

Seattle Department of Transportation

SAND POINT WAY NE CORRIDOR PROJECT

Outreach Summary



MAY 2018



Seattle
Department of
Transportation

VISION
ZERO
SAFER STREETS FOR SEATTLE

The Levy to
MOVE SEATTLE

PROJECT OVERVIEW

In 2016, residents from the community submitted a grant request to fund sidewalk improvements along Sand Point Way NE. The initial grant was funded through the former [Neighborhood Parks and Streets Fund \(NPSF\)](#). In 2017, NPSF transformed into the [Your Voice, Your Choice: Parks & Streets](#) program.

The community request was driven by the lack of continuous sidewalks, and the safety concerns along the corridor. The request led to a transportation study completed in 2017 by a consulting firm. The study suggested potential ways Sand Point Way NE could be enhanced.

[Sand Point Way NE](#) is an arterial street in northeast Seattle lined with single and multi-family homes. Sand Point Way NE connects many activity centers such as University Village, University of Washington, Seattle Children's Hospital, Magnuson Park, and runs parallel to the Burke-Gilman Trail. 16,000 vehicles travel on Sand Point Way NE each weekday and many bus routes serve the corridor.

There have been numerous pedestrian collisions at the intersections along Sand Point Way NE and there are gaps in the sidewalk network. Our primary goals are to improve safety and mobility along the corridor so people who live, work, and play along Sand Point Way NE can have a more comfortable, enjoyable experience.

This project is a partnership between our Sidewalk Development and [Vision Zero](#) program. Vision Zero is Seattle's plan towards zero traffic deaths and serious injuries on city streets by 2030.



OUTREACH OVERVIEW

We're seeking input to make travel safer on Sand Point Way NE to reduce crashes at intersections and enhance pedestrian facilities between Princeton Ave NE and NE 125th St. We held a public comment period for feedback on existing conditions from March to April 2018. We're now expanding on this initial outreach. Throughout 2018, we aim to work with the community to identify common themes to inform project design and develop streets with enhanced connectivity, predictability, and safety for all travelers.

Our outreach strategy combined both online and in-person communication. Online, we created a web page which provided project information and hosted project updates, hosted an online survey to gather feedback, ran a social media campaign and sent email notifications to key stakeholders. We sent ~12,000 postcard notifications to nearby Seattle residents to raise project awareness, direct them to our online survey and notify them of in-person engagement opportunities. In-person, we hosted two drop-in events and held briefings with various committees, City departments and community groups.

The table below outlines outreach activities completed through April 2018:

When	What	Details
February 5, 2018	Briefing with Seattle Department of Parks and Recreation	Provided project overview, preliminary design, construction timeline, and gathered feedback
February 26, 2018	Phone meeting with Seattle Department of Parks and Recreation	Identified Proview as the route for seeking approvals
March 7, 2018	Project web page	Project web page published live; provided project overview, preliminary design and construction timeline
March 7, 2018	Postcard notifications to ~12,000 Northeast Seattle residents	Raised project awareness; provided survey link, and noted upcoming drop-in events
March 7, 2018	Email to key stakeholders (identified during 2017 engagement)	Early notification provided notice that the project was resuming outreach efforts. Provided survey link, and noted upcoming drop-in events

