



NE 125th Street Road Diet Community Questions and Answers

December 7th, 2010

1. What is a road diet?

A road diet is when the Seattle Department of Transportation (SDOT) changes the lane lines on a street, in this case from a street that has two travel lanes in each direction to a street that has one travel lane in each direction, a center turn lane and bike lanes.

2. Why change the lanes on NE 125th St?

Changing the lane configuration will: 1) improve safety for all roadway users by reducing vehicle speeds so that they are more in line with the posted speed limit; 3) protect vulnerable users such as people trying to cross the roadway. The speed limit on NE 125th St is 30 mph, but average speeds are significantly higher. Narrowing the space for motor vehicles has been shown to reduce travel speeds while not decreasing the capacity of the street. When a street has one lane in each direction improvements can be made to help pedestrians cross the street.

3. Why change the lanes now?

Now is a good time to reconfigure the lanes because:

- The city's "Complete Streets" policy requires SDOT to consider all transportation modes when designing a transportation project.
- The Pedestrian Master Plan, passed by the City Council in 2009, identified two top tier pedestrian crossing locations along the corridor at 15th Ave NE and 20th Ave NE. The neighborhood also was granted funding through the City's Neighborhood Street Fund project to improve pedestrian facilities at 33rd Ave NE. Reducing motor vehicle lanes enables SDOT to build pedestrian crossing improvements in the future.
- The Bicycle Master Plan, passed by the City Council in 2007, recommended bike lanes on this corridor. Bicycle lanes are recommended on NE 125th St between 17th Ave NE and 35th Ave NE. A wide outside lane is recommended between Roosevelt Way NE and 17th Ave NE. This project ranked high among other projects though out the city.



4. What is the street classification of NE 125th St? Is it a state route (SR 513)?

NE 125th St is a principal arterial between Roosevelt Way NE and Lake City Way. The roadway is no longer a state route. It is not a designated truck route.

5. How does SDOT know that reducing the number of lanes won't decrease the capacity of the street? That doesn't make sense.

We agree it seems odd, but we have installed road diets on 27 streets over the past 30 years, without reducing capacity – a recent example is Fautleroy Way SW. The turns motorists make onto NE 125th St's many side streets and driveways reduce the flow of traffic to only one effective through lane today. A road diet creates more consistent traffic flow by removing conflicting movements from the travel lane.

6. Aren't there too many cars on NE 125th St for this to work?

The capacity for a two-lane road is about 25,000 vehicles per day. The current average daily traffic on NE 125th Street is about 16,200 motor vehicles each day. National studies show that this level of traffic can be accommodated within the proposed 3-lane configuration. This is because left turning vehicles pull out of the travel lane into the left turn lane to wait to make a turn. This allows through traffic to flow unimpeded in the through lane.

TRAFFIC ANALYSIS

7. What is the volume of traffic on NE 125th St?

SDOT may consider road diets for roadways with average daily traffic volumes of 25,000 or less. From traffic volume counts conducted by SDOT on NE 125th St, this roadway carries about 16,200 vehicles on an average day. SDOT has been monitoring traffic every year on NE 125th St west of 27th Ave NE since 2001. Traffic volumes decreased 17.3 % from 2001 to 2010. There was a 5% decrease in volumes between 2008 and 2009, alone. Other road diets that have been implemented with a similar or higher volume are:

Street	Volume (average of 7 days of traffic)	AM Peak Hour		PM Peak Hour		Year implemented
		Eastbound/ Northbound	Westbound/ Southbound	Eastbound/ Northbound	Westbound/ Southbound	
N 45 th Street, from Latona Ave NE to Stone Way N	22,757	656	681	732	774	1972
Delridge Way SW, from SW Dakota St to SW Myrtle St	15,680	754	491	614	826	1988
Madison St, from 7 th Ave to Broadway	20,788	788	840	761	867	1994
Fauntleroy Way SW from California Ave SW to SW Edmonds St	16,466	1021	378	497	977	2009
NE 125 th St at 15 th Ave NE	16,200	549	553	746	787	

8. Won't changing the roadway from 4 lanes to 3 lanes increase congestion especially with in-lane bus stops?

We heard many concerns about increased congestion along the roadway due to existing signal timing, in-lane bus stops and lane reduction. In response, SDOT performed an analysis of level of service at all signal locations between Roosevelt Way NE and 28th Ave NE. SDOT also modeled travel time to compare the travel times on the existing roadway to the projected travel times along the proposed roadway. SDOT also took in-lane bus stops into account. SDOT is working with METRO to improve bus and auto reliability and travel times along the corridor. The results of the expected changes in travel times are in the table below.

