

NE 65th St Vision Zero Project

February 28, 2017

Neighborhood Transportation Forum Summary

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Overview

NE 65th St is an arterial that moves people and goods throughout northeast Seattle. Since 2012, there have been 3 fatalities, 1 serious injury, and 231 collisions along this busy corridor between NE Ravenna Blvd and 39th Ave NE. Seattle is committed to Vision Zero, our plan to end traffic deaths and serious injuries by 2030.

On February 28, 2017, we hosted a neighborhood transportation forum at Roosevelt High School (1410 NE 66th St) from 6:00 to 7:30 PM. There were 15 Seattle Department of Transportation (SDOT) staff members available to discuss the project and answer questions.

Notifications for the forum included a mailer to 6,500 households near the project area (see Appendix A). Online notifications included posts on the City of Seattle and SDOT public meetings calendars, project website, and neighborhood blogs. Community members also received an email. SDOT also notified the Roosevelt Neighborhood Association, Ravenna-Bryant Community Association, and the Northeast District Council about the project prior to the forum.

The neighborhood transportation forum was set up to provide multiple pathways for communication. Attendees were able to provide project feedback on comment sheets and maps of the project corridor, and could learn about the project by reading display boards that presented additional information about the corridor and similar projects. The comment sheets and aerial maps are discussed in later sections. The project display boards are listed below and shown in Appendix B:

- Welcome/sign-in
- Project overview and background
- Collision data
- Vulnerable users
- Contributing factors to collisions
- Why speed matters
- Tactical improvements
- Upcoming developments
- Next steps
- Aerial maps
- Other projects in the area
 - Banner Way project
 - Sound Transit's Roosevelt Station project
 - Roosevelt RapidRide
 - NE Seattle Paving
 - NE 70th St NSF Project

Approximately 150 people attended the neighborhood transportation forum and 109 signed in. The notification method most cited by forum attendees was our email (cited by 20 people) followed by our mailer (cited by 17 people). Photos the neighborhood transportation forum are included in Appendix C.

Forum Summary

Overall, the forum was well-attended and the public appreciated the opportunity to voice their concerns about safety on NE 65th St and offer their suggestions to enhance safety.

The overwhelmingly majority of attendees agreed that safety improvements need to be made in some form.

The biggest takeaway from the forum was that attendees supported implementing tactical improvements quickly, and they want corridor-wide improvements to be completed as soon as possible.

The two biggest safety issues that were brought up were the lack of left-turn lanes and the unclear lane configuration on NE 65th St. People feel that without left-turn lanes/pockets, drivers often pass on the right to get around waiting vehicles, creating dangerous situations. Also, without left-turn lanes/pockets, queues can form behind drivers waiting to turn left, putting pressure on them to make potentially unsafe decisions.

The unclear lane configuration of NE 65th St, when peak-hour parking restrictions go into effect, creates confusion for drivers. They are unsure if there is one lane or two, and where they should be on the road. Weaving between lanes around turning drivers was a common complaint.

The pedestrian-related issue most commonly mentioned at the forum is the difficulty in crossing NE 65th St. Things that contribute to this difficulty are the wide street, high speeds, poor visibility, right turns on red, and drivers failing to yield to pedestrians.

Bike facilities were also a topic of discussion, with mixed opinions. Some attendees supported adding a protected bike lane on NE 65th St, while some think a bike facility should go elsewhere. Some attendees also thought it was suitable to have a bike facility on portions of NE 65th St but not on others.

Other issues the public supported were increasing DUI enforcement/preventing DUI, preserving parking/loading zones, and improving operations at multiple intersections on NE 65th St for all modes (Roosevelt, 12th, 15th, 20th, 25th, and 32nd).

Comment Sheet Summary

Comment Sheet Topics

Of the 64 comment sheets received at the neighborhood transportation forum, the majority of them contained comments on the NE 65th St Vision Zero project. The NE Paving Projects received 13 comments, and the Roosevelt RapidRide, Banner Way, Roosevelt Link Station, and NE 70th St NSF project each received about five or fewer comments. From these limited comments on non-NE 65th St projects, there were only two discernable generalizations. Of the comments on the NE 70th St NSF project, there was modest support for Option 2, and of the comments on the NE Paving project there was a singular comment in support of the existing plan. The remainder of this memo concerns only the NE 65th St Vision Zero Project.

