

NE 65TH ST VISION ZERO



Seattle
Department of
Transportation

NE 65th Vision Zero Project Update

Dear community member,

Thank you for reaching out about the changes happening on [NE 65th St](#). We've been busy working on the street and coordinating the final touches for this important safety project.

Since work started last year, we've received questions and comments from you and your neighbors and wanted to take this opportunity to share responses to common issues

Slower Speeds

One of the main goals of this project is to slow overall speeds on NE 65th St and reduce the number of high-end speeders. The incidence of crashes, injury collisions, and fatalities on this street is a public safety issue we can't ignore. The tradeoff of designing streets for safer, slower speeds is often slower travel times through the corridor.

The new lane layout on NE 65th St was accompanied by a lower speed limit – the new speed limit is 25 MPH instead of 30 MPH – and follows [Vision Zero](#) best practices and new [City of Seattle policy](#). Reducing the speed limit works for several reasons: 1) it gives people who drive, walk, and bike more time to see each other and react and 2) reducing the speed limit decreases cars' stopping distance. When people driving go slower the likelihood that someone dies or is seriously injured in a crash significantly decreases.

In your community, there are thousands of schoolchildren going to and from classrooms and activities, a bustling business district, busy commute routes, and a soon-to-open light rail station. That means we have many vulnerable users on the street at any given moment and only expect that number to rise as Roosevelt becomes a rail transit destination.

We've done our best to maintain bus priority, as community members asked for and city policy dictates. While we don't expect bus travel times to increase substantially, we are

working with King County Metro to make sure buses continue to have priority since they move more people more efficiently.

New Street Layout

Request for additional left turn lanes and left turn arrows at traffic signals

We based our traffic engineering decisions about left-turn lanes and signals on a traffic simulation model using data from how the corridor operated. We have heard community requests for us to revisit decisions and add dedicated left turn arrow signals at many of the NE 65th St intersections.

Based on feedback from community members we made minimal changes east of 20th Ave NE. We modeled the NE 65th St corridor to understand how our changes would impact vehicle flow. We did not change how the intersections of 25th Ave NE and 35th Ave NE operate so we are not currently planning to add left turn signals at these intersections. There also wasn't budget available to reconfigure the signals.

Please note that there is an adjustment period when any new improvement is made to a street, and we understand that working through it can be frustrating. We are monitoring the recent changes closely to ensure the changes are functioning as expected.

Cut-through traffic

Some residents have reported increased numbers of people driving on residential streets to avoid NE 65th St. We have shared your feedback regarding neighborhood cut-through traffic with the project team and are looking into locations where we can do vehicle volume and speed counts to understand if people are diverting from the arterial street to residential streets. With data, we can learn more about what's happening and consider additional traffic calming proposals.

If you are using residential streets for longer-distance travel, higher speeds, or as a cut-through, please stop. This isn't how street networks are designed and classified. Commuting and traveling between neighborhoods and business districts is for our arterial streets such as NE 65th St.

Space to pass buses serving bus stops

The new design prevents high-speed travel and weaving behavior and makes travel calmer and more predictable for everyone. Between NE Ravenna Blvd and Roosevelt Way and between 12th Ave NE and 20th Ave NE, we've designed the new travel lanes with enough space for people driving to slowly and safely drive around buses serving bus stops

Parking

Parking Edge Lines

The new parking edge lines along NE 65th St are designed to make vehicle flow more

predictable and slow traffic speeds, two of the goals of the project. We will continue to monitor traffic and safety data along this corridor to ensure that the changes are achieving our intended safety goals.

Parking Removal

Our number one priority is safety for everyone traveling along NE 65th St. After working together with the community, including neighborhood businesses so they understood what we were proposing, we decided to remove some neighborhood on-street parking to fit in the new left-turn pockets that make NE 65th St calmer and more predictable. Left-turn pockets were the number one request from residents when they heard we were redesigning the street.

There was not room for both parking lanes and left-turn pockets and widening the street isn't an option. There is off-street parking and parking on side streets, as well as [parking permit zones](#), that give residents and businesses more parking flexibility in the area.

Striping Visibility

The first lane lines were painted onto the pavement. We're now in the process of updating the lines with a more durable and visible lane line material called methyl methacrylate (MMA). The updated MMA lines will be more visible than the temporary paint.

Nearby Projects

We're working closely with our project partners on the [25th Ave NE](#) and [35th Ave NE](#) paving projects to minimize and coordinate construction impacts. The future neighborhood greenway route on NE 68th St will connect this neighborhood to other areas in Seattle. Check out the [neighborhood greenway webpage](#) for more information.

Thank you for your continued patience during construction and for traveling slowly and safely in work zones.



Seattle
Department of
Transportation

VISION
ZERO
SAFER STREETS FOR SEATTLE

The Levy to
MOVE SEATTLE




Copyright © | Seattle Department of Transportation | All rights reserved.

Our mailing address is:
Seattle Department of Transportation
PO Box 34996
Seattle, WA 98124-4996