Estimated Travel Time from Roosevelt Way NE to 28th Ave NE

		Current Lanes		Road Diet		Road Diet with Transit Stop Consolidation			
		Auto	Transit	Auto	Transit	Auto	Change in travel time	Transit	Change in travel time
AM	Eastbound	2 min 55 sec		3 min 8 sec					
	Westbound (peak)	3 min 1 sec	4 min 48 sec	3 min 22 sec	5 min 9 sec	4 min 42 sec	+1 min 41 sec	4 min 42 sec	- 5 sec
PM	Eastbound (peak)	3 min 13 sec	4 min 25 sec	3 min 17 sec	4 min 29 sec	4 min 20 sec	+1 min 7 sec	4 min 20 sec	- 5 sec
	Westbound	3 min 18 sec		3 min 43 sec					

9. What are the level-of-service (LOS) calculations for all of the affected intersections that document the existing LOS and provide projections of the LOS with the proposed lane changes? (Level of Service is a letter grade assigned to an intersection based on how much delay to vehicles occurs there. LOS A is the best with minimal delay and LOS F is the worst with most delay).

Level of Service NE 125th St between Roosevelt Way NE and 28th Ave NE

	AM Peak		Off Peak		PM Peak		
	2010 Current Lanes	2010 Road Diet	2010 Current Lanes	2010 Road Diet	2010 Current Lanes	2010 Road Diet	2010 Road Diet with signal optimization
25 Ave NE/NE 125 St	A	A	A	A	A	A	A
27 Ave NE/NE 125 St	A	A	A	A	A	A	A
Roosevelt/125	A	A	B	B	B	B	A
15 Ave NE/NE 125 St	C	C	C	C	C	D	D

10. What are the reported speeds for NE 125th St?

- Eighty nine percent of eastbound vehicles and seventy four percent of westbound vehicles drive faster than the posted speed limit of 30 MPH .
- The speed at which motorists are comfortable traveling (the 85th percentile speed) is 10 to 12 MPH over the posted speed limit.

11. What is the collision history for NE 125th St?

- From January 2007 to April 2010, 153 collisions have occurred along this roadway.
- In that same period of time, 13 collisions involving pedestrians and three involving cyclists have occurred.

For all collisions, 51 percent resulted in injuries versus the citywide average of 33 percent for collisions on similar minor arterial streets.

12. What pedestrian and bicycle collisions have occurred on the corridor?

Pedestrian and Bicycle Collision Summary between Roosevelt Way NE to 35th Ave NE (1/1/07 to 4/20/10)

Date/time	Ped age/sex	Intersection	Pedestrian Action	Driver Action
7-1-09 19:00	61/male	NE 125 th St and 15 th Ave NE	Crossing NE 125 th St with walk signal	Attempted right turn on red – driver issued citation
6-11-08 14:41	23/male	NE 125 th St and 11 th Ave NE	Crossing 11 th Ave NE at NE 125 th St in unmarked crosswalk	Turning right onto NE 125 th St – no citation
5-20-07 13:51	45/male	NE 125 th St and 22 nd Ave NE	Crossing NE 125 th in wheelchair in unmarked crosswalk	Driver did not stop for ped in unmarked crosswalk – driver issued citation

5-20-09 14:06	15/female	NE 125 th St and 28 th Ave NE	Crossing NE 125 th St with 2 friends – she was cited for prohibited crossing between signals although this is a legal unmarked crosswalk	Multiple threat collision with curb lane stopped for the peds and inside lane did not stop – driver cited for no proof of insurance
10-10-09 12:50	42/female	NE 125 th St and 30 th Ave NE	Crossing NE 125 th with walk signal	Attempted right turn on red – hit and run
2-9-08 15:19	54/female	NE 125 th St and 30 th Ave NE	Crossing NE 125 th with walk signal	Left turn from 30 th Ave NE struck ped in crosswalk – driver issued citation
12-20-09 14:28	50/male	NE 125 th St and 30 th Ave NE	Crossing NE 125 th with walk signal	Left turn from 30 th Ave NE struck ped in crosswalk – driver issued citation
8-13-09 18:20	58/male	NE 125 th St and 32 th Ave NE	Crossing 32 nd Ave NE at NE 125 th St in unmarked crosswalk	Driver did not stop – driver issued citation
11-10-09 17:45	Male no age reported	NE 125 th St and Lake City Way NE	Crossing NE 125 th St in crosswalk with Walk signal	Attempted right turn on red – driver issued citation
1-31-10	59/female	NE 125 th St and 17 th Ave NE	Crossing NE 125 th St in an unmarked crosswalk	Motorcyclist inside lane did not stop -