High Level Issues

Broad themes in the comments included the call for safer, slower, and friendlier roadways within the study area, specifically at the intersection of NE 65th St and Roosevelt Way NE. There was concern for the number of new cars expected to congest the roadways from new development in the area. Most of the comments identified topics surrounding bicycle, pedestrian, and transit issues with several layers of specificity.

Pedestrian Considerations

Pedestrian concerns were highlighted in the comments. Specifically, many were focused on improving the quality of pedestrian crossings along NE 65th St by using options such as roadway markings, lighting, RRFBs, planting street trees, and adding time for pedestrians to cross. Intersections where people wanted to see crossing improvements include:

- NE 65th St & 8th Ave NE
- NE 65th St & 15th Ave NE
- NE 65th St & 20th Ave NE
- NE 65th St & 24th Ave NE
- NE 65th St & 25th Ave NE
- NE 65th St & East Green Lake Way N
- NE 65th St & 35th Ave NE
- NE 66th St & 15th Ave NE
- NE 68th St & 15th Ave NE
- NE 68th St & 21st Ave NE
- NE 68th St & 28th Ave NE
- NE 69th St & 21st Ave NE

Comments suggested adding more walk signals or shortening signal phases to get more frequent walk signals without needing to activate a pedestrian push button. Locations where improved pedestrian signals were desired include:

- NE 65th St and Roosevelt Way NE

- NE 65th St & 15th Ave NE
- NE 65th St & 20th Ave NE
- NE 6th St & 32nd Ave NE

Biking Considerations

Numerous comments spoke to the lack of bike facilities, specifically asking for a protected bike lane on these streets:

- NE 65th St
- Latona Ave NE
- 1st Ave NE
- 6th Ave NE
- 15th Ave NE
- 20th Ave NE

Other comments suggest emphasizing 39th Ave NE for biking, pairing the Roosevelt PBL with 15th Ave NE, and making 68th Ave NE a more prominent bikeway.

Transit Considerations

In general, there were statements in support of facilitating bus movement through the area, especially near the future light rail station. Supporting this theme, a couple of statements were supportive of rechannelizing NE 65th St, particularly from 20th Ave NE to 25th Ave NE, to ease bus movement in addition to bicycle and pedestrian movement.

Vehicle Considerations

There was strong support for slowing down traffic on NE 65th St and Roosevelt Way NE and limited support for slowing down traffic on 20th Ave NE. Especially along NE 65th St, comments asked for greater traffic enforcement (including DUI). There was also modest support for prioritizing cars in the study area by keeping or adding parking on NE 65th St and having fewer people ride bikes on 35th St NE. Singular comments were made about NE 68th St vehicle congestion, establishing a “No Right Turn on Red” policy around the light rail station to protect crossing pedestrians and bikes, and designating one lane of traffic in each direction along 15th Ave NE. The most common note was concern with speeding and aggressive driving at several sections of road including:

- 8th Ave NE & NE Ravenna Blvd
- 8th Ave NE & NE 65th St
- 5th Ave NE
- 9th Ave NE
- 15th Ave NE
- 20th Ave NE

There was a call for a greater number of designated left turn lanes for vehicles and bikes, especially in the following areas:

- NE 65th St & 15th Ave NE
- NE 65th St & 25th Ave NE

- **For Bikes**
 - NE 65th St & Roosevelt Ave NE
 - NE 65th St & 12th Ave NE
 - NE 65th St & 20th Ave NE

Traffic signals for safer turning movements are suggested at these locations:

- 5th Ave NE & NE Banner Way
- NE 65th St & Roosevelt Blvd
- NE 65th St & 20th Ave NE

Special Considerations

Some comments encompassed all the above-mentioned travel modes or did not fall neatly into those categories. In several comments, there were calls for clearer or a greater number of signs (especially at NE 65th St and Ravenna Blvd NE), to expand the study area (in one case to the Green Lake neighborhood), and to retain existing conditions on NE 65th St, especially from 20th Ave NE to 39th Ave NE. There were also a few comments calling for preserving loading and emergency at the Ida Culver House Ravenna.

