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Date: March 9, 2018
To: Jason Fialkoff and Ron Scharf
Subject: NE 65th St Vision Zero Project

This letter is in response to a presentation given to the Seattle Transit Advisory Board by Jason Fialkoff, a member of the Project Development Team for the NE 65th St Vision Zero improvements. While we are delighted that such an important corridor will be made safer for all modes of travel, we have some lingering concerns regarding the design elements of the pedestrian infrastructure in the current proposal and the new bike-pedestrian interactions that will result. Sidewalk usage on NE 65th street is going to increase tremendously in the near future. In addition to the impacts of the Roosevelt Link Station and increased bus service connecting at that station, there are over 2,000 new apartments and over 10,000 square feet of retail proposed or under construction in the Roosevelt Urban Village. Combined, these changes mean a lot of future foot and bike traffic along this corridor.

*The Seattle Transit Advisory Board shall **advise** the City Council, the Mayor, and all departments and offices of the City **on matters related to transit** and the possible and actual impact of actions by the City upon all forms of public transportation.*

*The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to **transit capital improvements, transit mobility, and transit operations** throughout the City...*

*The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help **ensure a functioning and coordinated transit system** throughout the City and region.*

*The Board shall function as the **public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1**, as described in Resolution 12 of the STBD...*

The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.

*City Council Resolution
31572*

We have three main areas of concern:

- **Sidewalk Width:** The proportion of ROW dedicated to pedestrians does not appear to be sufficient to accommodate anticipated volumes. As the volume of pedestrians in the corridor increases, there needs to be space for comfortable, two-way pedestrian traffic and bus queuing. The six feet sidewalks proposed in this project are below the recommended minimum set by city guidelines for commercial streets outside of downtown.
- **Raised Bike Lanes at Bus Stops:** We are worried about the possibility of an increase in bus queuing conflicts in the portion of the corridor where cyclists and pedestrian infrastructure is not separated clearly. We are concerned about Seattle residents lining up or off-boarding directly into a bike lane. The current design decision seems likely to create an unsafe and hard to predict interaction between cyclists and bus riders. We are also concerned that the design would make finding bus stops difficult for blind or low-vision bus riders as there is no current design that would give them tactile feedback about where a stop was located and where to cross a bike lane.

- **Bus Islands:** Current SDOT bus island design already creates uncertainties for cyclists trying to predict pedestrian movement on and off of bus islands. Limiting access to the island from only one side of the bike lane but not the other - as outlined in the plan for this project - encourages pedestrians to cut through the bike lane at wide angles and increases the area of potential conflict substantially. This design also makes it less clear to the visually disabled where the proper crossing to the bus island is located at and could even result in their becoming "trapped" in the bike lane looking for a gap in the railing.

Request for Action

- The TAB would like someone with more specific involvement in the design of the corridor to present to us and address our concerns. Particularly, we would like to see information on the design possibilities as there was little or no direct information provided on that topic.

Thank you for reaching out to STAB for feedback throughout the design of this project. We think that the Roosevelt neighborhood presents an opportunity to showcase great multi-use design with the light rail station acting as a mobility hub supported by transit, pedestrian, and bike connections.

Sincerely,

Seattle Transit Advisory Board