11-6-08 13:16	22/female	NE 125 th St and driveway (near 27 th Ave NE	Walking on NE 125 th St	Driver made a right turn exiting driveway and didn't look right – hit and run
4-12-07 11:30	53/male	NE 125 th St and Lake City Way NE	Crossing NE 125 th behind vehicle stopped to make a left turn	Driver backed up 2' and struck ped – hit and run
2-26-09 19:50	20/female	NE 125 th St and Lake City Way NE	Crossing between 30 th and LCW transported to HMC and mailed citation	
10-4-07 16:37	49/male 50/female	NE 125 th St and Lake City Way NE	Crossing NE 125 th had to go behind a vehicle stopped but blocking crosswalk	Driver 87/male – claims light was green – no citation issued
Date/time	Bicyclist age/sex	Intersection	Bicycle Action	Driver Action
3-18-09 16:53	34/male	NE 125 th St and 12 th Ave NE	Riding eastbound in curb lane	Struck bicyclist merging into curb lane-hit and run
9-4-09 6:59	34/male	NE 125 th St and 20 th Ave NE	Riding westbound in curb lane	Struck bicyclist making a northbound left turn – driver issued citation
10-17-08 10:31	58/male	NE 125 th St and Lake City Way NE	Crossing NE 125 th St in crosswalk with Walk signal	Attempted right turn on red – driver issued citation

13. Will a road diet on NE 125th St increase speeding and reckless driving?

No. In fact, creating a single through lane has been shown in national studies to calm traffic and to reduce collisions and speeds. NE 125th St currently experiences high speeds and high number of injury collisions. Thirty-three percent of collisions on the city's minor arterials result in injuries. On NE 125th St, the number is 51 percent. With the road diet we expect to see speeds closer to the posted speed limit.

14. Did SDOT assess the pavement conditions on NE 125th St to provide bike lanes that can safely be utilized?

SDOT has evaluated the roadway pavement conditions and identified locations where pavement improvements are needed. When weather permits, SDOT will replace sections of pavement in the curbside lane before painting the roadway. Asphalt repair for curbside lane based on assessment will cost \$85,000. In addition 26 drain grates will be replaced.

TRAFFIC CONTROL

15. What will SDOT do to guard against cut through traffic onto side streets?

Based on previous experience an increase in cut through traffic is not expected. National studies have shown that cut through traffic does not generally occur when traffic volumes are below 20,000 vehicles per day. NE 125th St volumes are 16,200 vehicles per day. For a recent example, the results of the Stone Way N road diet show that traffic has not diverted to adjacent streets. In fact, motor vehicle traffic on parallel routes has decreased even more substantially than the slight decline recorded on Stone Way. Traffic on side streets near NE 125th St will be monitored before and after project implementation at control locations throughout the neighborhood.

If cut through issues do arise, SDOT would continue to work with the community to implement traffic calming measures as appropriate. To date, this has not been an issue on any road diet implemented.

16. There is already a lot of cut through traffic on my street. Won't the project make it worse?

We do not expect additional cut-through traffic based on the existing volume of traffic on NE 125th St.

17. Will the proposed changes to NE 125th St make it harder to enter and exit side streets?

Entering and exiting side streets and driveways along NE 125th St will be easier with the new roadway configuration. Currently, motorists making left turns must cross two lanes of traffic. With the addition of a center turn lane, left turning

vehicles can use the left turn lane as a refuge when making turns and they will cross one lane of on-coming traffic rather than two. Gaps in traffic will be created due to the existing signals on the corridor.

18. What impacts will the new Safeway at 15th Ave NE have on future traffic patterns? Did SDOT take this into consideration when studying the corridor?

The Safeway project at NE 125th St and 15th Ave NE will have little impact on traffic patterns in the area. This is because most of the trips to the Safeway will be people already driving by the store rather than making new trips. A study conducted by Heffron Transportation Inc. in October 2008 found that the store would generate 23 new trips in the morning peak period and 66 new trips in the evening peak period.