Aerial Map Summary

During the forum, attendees had the opportunity to make comments directly on large aerial maps of the corridor. This allowed people to interact with the project area, and make comments specific to intersections or street segments. Images of the aerial maps are included in Appendix D.

Aerial Map Topics

Of the 330 comments written on or around the aerial maps, the majority referred to the corridor section from NE Ravenna Blvd to 24th Ave NE. Across the entire corridor, comments focused primarily on the following:

- Improving intersection crossing infrastructure (78)
- Creating turning lanes or signal improvements (30)
- Slowing down vehicles (26)

The most commented-on travel modes on all the maps were for pedestrians and cars.

Aerial Map Section 1: NE Ravenna Blvd – 15th Ave NE – 136 Comments

- 52 comments related to vehicle issues, with the most focusing at the intersection of NE 65th St and Roosevelt Way NE and NE 65th St and 15th Ave NE.
- 45 comments related to pedestrian issues, with the most focusing at the intersection of 8th Ave NE, Weedin Pl NE, and NE 66th St, and at the intersection of NE 65th St and Roosevelt Way NE.
- Overall, among comments related to bikes, pedestrians, vehicles, and buses, most were focused at the intersection of NE 65th St and Roosevelt Way NE, followed by the intersection at 8th Ave NE, Weedin Pl NE, and NE 66th St.
- Throughout this stretch of the corridor, most comments (36) pertained to improving intersection crossing infrastructure. Other comments focused on improving bike infrastructure, slowing down vehicles, and creating or improving turn signals or lanes.

Aerial Map Section 2: 15th Ave NE – 24th Ave NE – 101 Comments

- 44 comments related to vehicle issues, with the most focusing at the intersection of NE 65th St and 20th Ave NE.
- 33 comments related to pedestrian issues, with the most focusing at the intersection of NE 65th St and 15th Ave NE.
- 18 comments (4 ped, 7 bike, 4 bus, 3 car) focused at NE 65th St.
- 10 comments (8 ped, 2 car) focused at NE 65th St and 20th Ave NE.
- Throughout this stretch of the corridor, most comments (25) pertained to improving intersection crossing infrastructure. Other comments focused on improving pedestrian infrastructure, slowing down moving vehicles, creating or improving turn signals or lanes, and improving unclear lane configuration.

Aerial Map Section 3: 24th Ave NE – 34th Ave NE – 67 Comments

- 25 comments related to vehicle issues, with the most focusing at the intersection of NE 65th St and 25th Ave NE. At this intersection, 9 comments pertained to creating or improving turn signals or lanes.
- NE 65th St and 25th Ave NE was the most commented-on intersection across all modes (except for bike), with 19 total (5 ped, 3 bus, 11 car, 0 bike)
- Across this stretch of the corridor, 12 comments focused on improving intersection crossing infrastructure and 12 focused on creating longer crossing times and more frequent pedestrian signals at intersections.
- 13 comments pertained to improving bike infrastructure or installing/extending the protected bike lane (7 and 6 comments, respectively).
- 11 comments pertained to creating or improving turn signals or lanes.

Aerial Map Section 4: 34th Ave NE – 39th Ave NE – 26 Comments

- Most comments related to bike issues (12), with the most focusing on NE 65th St and 35th Ave NE.
- Across all modes (1 ped, 5 bike, 2 car, 0 bus), 35th Ave NE had the most comments
- Across all modes, most comments pertained to improving intersection crossing infrastructure, improving bike infrastructure, and keeping or adding parking (parking comment specific to 35th Ave NE).

Forum Demographics

The Inclusion Sign-in Sheet was used to help measure our inclusiveness for the event. Of the approximately 150 forum attendees, 13% signed the voluntary Inclusion Sign-in Sheet.