When	What	Details
March 17, 2018	Drop-in event at Gretchen's Place	Raised project awareness; provided materials, project overview, preliminary design, construction timeline, and an opportunity to take our survey in-person
March 22, 2018	Briefing with Cascade Bicycle Club	Raised project awareness; provided materials, project overview, preliminary design, construction timeline, and gathered feedback
March 24, 2018	Drop-in event at City People's Sand Point	Raised project awareness; provided materials, project overview, preliminary design, construction timeline, and an opportunity to take our survey in-person
March 14 – April 12, 2018	Facebook Ad Campaign	Raised project awareness; advertised and linked to project survey
March 14 – April 13, 2018	Online Survey	Raised project awareness; gathered early community feedback and suggestions. Received 1,184 survey responses
April 10, 2018	Briefing with Seattle Department of Parks and Recreation – Proview	Presentation; provided project overview, preliminary design, construction timeline, and gathered feedback
April 10, 2018	Briefing with Sand Point Architectural Review Committee	Provided project overview, preliminary design, construction timeline, opportunity for public comment, and facilitated monument relocation discussion
April 11, 2018	Briefing with Magnuson Park Advisory Committee	Provided project overview, preliminary design, construction timeline, opportunity for public comment, and gathered feedback
Ongoing	Website updates	Sharing up to date project information; opportunities for involvement

TRANSLATION NEEDS

About ~10-12% of the residents within the project area speak a language other than English at home. These languages are Spanish (~5-6%) and Chinese (~5-6%). Historically, we see that those who speak a language other than English at home may be less likely to participate in public projects. This can result in an underrepresentation by community members as part of public engagement processes, due to potential distrust of government that input will be used to influence decisions and a history of inaccessibility of information for non-native English speakers.

To help increase public engagement and participation to those who speak English “less than very well” we provided the following:

- Translated project fact sheets in both Spanish and Chinese
- Option to translate web, survey, and other project materials upon request
- Option to provide input via phone, with the use of interpreters



情況簡介

CHINESE TRADITIONAL

SAND POINT WAY NE 走廊項目

2017年冬-2018年冬

項目背景

2016年，Sand Point Way社區居民提議撥款修繕人行道，並增強社區的安全性。該請求成為了審查現狀的交通研究，以及對Sand Point Way走廊沿線進行潛在修繕的建議。

Sand Point Way連接諸多活動中心（華大、U Village、西雅圖兒童醫院、Magnuson公園），並靠近Burke-Gilman步道。平日每天約有16萬車輛途經Sand Point Way NE，許多條公交線路亦服務於該走廊沿線。

Sand Point Way沿線街道的路口發生過多起行人被撞事故，我們也希望解決人行道網絡現存的缺陷，以改善安全性，並更好地連接公園、商戶和住宅。

我們致力於在2030年前實現城市街道交通零死亡或重傷的目標，而這條路線正是我們的Vision Zero（零傷亡願景）的走廊之一。

2018年，我們將向居民徵詢意見，為日常出行經過Sand Point Way的居民確定改善措施及優先順序。

項目目標

我們的首要目標是改善走廊沿線的安全性和通行便利性，讓在Sand Point Way沿線居住、工作、娛樂的人士有更舒適愉快的體驗。

我們的徵詢和設計工作將集中考慮以下目標：

- 改善所有出行者的安全性和可預測性
- 改善在Sand Point Way NE沿線居住、工作、娛樂人士的出行選擇
- 改建路口並改善行人過街設施
- 讓不同年齡及能力的人士能夠更方便地使用交通設施，並前往娛樂場所
- 將人行道與原有人行道、步行道和騎行道網絡（Burke-Gilman步道）相連

我們致力於與社區合作，確定主要問題並制定改善方案。

項目資訊和聯絡人

www.seattle.gov/transportation/SandPointVisionZero

Ana Seivert, 項目經理
SandPointWayVisionZero@seattle.gov
(206) 256-5149



NE 74th St 以北Sand Point Way NE沿線的現狀。

項目資金來自於選民於2015年投票通過，為期9年的Levy to Move Seattle稅收計畫。請在www.seattle.gov/levytoMoveSeattle了解更多關於該稅收計畫的資訊。







HOJA DE DATOS

SPANISH

PROYECTO DEL CORREDOR VIAL SAND POINT WAY NE

Invierno 2017-2018

ANTECEDENTES DEL PROYECTO

En el 2016 los residentes de la comunidad aledaña a Sand Point Way solicitaron financiamiento para mejorar las aceras y aumentar la seguridad del vecindario. La solicitud se convirtió en un estudio de transporte sobre las condiciones existentes, con propuestas de posibles mejoras a lo largo del corredor vial Sand Point Way.

