

## Information sheet: Northeast 75th Street

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March 29<sup>th</sup>, 2013

Road safety is a top priority for the City. Below, there is more information about Northeast 75<sup>th</sup> Street, the Seattle Department of Transportation's (SDOT) current planned improvements, the Seattle Police Department's (SPD) enforcement efforts, review of DUI laws and practices, and recent citywide efforts.

### SDOT 2013 Planned Improvements and Actions:

- Conduct a Road Safety Corridor Project for Northeast 75<sup>th</sup> Street (see details on opposite page).
- Flashing beacons for the school speed zone will be installed in 2013.
- SPD & SDOT will evaluate installing school zone speed enforcement cameras at this location.
- Pedestrian countdown signal heads will be installed at the school crosswalk signal at 75th and 31st Avenue NE in 2013. (These are the signals that count down the seconds left to cross the street).
- The intersection of Northeast 68th Street and 25th Ave Northeast will be evaluated for a traffic signal.
- The crosswalk at Northeast 68th Street and 25th Avenue Northeast will be remarked with fresh and highly visible paint.

### SPD Enforcement Efforts Include:

- Temporary use of a speed reader board to alert drivers to their speed.
- Assignment of traffic officers to monitor the corridor (already being done, since January 16<sup>th</sup>).
- Evaluation of use of the mobile speed van to monitor and cite speeders (with a potential for permanent signage, depending on whether school zone speed camera is located there).

### Review of DUI Laws and Practices:

- We are currently working with experts, locally and statewide, to review options for potential changes we may advocate for at the state level, as well as local practices that could be modified.

### Traffic Data and Existing Conditions:

- NE 75th Street is a two lane arterial street with a 30 mph speed limit.
- A speed study conducted in 2012 at 30<sup>th</sup> Avenue NE measured the 85<sup>th</sup> percentile travel speed as 34 mph eastbound and 37 mph westbound. (The 85<sup>th</sup> percentile speed is a commonly used measure for traffic analysis and represents the speed that 85 percent of drivers are traveling at or below.)
- Between 30th Avenue NE and 33rd Avenue NE, NE 75th Street is posted as school zone, with a speed limit of 20 mph when children are present.
- Parking is restricted on the north side of NE 75<sup>th</sup> Street from 7am to 9am and on the south side from 4pm to 6pm.
- NE 75th Street (between 25<sup>th</sup> Ave NE and 35<sup>th</sup> Ave NE) carries approximately 16,900 cars per day (2011 data).
- No pedestrian related collisions were reported at the intersection of NE 75<sup>th</sup> Street and 33<sup>rd</sup> Avenue NE in the past ten years. Five vehicle collisions were reported in the past ten years at this intersection - two in 2003, one in 2006, one in 2010, and one in 2011. They were mostly sideswipe and angle/turning collisions.
- Pedestrian countdown signal heads and new east/west left turn signals were installed in June 2011 at NE 75th Street and 35th Avenue NE.
- A new marked crosswalk at 30th Avenue NE at the intersection of NE 75th Street was installed in May 2012.
- School speed zone signs were installed for Eckstein Middle School in 2008.

### Recent Citywide Road Safety Efforts:

- Last August, the City launched the *Road Safety Action Plan* and the "Be Super Safe" outreach campaign, with a long-term goal of zero traffic fatalities and serious injuries. This plan includes engineering, enforcement, education, and evaluation actions that will help reach this goal.
- Later in 2013, we will begin a *School Road Safety Analysis and Action Plan*, looking at traffic safety on streets near schools, creating a safety education toolbox, reviewing existing policies related to school traffic safety, and creating a plan for installation of more school zone speed cameras.



## Road Safety Corridor Project: Northeast 75th Street

March 29<sup>th</sup>, 2013

We are going to work with the community to look at physical changes to the street to bring down speeds and make it safer for students, neighbors and all roadway users. We will determine the specific nature and design elements of these changes through the process described below. Enforcement and education are separate components that will complement this work.

A timeline for this work:

Element	Lead	When
<b>Information Collection</b>	SDOT	Ongoing
<ul style="list-style-type: none"> <li>• Compile traffic data including speeds, volumes, and collisions</li> <li>• Review existing modal plans, neighborhood plans, community greenway proposals and other planning resources</li> </ul>		
<b>Issue Identification Meeting(s) and Outreach</b>	SDOT with Community	April
<ul style="list-style-type: none"> <li>• Hear local ideas and concerns (community meetings, written comments, on-line, etc.)</li> <li>• Discuss goals and objectives</li> <li>• Describe tool box of potential improvements</li> <li>• Share traffic data</li> </ul>		
<b>Conceptual Design</b>	SDOT	May - June
<ul style="list-style-type: none"> <li>• Synthesize community input</li> <li>• Define improvement alternatives based on data and community input</li> </ul>		
<b>Design Alternatives Review Meeting(s) and Outreach</b>	SDOT with Community	July
<ul style="list-style-type: none"> <li>• Review goals and objectives</li> <li>• Share conceptual improvement alternatives</li> <li>• Seek community input via meetings, written comments, on-line, etc.</li> </ul>		
<b>Begin Implementation</b>	SDOT	August 2013
<ul style="list-style-type: none"> <li>• Signs, markings and other short-term improvements</li> </ul>		2013
<ul style="list-style-type: none"> <li>• Civil improvements - Start design in 2013, build in 2014</li> </ul>		2013-2014
<ul style="list-style-type: none"> <li>• Funding strategy for longer term improvements</li> </ul>		2013
<b>Evaluate and Adjust</b>	SDOT	Ongoing
<ul style="list-style-type: none"> <li>• Seek and respond to community feedback</li> <li>• Collect and evaluate speed, volume and collision data at one-year intervals</li> <li>• Make adjustments if needed</li> </ul>		