Of those that signed the Inclusion Sign-in Sheet:

- 84% were white;
- 95% speak English as their primary language;
- 55% were female and 45% male;
- 48 was the average age;
- 65% owned their own home and 30% rent; and
- 100% lived in zip code 98115.

Demographic data for the study area Census tracts show that the two most represented ethnic groups in Census data were whites at 81% and Asians at 10%. Hispanics make up 4% of residents. 85% of residents speak only English. 54% of households are owner-occupied, and 46% are renter-occupied (ACS 2015).

Appendix A: Notifications

Mailer and Mailing Area:

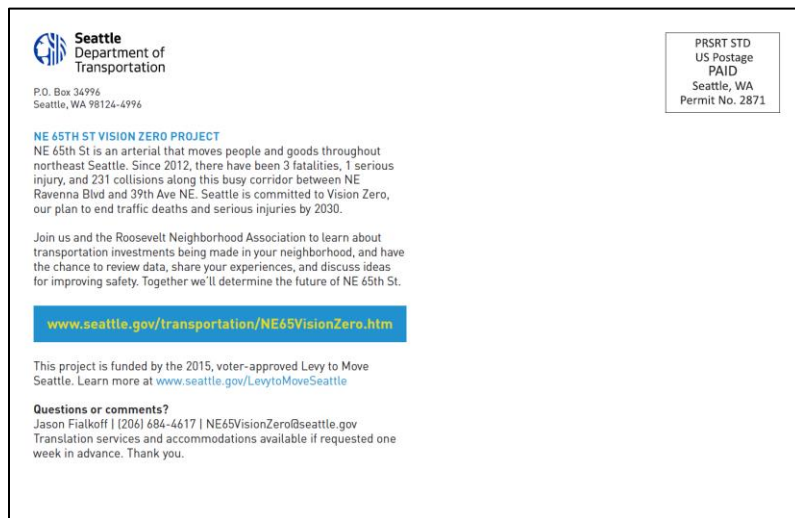


YOU'RE INVITED
**NE 65th St Vision Zero
& Neighborhood
Transportation Forum**

Tuesday, February 28, 2017
6:00 – 7:30 PM (drop in any time)
Roosevelt High School
1410 NE 66th St



Seattle Department of Transportation | The Levy to MOVE SEATTLE | VISION ZERO SAFER STREETS FOR SEATTLE | ROOSEVELT NEIGHBORHOOD ASSOCIATION



Seattle Department of Transportation
P.O. Box 34996
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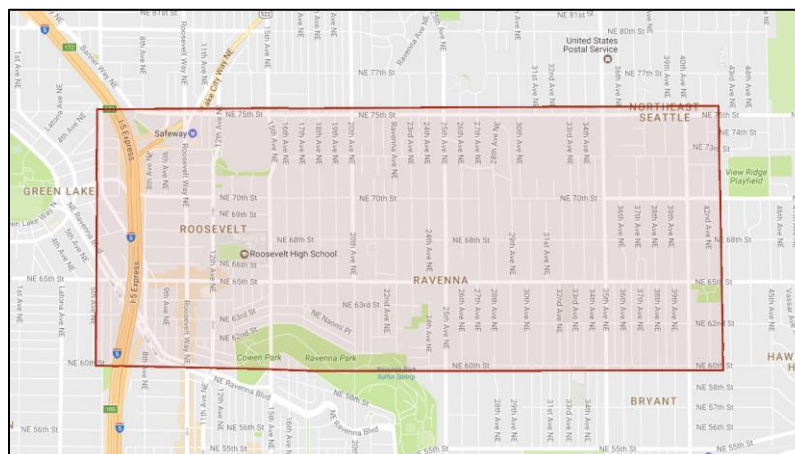
NE 65TH ST VISION ZERO PROJECT
NE 65th St is an arterial that moves people and goods throughout northeast Seattle. Since 2012, there have been 3 fatalities, 1 serious injury, and 231 collisions along this busy corridor between NE Ravenna Blvd and 39th Ave NE. Seattle is committed to Vision Zero, our plan to end traffic deaths and serious injuries by 2030.