Con un trayecto adyacente al sendero Burke-Gilman Trail, Sand Point Way conecta varios centros de actividades (UW, U Village, Seattle Children's, Magnuson Park). Cada día entre semana, transitan unos 16.000 vehículos por Sand Point Way NE; el tramo cuenta con numerosas líneas de autobuses públicos.

Ha habido muchas colisiones con peatones en las intersecciones a lo largo de Sand Point Way; también hay brechas en la red de aceras que queremos resolver para mejorar la seguridad y brindar una mejor conexión entre parques, negocios y hogares.

Este es uno de los tramos contemplados en Visión Cero, que tiene la meta de cero muertes y lesiones graves por accidentes de tránsito en las calles de la ciudad para el año 2030.

En 2018 pediremos las opiniones de los residentes para identificar y priorizar las mejoras para quienes viajan diariamente por Sand Point Way.

METAS DEL PROYECTO

Nuestras principales metas son **mejorar la seguridad y movilidad** a lo largo del tramo para que las personas que viven, trabajan y realizan actividades de esparcimiento a lo largo de Sand Point Way puedan disfrutar de una experiencia más cómoda y placentera.

La difusión y el diseño del proyecto se centrará en lo siguiente:

- Mejorar la seguridad y predictibilidad para todos los viajeros
- Mejorar las opciones de desplazamiento para quienes viven, trabajan y se divierten a lo largo de Sand Point Way NE
- Modernizar las intersecciones y mejorar los cruces de peatones
- Mejorar el acceso al transporte y la recreación para personas de cualquier edad y capacidad
- Conectar aceras con la red existente de aceras, senderos y ciclovías (Burke-Gilman Trail)

Queremos colaborar con la comunidad para identificar temas en común y hacer mejoras.

INFORMACIÓN DEL PROYECTO Y CONTACTO

www.seattle.gov/transportation/SandPointVisionZero

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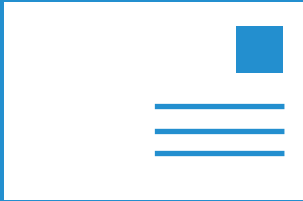
Condiciones actuales en Sand Point Way NE al norte de NE 74th St.

Este proyecto es financiado mediante el gravamen de 9 años llamado Levy to Move Seattle, que fue aprobado por los votantes en 2015. Puede obtener más información al respecto en www.seattle.gov/levytoMoveSeattle.





BY THE NUMBERS



~12,000

postcard mailers sent to nearby Seattle residents



19

email notifications sent to key stakeholders



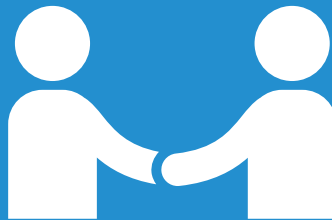
5,339

Seattle residents notified via Facebook and Twitter



39

people attended the drop-in session at Gretchen's Place on March 17, 2018



53

people attended the drop-in session at City People's on March 24, 2018



6

briefings held from February 1 – April 18, 2018



18

email comments received from February 1 – April 18, 2018



1,184

surveys completed from March 14 – April 14, 2018




13

written comments received from February 1 – April 18, 2018

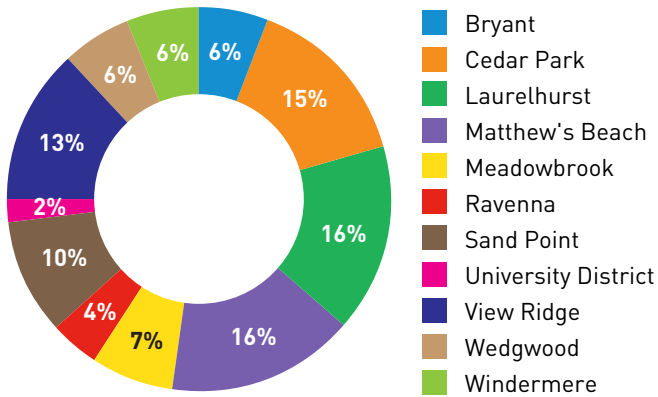
WHAT WE HEARD

The following comments represent the most vocalized and common themes gathered during all phases of outreach - comments are not ordered by frequency:

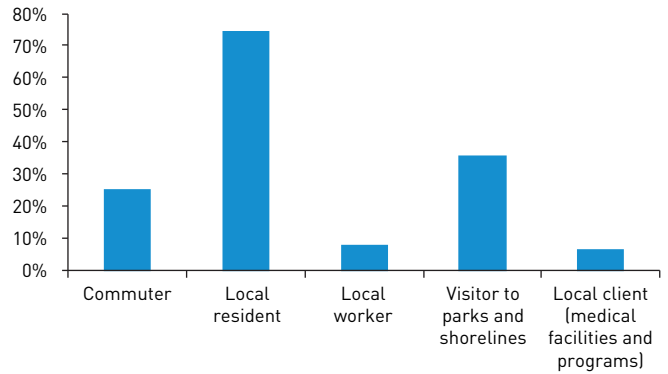
- Do not reduce the number of lanes in the project or consider a road-diet
 - Do not install protected bike lanes
 - Bicyclists prefer the Burke-Gilman Trail over a PBL on Sand Point
 - Create more and improve connections to Burke-Gilman Trail
 - Improve safety of project corridor
 - Consider repaving Sand Point Way NE
 - Address speeding
 - Enhance flow of traffic on Sand Point Way NE
 - Install sidewalks from NE 65th St to NE 77th St
 - Extend sidewalks north of Magnuson and south of NE 65th
 - Improve pedestrian crossings
 - Install traffic calming devices
 - Install crosswalks
 - Consider crossing beacons
 - Install pedestrian activated crossing beacons
 - Improve pedestrian crossing at NE 62nd St near Sand Point Elementary and a bus stop
 - Improve pedestrian crossing at NE 123rd St
 - Consider curb bulbs or pedestrian refuge islands to shorten crossings and calm traffic
 - Do not reduce parking
- 
- Create bus pullouts, north of NE 74th St, where Sand Point Way NE becomes two-lanes
 - Install protected left turns to major intersections
 - Address the intersection of NE 74th St and create safer crossings and access to Magnuson Park
 - Improve access on-and-off Sand Point Way NE at NE 65th St
 - Upgrade the connection on NE 65th St, across Sand Point Way NE, to the Burke Gilman Trail to better connect the 65th greenway
 - Install protected left turn at NE 65th St
 - Consider adding a protected northbound left turn phase at NE 65th St and NE 70th St
 - Install a signal at NE 95th St
 - Consider adding a signal to NOAA Dr

SURVEY RESULTS - PROJECT RELATIONSHIP

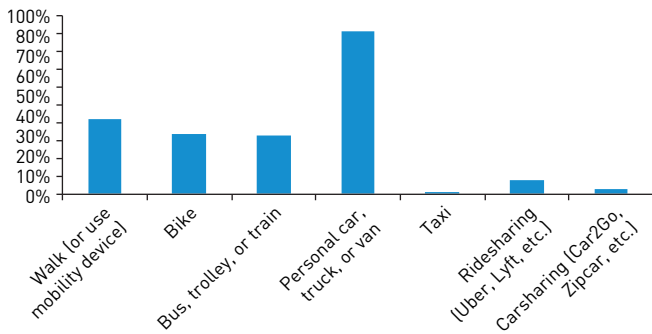
What Seattle neighborhood do you currently live in?



