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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 the 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 Vision Zero Project  
February 28, 2017  
Neighborhood Transportation Forum Summary

- 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

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

Questions or comments?
Jason Fosakah (206) 684-4471
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
  - 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

- **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.

- **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 closed.
    - Vehicle Access: Provides access to Interstate 535-54 and is used as an east-west route.
  - Transit Access: Major transit stops with multiple bus routes on 41, 45, 61, 64, 71, 76, 84, 150 Link Light Rail service begins in 2021.
  - Bicycle Access: Existing bicycle routes NE Ravenna Blvd, Roosevelt Way NE, 12th Ave NE, 50th 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 dense, mixed-use, and mid-rise.

- **NE 65th Street Vision Zero Project**
  - Why Speed Matters
    - Speeding is one of the top contributing factors to crashes. Speed 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.

- **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, a high number of drivers significantly exceed the posted speed limit daily. This is especially true east of 70th Avenue NE.
    - 44 Roosevelt Way NE, the majority of drivers travel at or below 25 mph, below the posted speed limit. Only 4% of drivers are speeding in this part of NE 65th.

- **NE 65th Street Vision Zero Project**
  - Other Behavioral Factors
    - Distraction: Since 2012, distraction has contributed to 92 collisions on NE 65th between NE Ravenna Blvd NE and NE 25th Ave NE.
    - Impairment: Since 2012, impairment has contributed to 15 collisions on NE 65th between NE Ravenna Blvd NE and NE 25th Ave NE.

- **NE 65th Street Vision Zero Project**
  - Behavioral factors will be addressed through street design changes, Vision Zero educational outreach, and increased enforcement efforts.
Fact Sheet:

**NE 65th Street Vision Zero Project**

**February 2017**

**Project Overview**
- **Goals**
  - Improve safety
  - Improve predictability
  - Reduce speeding
  - Reduce collisions
  - Connect bike network
- **Proposal**
  - Add bike lanes to Banner Way NE and NE 55th St
  - Update intersection of 55th Ave NE and Roosevelt Way NE
  - Update intersection of 55th 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**
- Collision History
  - 2013 – 2016: Banner Way NE, NE 55th St
    - 82 collisions total
    - 2 severe injury collisions (2 pedestrian-involved)
    - 17 pedestrian-involved collisions
    - 2 bicyclist-involved collisions

**Collision Locations**
- In your neighborhood by type
- In your neighborhood by age
Appendix C: Neighborhood Transportation Forum Photos
Appendix D: Aerial Maps