Join us and the Roosevelt Neighborhood Association to learn about transportation investments being made in your neighborhood, and have the chance to review data, share your experiences, and discuss ideas for improving safety. Together we'll determine the future of NE 65th St.

www.seattle.gov/transportation/NE65VisionZero.htm

This project is funded by the 2015, voter-approved Levy to Move Seattle. Learn more at www.seattle.gov/LevytoMoveSeattle

Questions or comments?
Jason Fialkoff | (206) 484-4617 | NE65VisionZero@seattle.gov
Translation services and accommodations available if requested one week in advance. Thank you.



Appendix B: Neighborhood Transportation Forum Materials

Display Boards:

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

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

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

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

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.

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:	HIT BY A VEHICLE TRAVELING AT:	HIT BY A VEHICLE TRAVELING AT:
20 MPH 100% of 10 pedestrian survivors	30 MPH 50% of 10 pedestrian survivors	40 MPH Only 1 out of 10 pedestrian survivors

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

Collision Type	Number of Collisions
Angling	10
Cyclist	15
Hit on	10
Left turn	15
Other	10
Parked car	10
Passive	10
Rear-ended	10
Right turn	10
Subsided	10

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

Seattle Department of Transportation
VISION ZERO MOVE SEATTLE

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

Seattle Department of Transportation
VISION ZERO MOVE SEATTLE

ROOSEVELT RAPIDRIDE

Downtown Seattle to Eastlake to Roosevelt

2021 Opening Date
11 miles in Length

PROJECT TIMELINE

YEAR	PROJECT PHASE	PHYSICAL DEVELOPMENT OPPORTUNITIES
2016	Construction of RapidRide	NE 10th Street Station
2017	Construction of RapidRide	NE 15th Street Station
2018	Construction of RapidRide	NE 20th Street Station
2019	Construction of RapidRide	NE 25th Street Station
2020	Construction of RapidRide	NE 30th Street Station
2021	Construction of RapidRide	NE 35th Street Station

MAPRODICE EXPANSION PROGRAM | FEBRUARY 2017
 PROJECT INFORMATION & CONTACT
www.seattle.gov/transportation/rapidridexpansion
rapidridexp@seattle.gov

NE 65TH STREET VISION ZERO PROJECT

UPCOMING DEVELOPMENT

There are 25 new multifamily developments consisting of 2314 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

Seattle Department of Transportation
VISION ZERO MOVE SEATTLE

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

Seattle Department of Transportation
VISION ZERO MOVE SEATTLE

EVALUATION METRICS*

- 6,300 Daily Boardings Today
- +9,200 New Daily Boardings 2020
- 288k Jobs Served 2020
- 99k Residents Served 2020
- 37% of Residents Served are Low Income
- 34% of Residents Served are People of Color
- 37% of Households Served Do Not Own a Car
- 15-20% Trip Time Savings

PROJECT INTEGRATION

The BEEP will build an and integrate with existing and planned improvements in the corridor, including:

- FAST CORRIDOR INVESTMENTS
 - Stop Consolidation
 - Safety & Non-Motorized Improvements
 - Additional Bus Service Funded by City
 - Repricing
- MAJOR PROJECTS
 - Roosevelt Parking and Safety Project 2018 - Improved bus bays and bike lanes as well as safety improvements along segments of the corridor

TREATMENT TOOLBOX

- DEDICATED BUS LANES**: Bus only lanes increase bus time arrival information, larger displays, signage, and
- ENHANCED BUS STOPS**: RapidRide stations include real-time arrival information, larger displays, signage, and
- FAST-BUS ONLY COLLECTION**: 24-hour fare collection, fare transfer on select routes, and fare transfer on select RapidRide Lines
- SPECIALIZED BUSES**: All-electric RapidRide buses offer lower fares for senior, loading and unloading
- SMART SIGNALS**: Transit signal priority extends or advances green lights to reduce waiting times for buses at signals
- BIKE AND PEDESTRIAN CONNECTIONS TO TRANSIT**: Improvements to crosswalks, neighborhood greenways, and bike lanes will help people access transit