*Safeway Store #0360, Pinehurst - Redevelopment Project
Transportation Impact Analysis*

Table 4. Vehicle Trip Generation Summary - Safeway Pinehurst

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Safeway Store	50,500 sf							
Pass-by Trips ¹		1,530	30	19	49	82	79	161
Diverted-linked Trips ¹		1,350	26	17	43	72	70	142
New (Primary) Trips ¹		<u>1,610</u>	<u>31</u>	<u>20</u>	<u>51</u>	<u>87</u>	<u>83</u>	<u>170</u>
Total Vehicle Trips ³		4,490	87	56	143	241	232	473
Existing Safeway Store	27,300 sf							
Pass-by Trips ¹		820	16	10	26	50	48	98
Diverted-linked Trips ¹		720	14	9	23	44	42	86
New (Primary) Trips ¹		<u>860</u>	<u>17</u>	<u>11</u>	<u>28</u>	<u>53</u>	<u>51</u>	<u>104</u>
Total Vehicle Trips ³		2,400 ³	47	30	77	147	141	288
Net Change	23,200 sf							
Pass-by Trips		710	14	9	23	32	31	63
Diverted-linked Trips		630	12	8	20	28	28	56
New (Primary) Trips		<u>750</u>	<u>14</u>	<u>9</u>	<u>23</u>	<u>34</u>	<u>32</u>	<u>66</u>
Total Vehicle Trips ³		2,090	40	26	66	94	91	185

Source: Heffron Transportation, Inc. October 2008.

1 Driveway components based on Trip Generation Handbook (ITE, 2nd Edition, June 2004). Pass-by (34%), Diverted-linked (30%), New (Primary) (34%).

2 Pedestrian trip percentage (13%) based on pedestrian counts at existing Safeway – Pinehurst store.

3 Estimates based on Institute of Transportation Engineers' (ITE) Trip Generation Manual, 7th Edition, 2003 and on-site traffic counts.

19. Did SDOT consider installing more traffic lights on NE 125th St?

No, not at this time. None of the intersections along NE 125th St that meet the criteria for a new signal. However if you have a suggestion, please contact Valerie Lee at 684-5246.

20. Will the pedestrian signals along NE 125th St be retimed?

The pedestrian signals at 25th Ave NE and 27th Ave NE will be retimed as part of a signal optimization project.

21. Can SDOT widen the road?

No, not without significant right-of-way acquisition and major capital investment that is not supported by NE 125th's traffic volumes.

22. Can SDOT increase the speed limit?

The city traffic engineer and the Seattle City Council have the authority to set speed limits. Traffic volumes, the road configuration, and the needs of the neighborhood do not warrant increasing the speed limit. The speed limit can be raised, but at the cost of more injury accidents and less pedestrian safety. The road diet is preferred because it calms traffic.

23. Why not control speeding with the use of traffic cameras and more enforcement by the Seattle Police Department (SPD)?

The Seattle Police Department already periodically enforces the speed limit on NE 125th St. Increased police presence is helpful, but is not a long-term answer to reducing speed on NE 125th St. Road diets are recognized for their traffic calming abilities. Overbuilt four-lane roads encourage speeding and place pedestrians and bicyclists at risk. On other roadways with road diets, aggressive speeding →>10 MPH over the speed limit-- was reduced. Speeding is only one factor improved by a road diet, in addition to reductions in speeds we expect to have lowered collision rates, improved traffic flow, and increased safety for all users of the roadway.

24. How will this project impact emergency vehicles?

A road diet on NE 125th St will not negatively impact emergency vehicles. In fact, the center turn lane will provide space for emergency vehicles to pass.

25. The hill on NE 125th is very steep, why place bicycle facilities on such a steep hill and not a parallel residential street?

The hill on NE 125th St has an average grade of 8.5%. However, east west connections in Seattle tend to be hilly. Other examples of steep grades with bike facilities are Yesler Way over I-5 with a grade of 15% and E Cherry St with an average grade of 9%. On alternate routes such as NE 115th St bicyclists encounter hills with average grades of over 10%. Despite the hill, NE 125th St is an important and direct connection for all roadway users between Lake City business district, Roosevelt Way and the I-5 crossing.

26. Why not have 2 lanes up-hill w/ traffic and sharrow down hill?

A two-lane configuration between 17th Ave NE and 23rd Ave NE would require eliminating the proposed center turn lane. Because of the numerous driveways and cross-streets the center turn lane is important to maintain capacity of the through lanes versus a second up-hill travel lane.

TRANSIT AND FREIGHT

27. I catch the bus on NE 125th St. How will the changes affect my bus ride?

SDOT is working closely with METRO transit to evaluate the impacts of the roadway changes on transit and transit users. METRO is in the process of evaluating the number and location of transit stops on NE 125th St to improve speed and reliability in coordination with the road diet. METRO is also evaluating options to lessen the impacts of in-lane transit stops on transit and motor vehicles. For transit users and pedestrians the roadway will be easier to cross because there will be one lane of traffic to negotiate at a time to cross the street.

