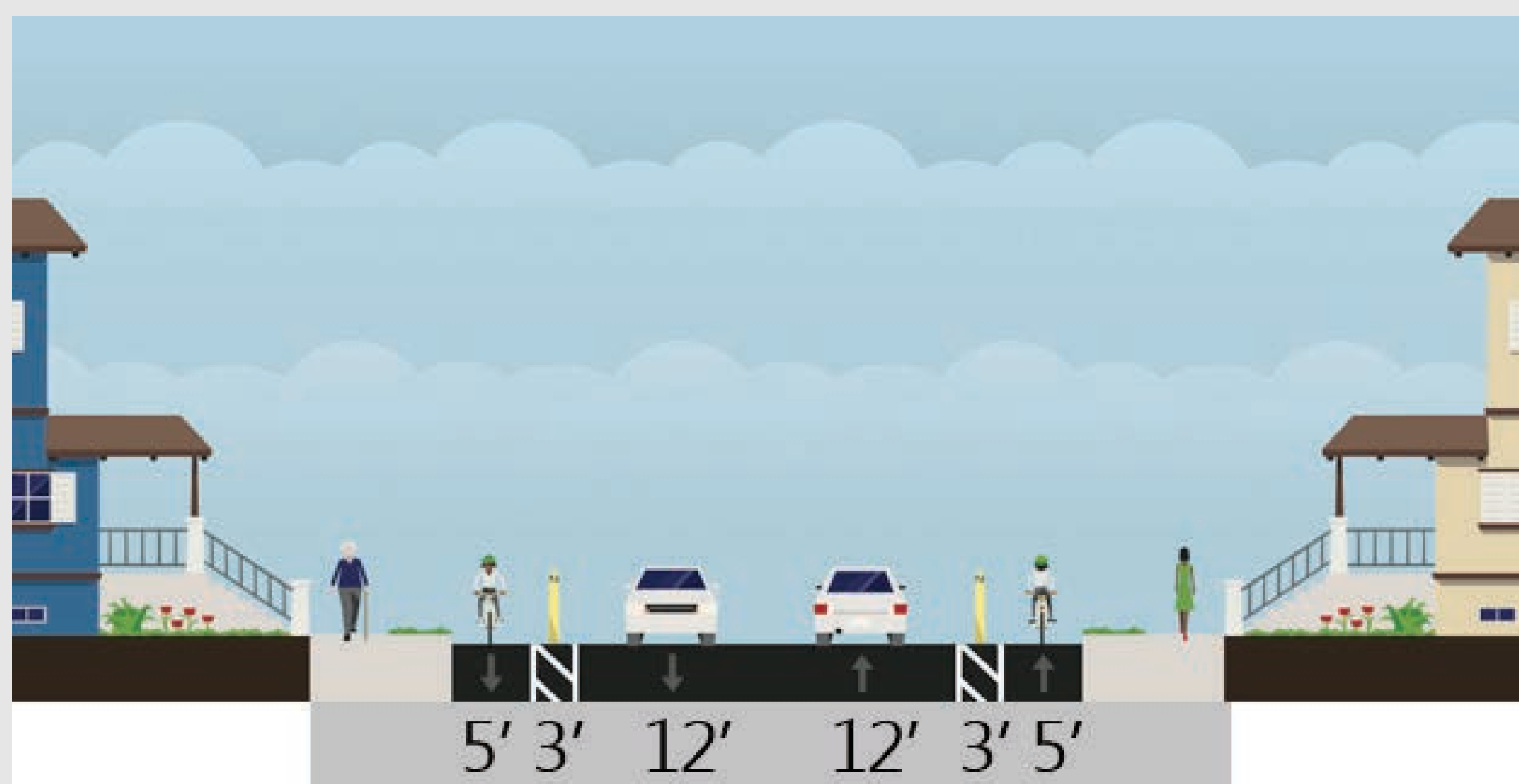
OPTIONS FOR PROTECTED BIKE LANES ON NE 70TH ST BETWEEN 8TH AVE NE AND 12TH AVE NE

Which option do you prefer?

We are presenting two options for public feedback.