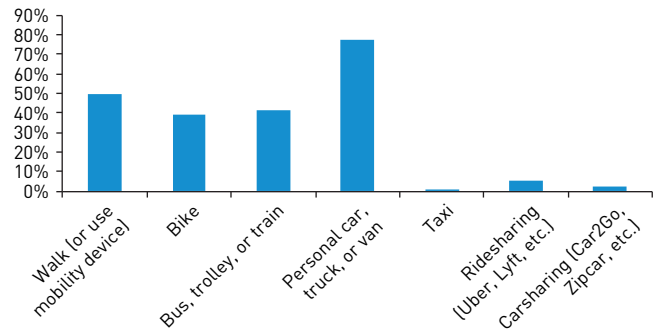
Which best describes your relationship to the Sand Point Way area?



How do you currently get around Sand Point Way NE? (Pick your top 3)

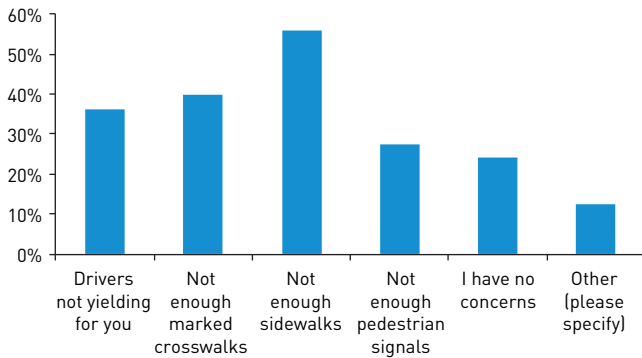


How would you prefer to get around Sand Point Way NE? (Pick your top 3)

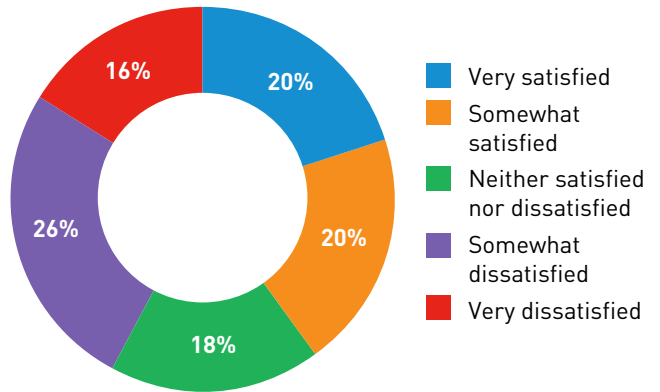


SURVEY RESULTS - CONCERNS AND PREFERRED UPGRADES

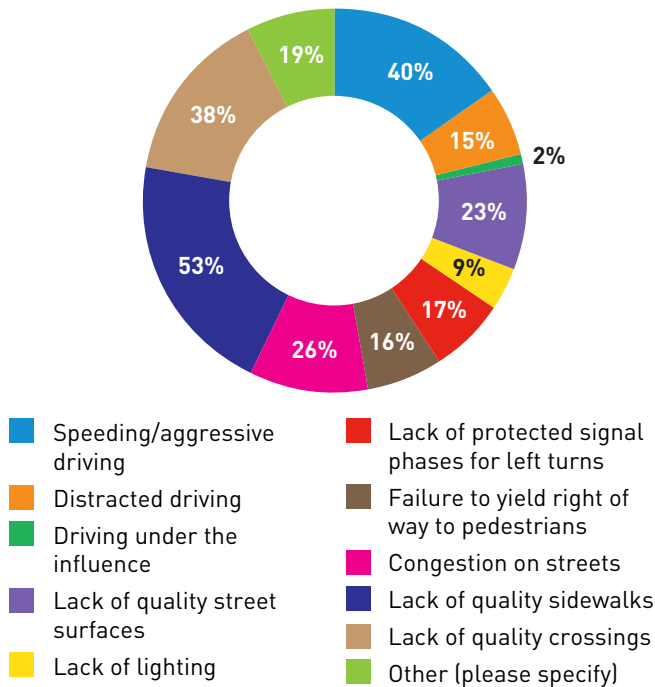
Which of the following are major concerns for you while walking? (Check all that apply)