Seattle Department of Transportation
VISION ZERO MOVE SEATTLE

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

Seattle Department of Transportation
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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 for safety 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

Seattle Department of Transportation
www.seattle.gov/transportation/paving.htm
 VISION ZERO MOVE SEATTLE

NE 70TH ST AND I-5 CROSSING IMPROVEMENTS

PROJECT DESCRIPTION
 In 2016, the portion of this project that will include crossing improvements and a protected bike lane (PBL) on NE 70th between 8th 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 NEP 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 NE where NE 70th turns into a calm, residential street. This project would be installed in 2017/2018.

PROJECT BENEFITS

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

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

Which option do you prefer?

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/rapidridexpansion
 (206) 375-7000
rapidridexp@seattle.gov
 Mike Rowland Lead Project Manager

Seattle Department of Transportation
VISION ZERO MOVE SEATTLE

NE 65th St Vision Zero Project

February 28, 2017

Neighborhood Transportation Forum Summary



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.

Banner Way NE Road Safety Corridor
www.seattle.gov/transportation/bannerwayne
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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

Banner Way NE Road Safety Corridor
www.seattle.gov/transportation/bannerwayne
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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

Banner Way NE Road Safety Corridor
www.seattle.gov/transportation/bannerwayne
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Fact Sheet:

NE 65TH STREET VISION ZERO PROJECT

FACT SHEET February 2017

PROJECT DESCRIPTION
The City of Seattle aims to eliminate transportation-related serious injuries and fatalities by 2030. To achieve our goal, the Seattle Department of Transportation (SDOT) is launching a collaborative process to review street conditions along NE 65th St, a minor arterial that moves people and goods in northeast Seattle.

Since 2012, there have been 3 fatalities, 1 serious injury, and 231 collisions along this busy corridor between NE Ravenna Blvd and 39th Ave NE. We've collected collision and traffic data, reviewed past input from the 2013 Bike Master Plan (BMP) Update and the #Fix65th walking tour, and are upholding our commitment to keeping you engaged. As we move forward with this project, we will continue to seek out community input and incorporate your feedback. Safety is our number one priority, and we are working toward preventing crashes and enhancing safety for all travelers.

PROJECT SCHEDULE
We are currently evaluating near- and long-term street design changes. Near-term changes could be implemented in 2017 and include adding pedestrian crossing enhancements, photo enforcement, tactical curb bulbs or pedestrian median islands, and lower speed limits.

With the help of community input, we'll soon develop street design concepts for long-term improvements. In February and March, we'll review existing conditions and gather community input on potential strategies. In April, we'll present potential street design concepts and gather feedback to inform the final design. This summer, we'll share the preferred concept and shift into design. Early improvements will be implemented in 2017, and design and construction will be completed by 2018. Check the website for more schedule details: www.seattle.gov/transportation/NE65thVisionZero.htm

PROJECT FUNDING
This project is funded by the 2015, voter-approved Levy to Move Seattle. Learn more at www.seattle.gov/LevytoMoveSeattle.

PROJECT INFORMATION & CONTACT
Jason Fiskehoff | NE65thVisionZero@seattle.gov | (206) 694-4417
www.seattle.gov/transportation/NE65thVisionZero.htm
If you need this information translated, call (206) 494-4417

Seattle Department of Transportation
The Levy to MOVE SEATTLE

NE 65th Street Vision Zero Project Study Area
Future Roosevelt Link Light Rail Station (2021)
Banner Way NE Corridor Project (2017)
Potential Roosevelt to Downtown RapidRide Line (2021)
15th Ave NE Paving Project (2018)*
20th Ave NE Paving Project (2018)*
NE 70th St and I-5 NSF Walking and Biking Improvements (2018)
Proposed NE 7th St Bike Upgrades (2018)

*Not an official statement

Appendix C: Neighborhood Transportation Forum Photos





Appendix D: Aerial Maps