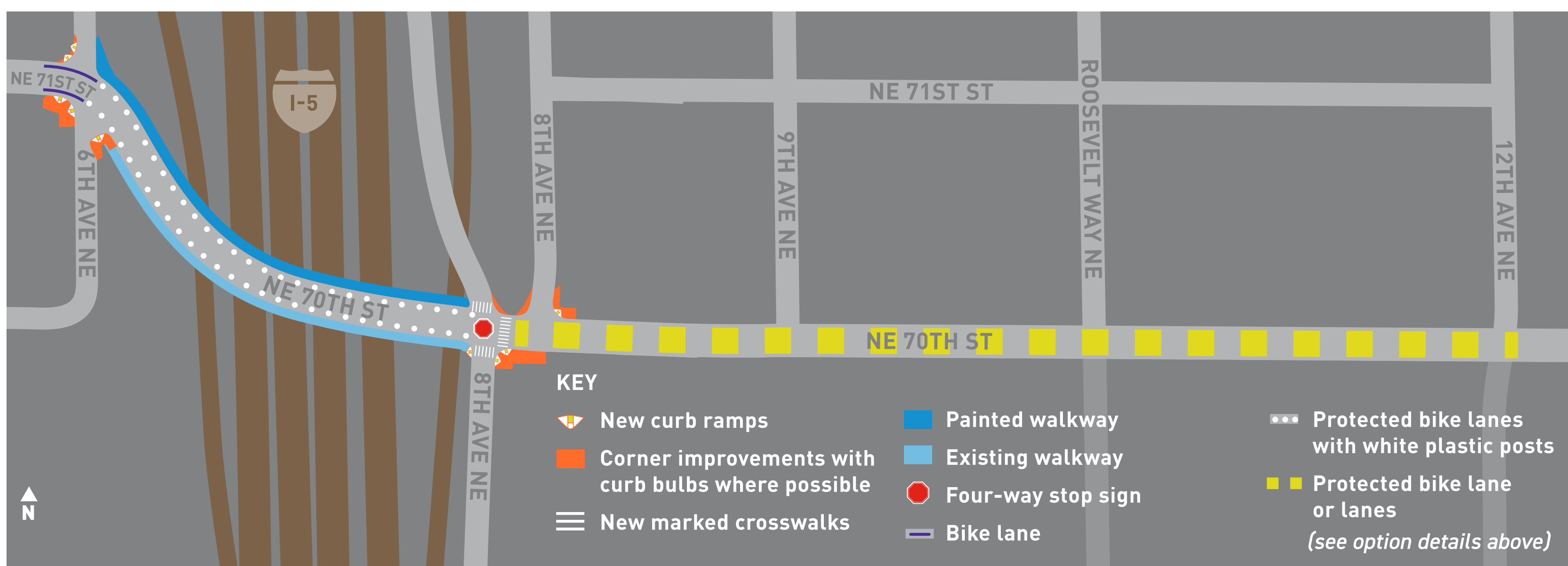
OPTION 1:

Protected bike lanes installed on both sides of the street and parking is removed



OPTION 2:

Protected bike lane is installed in one direction only and parking is consolidated to one side of the street



PROJECT INFORMATION AND CONTACT

www.seattle.gov/transportation/nsf.htm
nsf@seattle.gov | (206) 733-9361
Public Outreach Lead: Kristin Anderson