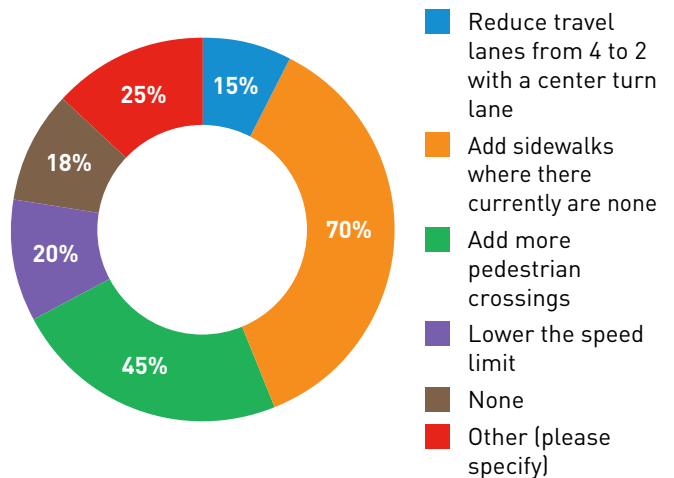
How satisfied are you with the quality and number of pedestrian crossings on Sand Point Way NE? By crossings, we mean marked intersections with a pedestrian traffic signal and crosswalks.



In your opinion, what are the biggest concerns on Sand Point Way NE (Pick your top 3)

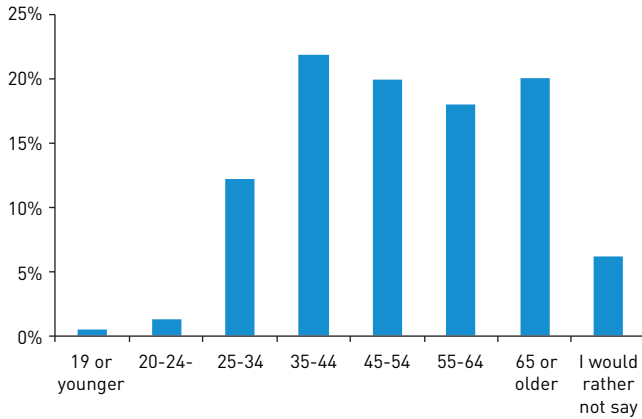


What improvements would you like to see along Sand Point Way? (Pick your top 3)