28. Did SDOT consider impacts to truck traffic and deliveries?

Yes. NE 125th St is not a designated freight route. The current design includes 11 foot wide lanes for much of the corridor, this is a standard width that accommodates trucks and buses.

29. Buses going up the hill on NE 125th will be slow. How has this issue been accounted for?

Yes, we have accounted for this in our travel time analysis. Bus stop consolidation will minimize this concern. Please see the chart with questions 8.

30. How can drivers get around stopped busses in a single lane with a center turn lane and bike lanes?

When a bus makes an in-lane stop on a roadway with a bike lane, the bus may pull to the curb in the bike lane. Cars behind the bus will have to wait; it is illegal to pass in the left turn lane.

PEDESTRIANS

31. For pedestrians, how will the road diet make it easier to cross NE 125th St?

A four lane street is difficult for pedestrians to cross because of the risk of a multiple threat collision, a situation in which a driver in one lane stops for a pedestrian, but the driver in the next lane does not. We find that on busy streets the

most beneficial improvements are either a reduction in the number of vehicle lanes or the installation of a traffic signal. With the three lane road diet, pedestrians can cross one direction of traffic at a time and find refuge in the center lane. The three lane roadway also allows SDOT to evaluate crossing locations for installation of marked crosswalks and median crossing islands for example. These pedestrian features are not allowed to be installed on four-lane roadways.

32. Does SDOT have a plan to build sidewalks east of 35th Ave NE?

Sidewalks on NE 125th St from 35th Ave NE to Sand Point Way have been identified as high priority in the Seattle Pedestrian Master Plan and of the north district community. SDOT recognizes the importance of these sidewalks and has prioritized them for funding.

BICYCLES

33. Why add bike lanes?

Bike lanes on arterial streets offer the most direct routes to work places, shopping areas, schools transit hubs and other destinations. A lack of bicycle facilities on the city's arterial street system prevents more people from making trips by bicycle. This project helps to fulfill Seattle's Complete Streets policy by ensuring that safe and comfortable bicycle travel is facilitated. Bike lanes are being installed because they are a well studied facility type that, according to multiple studies, actually reduces the number of bicycle collisions as compared to the use of unmarked streets.

34. How do the bike facilities on NE 125th St connect with the rest of the bicycle route system?

Bike lanes on NE 125th St are recommended in the Seattle Bicycle Master Plan to connect across north Seattle. The route extends from Sand Point Way and the Burke-Gilman Trail, along NE 125th St across I-5 and west of I-5 along N 130th St to Greenwood Ave N. SDOT has installed bike lanes on N 130th St between Linden Ave N to Greenwood Ave N. In addition routes are recommended on NE 135th St, NE 115th St and 35th Ave NE.

35. Why is the city pushing the bike and pedestrian agenda?

The City of Seattle adopted a Complete Streets Policy by resolution in 2007. The guiding principle of Complete Streets policy "is to design, operate and maintain Seattle's streets to promote safe and convenient access and travel for all users --- pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers". In addition the policy states that the " Seattle Department of Transportation (SDOT) will implement Complete Streets

policy by designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community”.

36. I prefer to ride my bike on residential streets. Why doesn't the city consider using residential streets for bicycle routes?

SDOT encourages all bicyclists to exercise their own judgment regarding which roadways they feel most comfortable riding a bicycle on. To accommodate bicyclists of varying comfort levels the Seattle Bicycle Master Plan recommends on and off arterial routes. In the Lake City area the plan recommends signed bicycle routes on residential streets parallel to NE 125th St on NE 115th St and NE 135th St.

37. How many bicyclists use NE 125th?

NE 125th St is not currently a recommended route on the Seattle Bicycle Map because it does not have any bicycle facilities. Here are recent pedestrian and bicycle counts along the corridor:

Intersection	Date & Time	Bicycles counted along NE 125th	Pedestrians counted crossing NE 125th
NE 125 th St & 33 rd Ave NE	May 17, 2010, 4-6 PM	8	41
NE 125 th St & Lake City Way NE	May 5, 2010, 4-6 PM	0	139
NE 125 th St & 15 th Ave NE	May 15, 2010, 4-6 PM	0	86

VEGETATION

38. How do I notify property owners of their responsibility to maintain the sidewalk and/or remove encroaching vegetation?