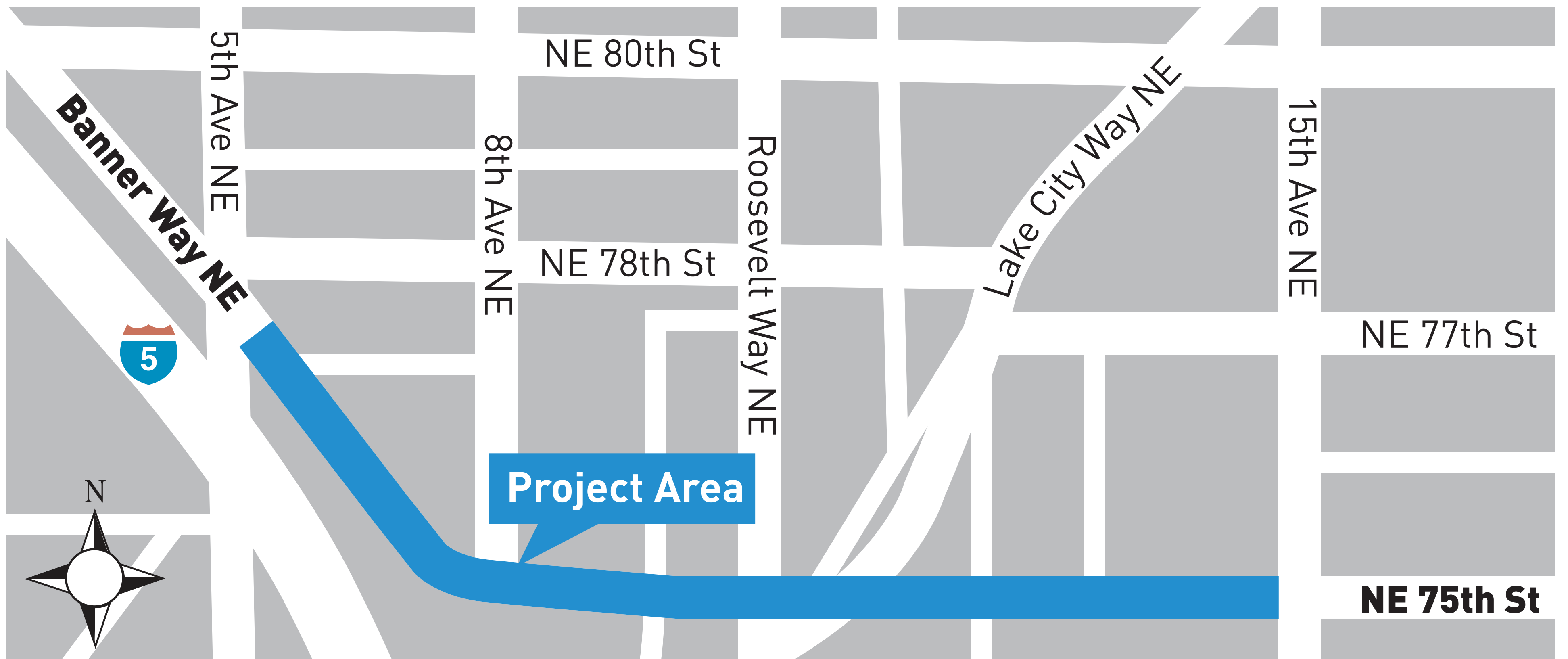


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The Levy to
MOVE SEATTLE



PROJECT OVERVIEW



Project Goals

- Improve safety
- Improve predictability
- Reduce speeding
- Reduce collisions
- Connect bike network

Proposal

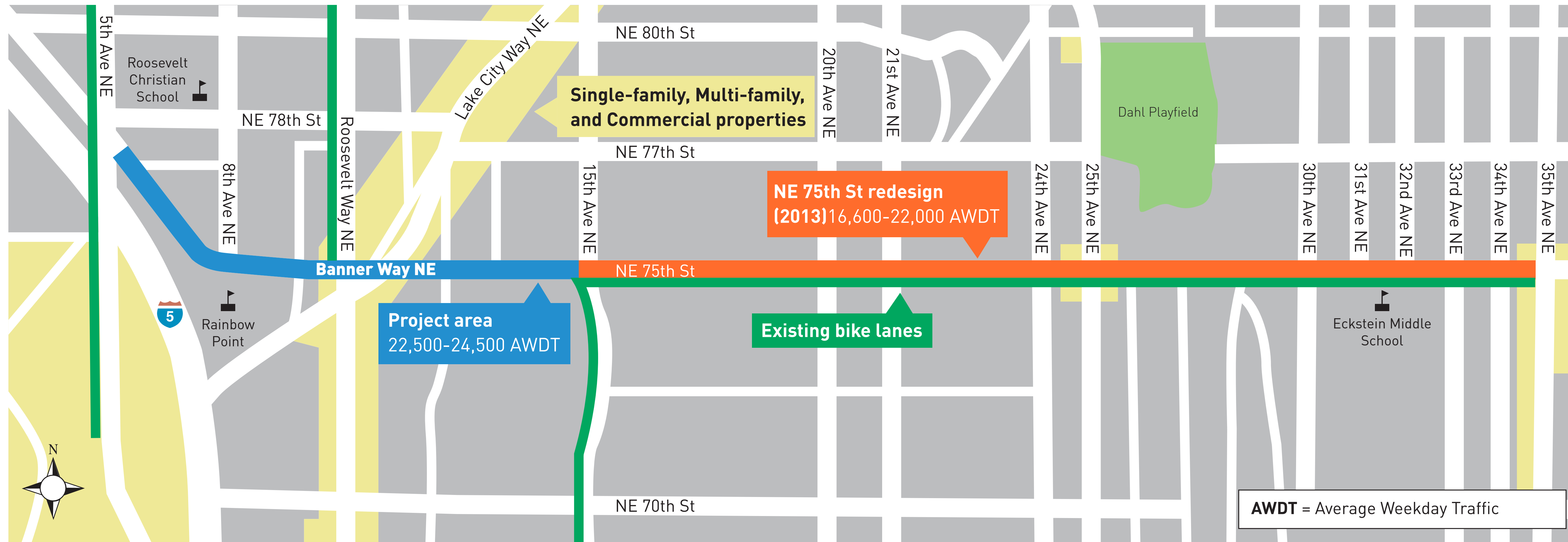
- Add bike lanes to Banner Way NE and NE 75th St
- Update intersection of 75th Ave NE and Roosevelt Way NE
- Update intersection of 75th Ave NE and Lake City Way NE
- Refresh crosswalk paint and other safety markings
- Consolidate on-street parking