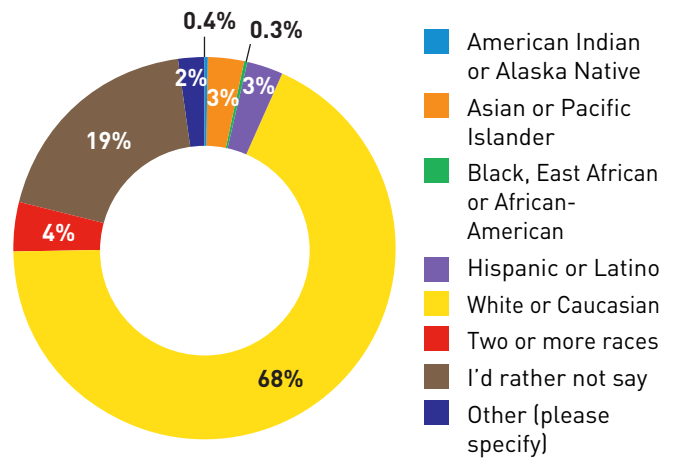


SURVEY RESULTS - DEMOGRAPHICS

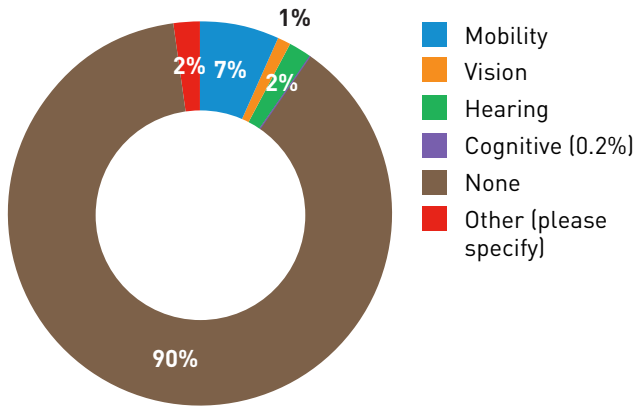
What is your age?



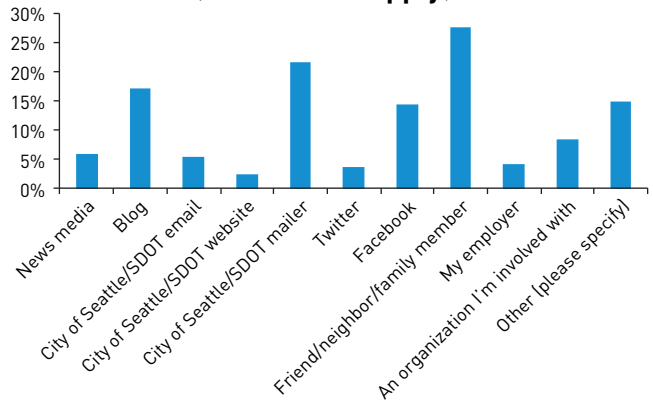
What race/ethnicity best describes you?



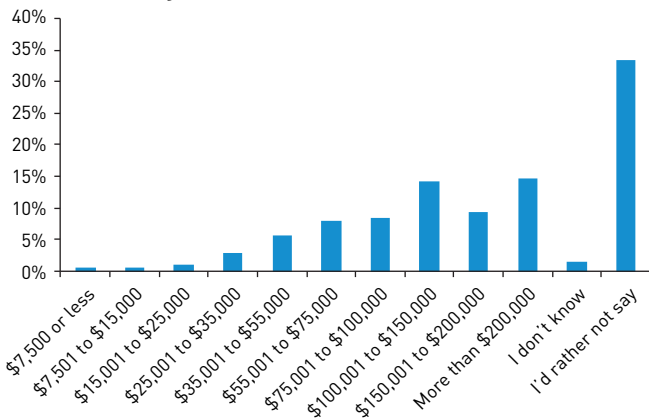
Do you have a disability? (Check all that apply)



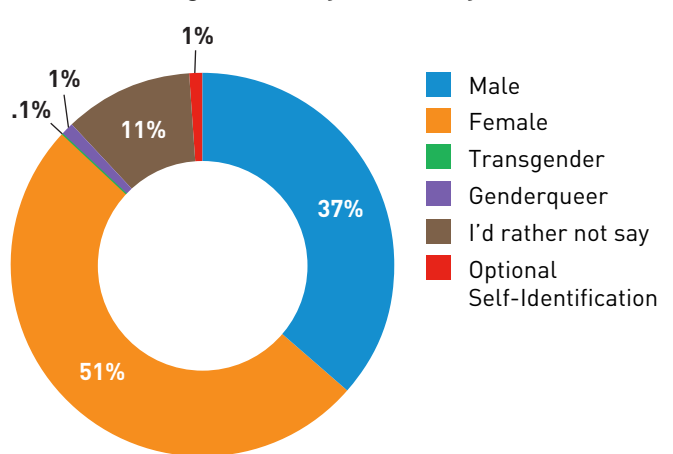
How did you learn about this corridor project? (Pick all that apply)



What is your annual household income?



What gender do you identify with?



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