

Ravenna-Bryant Community Association
6535 Ravenna Avenue NE
Seattle, WA 98115

October 1, 2013

Peter Hahn, Director
Seattle Department of Transportation
P.O. Box 34996
Seattle, WA 98124-4996

RE: NE 75th Street Improvements

Dear Mr. Hahn,

The Board of the Ravenna-Bryant Community Association (RBCA) would like to commend you and your entire staff at the Seattle Department of Transportation for the recent safety improvements to NE 75th Street. We were impressed with the efforts of all involved and the speed with which this project was taken from community engagement to successful completion. The end result is a busy street that is now much safer for all: pedestrians, schoolchildren, bicyclists, and motorists. We are grateful to SDOT for working with our community and other groups to address critical safety issues related to that arterial and to apply the best solution to re-channelization of that very busy roadway.

While we have noticed a marked improvement in safety along that corridor, it has also become apparent that there are much greater wait times for motorists making their way through the intersection with 25th Avenue NE. The problem affects those travelling in any of the four directions at that intersection. The lack of a designated left turn signal for each direction on 75th and 25th is contributing to longer wait times and leading to congestion and choke points, particularly at commuter hours. It also is a safety issue as vehicles are turning left when they are not able to see the oncoming traffic coming towards them. Additionally, many motorists are leaving those arterials and using nearby residential streets to bypass that intersection, creating other safety concerns for the community. We believe that these problems can be easily overcome by installing designated left turn signals at that intersection.

In their letter of September 25, 2013, NE Seattle Greenways identified the many merits of the re-channelization of NE 75th Street and commended SDOT for the project. We heartily agree with their assessment of NE 75th and their appreciation of SDOT's efforts. However, we disagree that the improvements made to 75th should be immediately replicated on the entirety of NE 65th Street. While RBCA agrees that expanded use of greenways and cycle tracks are necessary to a safe and interconnected multi-modal transportation plan, we strongly disagree with the recommendation of cycle tracks for NE 65th Street. RBCA has previously urged you to remove the proposed NE 65th Street cycle tracks from the Bicycle Master Plan because that corridor is not as wide as NE 75th and is not capable of accommodating cycle tracks along with existing transportation uses. We believe that other routes will provide safer alternatives for cyclists and meet the needs of the BMP.

The Ravenna-Bryant Community Association asks you to continue to work with our community in identifying alternatives and improvements that will provide safe and efficient modes of transportation for all and does not displace mass transit, commerce, parking, or vehicular traffic flows along NE 65th Street.

Sincerely,

Tony Provine
President

Cc: Mayor Mike McGinn, Seattle City Councilmembers, NE Seattle Greenways, Seattle
Neighborhood Greenways