Vision Zero

Vision Zero is our plan to end traffic deaths and serious injuries by 2030. Seattle is consistently recognized as one of the safest cities in the country. Over the past decade, we've seen a 30% decline in traffic fatalities, even as our population has grown. We are currently on-target to achieve our goals.

BACKGROUND

Network connections



Community engagement activities:

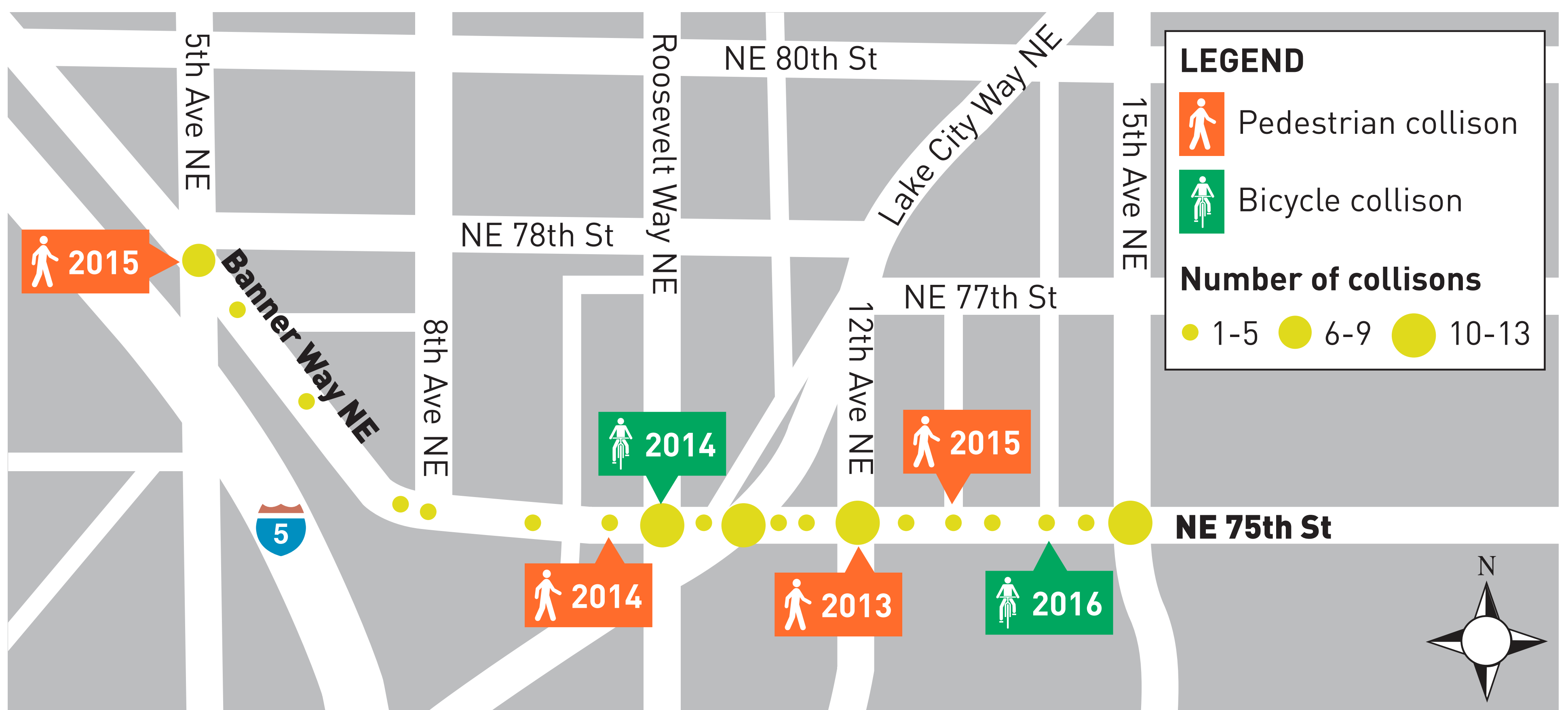
- **March 2016:** Mailing, community meeting with traffic data, design concepts
- **April 2016:** Mailing, walk and talk with neighbors
- **June 2016:** Group bike ride
- **October 2016:** Mailing, walk and talk with neighbors
- **October 2016:** Mailing, open house