If vegetation encroaching on a sidewalk is coming from private property you may contact an inspector at: (206) 684-7899. If vegetation encroaching on a sidewalk is coming from public property i.e. trees in a planting strip contact SDOT urban forestry at (206) 684-8733.

PROJECT FUNDING

39. How is this project funded?

NE 125th St is funded by the Bridging the Gap levy approved by voters in 2006 which allocated funds for these improvements. Because of the levy SDOT is able to fill potholes, mark crosswalks, repave roadways, build sidewalks and fund transit in these the economically challenging times. In the levy, a portion of the funding was specifically allocated to plan, design and implement bicycle projects each year.

40. How much will the project cost to install?

- \$85,000 for pavement repair
- \$50,000 for removal of existing and installation of new paint and legends

COMMUNITY OUTREACH

41. What outreach did SDOT conduct for the project?

Here is the list of outreach tools we utilized to alert the public to the proposal and solicit feedback:

- Press release sent to all Seattle media and local neighborhood blogs (covered prior to the open house by Mapleleaflife.com, Northseattle.komonews.com, Lakecitylive.net, Pinehurstseattle.org, Seattlebikeblog.com, Publicola) July 8, 2010
- Door hangers for all properties on NE 125th from Roosevelt Way NE to 35th Ave NE July 8, 2010
- Fliers distributed by the Dept. of Neighborhood (DON) coordinator to local businesses, the community center and the library July, 2010
- Fliers distributed at several community events and the local farmers market July, 2010
- E-mail notice sent by DON to more than 50 neighborhood organizations (community groups, business groups, churches, etc.) July, 2010
- E-mail notice sent by local resident to more than 350 other area residents July 8, 1020
- Web site outlining proposal and highlighting open house
- Community open house held on July 26th
- 2 week comment period open from July 26th to August 9th. Nearly 300 comments received by phone and email.

- Town Hall Meeting held on Sept. 16th with Mayor Mike McGinn, SDOT Director Peter Hahn, City Traffic Engineer Eric Widstrand
- Updates on project status sent via email to distribution list August 16, 2010

42. What community input did you receive and what was SDOT's response?

In addition to the 100 plus attendees at the open house, SDOT received close to 300 phone calls and emails. All comments were compiled and reviewed. A list of frequently asked questions with responses was generated and disseminated on August 16th, 2010 via email to the distribution list as well as posted on the project website. A second town hall meeting was held to discuss the project on September 16th, 2010.

43. Lake City is an Urban Village, did SDOT consider population growth and development for the future?

Yes. Development in Lake City has been increasing for the past few years, yet traffic volumes on NE 125th St have been steadily decreasing since 2001. Nevertheless, we have increased traffic by one percent per year in our analysis which is an accepted growth factor in urban areas.

44. Lake City has many small businesses. What will the economic impacts be to the business district with the changes to NE 125th St?

There are economic benefits to slowing speeds, calming traffic, and improving bicycle and pedestrian circulation in a business district. Auto drivers will be able to better access business driveways and parking lots along NE 125th St with the installation of a center turn lane. One study showed that a 5 to 10 mph reduction in traffic speeds increased residential property values by about 20%. ("Evaluating Traffic Calming Benefits, Costs and Equity Impacts," Todd Litman, Victoria Transport Policy Institute, 1999.)

45. Is the city building sidewalks in the Lake City neighborhood?

The city of Seattle is committed to improving pedestrian access and safety which is an important factor in the road dieting of NE 125th St. In addition SDOT plans to build two sidewalk segments in the Lake City neighborhood in 2011:

- 26th Ave NE between NE 125th St and NE 127th St west side of street
- 33rd Ave NE between NE 125th St and NE 130th St west side of street

In 2010 the following segment was built:

- NE 130th Pl 20th between Ave NE and 19th Ave NE

In addition, the Pedestrian Master Plan has identified all of the missing sidewalk segments throughout the city of Seattle. The north district has many sidewalk needs. However, SDOT is limited to building a small fraction of the needed sidewalks due to funding limitations. For more information on the pedestrian needs identified in the North District by the Pedestrian Master Plan please visit:

http://www.seattle.gov/transportation/pedestrian_masterplan/docs/dcmaps/north.pdf

46. What is the estimated project timeline?

A final decision on the project will be made in spring, 2011 and if the decision is to make changes in the corridor, those changes will be implemented in the second half of 2011.

47. How can I comment on the project?

You may email your comments to walkandbike@seattle.gov or call 206-684-7583.