COLLISION HISTORY

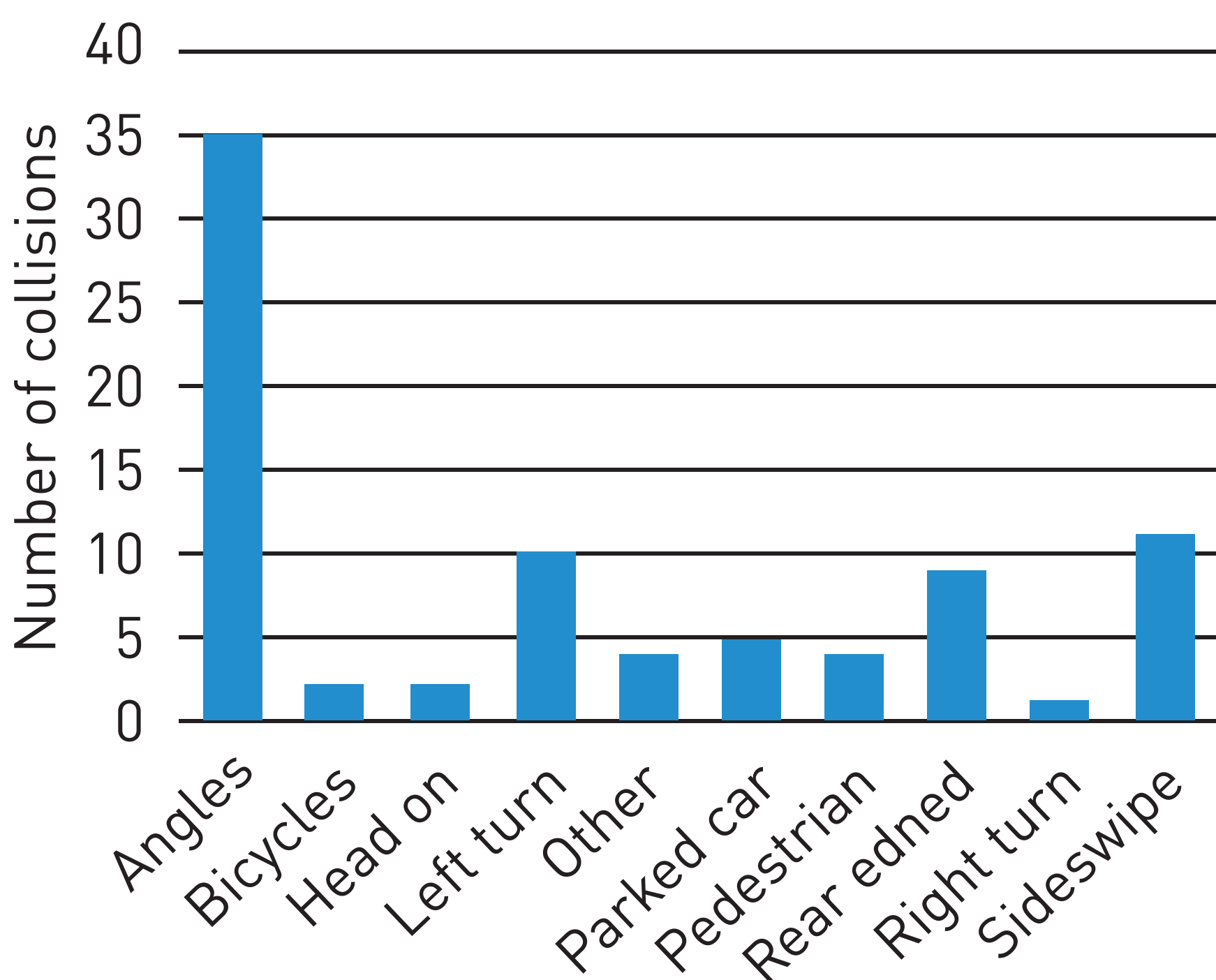
2013 – 2016: Banner Way NE, NE 75th St

- 83 collisions total
- 3 serious injury collisions (2 pedestrian-involved)
- 4 pedestrian-involved collisions
- 2 bicycle-involved collisions

2013-2016: Bike, pedestrian collision locations



4-year collision history by type



10-year collision history by type

