



Public Meeting

# 35TH AVE NE PAVING PROJECT

Messiah Lutheran Church, 7050 35th Ave NE

October 21, 2017

## MEETING AGENDA

10 - 11 AM	Public Meeting and Q&A
10 AM	Open house with staff & boards
10:10 AM	Project presentation
10:35 AM	Facilitated Q & A
10:55 AM	Closing remarks

11 AM - 12:30 PM	Walking Tours
11 AM	Walking tours depart
11:30 AM	Walking tour discussions
12:30 PM	Walking tours finish

## Q&A

We'd like to hear your questions following the presentation. In order to give everyone an opportunity to ask a question, we may limit the amount of time each person has to speak. Additionally, you'll have an opportunity to speak to project staff after the public meeting and during the walking tours.

## NOTES:

Please use the space below to write down your thoughts, questions, or concerns during the presentation or walking tour.

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## WALKING TOUR LOGISTICS

If you're interested in more design details, join us for a walking tour on the street. Pick 1 of 2 locations:

- Group 1 will walk north to NE 75th St
- Group 2 will walk south to NE 65th St

- ★ Messiah Lutheran Church (meeting location)
- ★ NE 75th St
- ★ NE 65th St

### PROJECT INFORMATION & CONTACT

[www.seattle.gov/transportation/35thNEpaving.htm](http://www.seattle.gov/transportation/35thNEpaving.htm)  
 Rachel McCaffrey, Community Outreach Lead  
[35thAvePaving@seattle.gov](mailto:35thAvePaving@seattle.gov) or 206-615-0925  
 For translation services, please call: 206-615-0925



Seattle Department of Transportation



Conceptual view of intersection at NE 75th St; image not to scale



Conceptual view of intersection at NE 65th St; image not to scale

# 35TH AVE NE PAVING PROJECT



## QUESTIONS AND ANSWERS

October 2017

We're repaving and restriping 2.3 miles of 35th Ave NE between NE 89th St and NE 47th St, including NE 45th Pl. Construction is planned to begin in spring 2018.

## PROJECT OVERVIEW

### Q. What are the goals of the project?

A. We know how important it is to maintain our streets and our Paving Program helps take care of the basics by rehabilitating arterial streets each year. Paving also provides an opportunity to update the street design to enhance safety and build features called for in citywide transportation plans. There are many competing needs for our limited street space and the design for 35th Ave NE helps organize the space more effectively to serve the needs of multiple users and make the street safe for all.

### Q. What are the elements of the project?

- **Repave the street:** This will extend the life of the pavement, making it safer and smoother for travel.
- **Better organize the street:** We're clearly designating space on the street for people driving and people biking. This will help make the street more intuitive and predictable, which increases safety for everyone, including for people crossing the street.
- **Provide safe transportation options:** The City's [Bike Master Plan](#), which was developed with considerable public input and adopted by the Seattle City Council, recommends a protected bike lane on 35th. It will help make biking a better option for people of all ages and abilities in northeast Seattle, contributes to establishing a citywide bike network and provides direct connections to businesses and other destinations on 35th. Bike lanes enhance the street for everyone, not just people who choose to ride bikes, by providing a safe and predictable space for biking.
- **Improve the intersection at NE 75th St:** We're adding left-turn pockets for northbound and southbound traffic on 35th Ave NE at NE 75th St.
- **Minimize parking impacts:** While parking will be consolidated to the east side of the street, peak-hour restrictions (between 4 – 6 PM) will be removed to make parking more predictable for you, your neighbors, and visitors.

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- **Improve speed and reliability for people riding transit:** We're working with King County Metro to consolidate stops to improve speed and reliability, particularly for Route 65. We'll remove bus stops based on the number of people boarding/exiting the bus and to maintain consistent spacing between stops.
- **Upgrade sidewalks:** In select locations, we're upgrading curb ramps to meet Americans with Disabilities Act (ADA) standards and repairing cracked or buckled sidewalks.

## Q. How can street designs enhance safety?

A. As part of the collaborative Vision Zero effort, the City of Seattle aims to eliminate serious and fatal crashes by 2030. The street design helps achieve this goal in several ways:

- Organizes the street to be more predictable for everyone
  - We've seen more people following the rules of the road (including people biking and people driving) on streets with protected bike lanes as all users have a designated space
- Provides a safe place for people biking
- Improves safety for people crossing the street by designating one travel lane in each direction
  - Today, on-street parking is restricted during peak commute hours. Pedestrians may encounter 2 lanes of traffic when crossing the street. This presents a "double threat" - drivers on the inside lanes are not able to see pedestrians as they cross the street.

## Q. Why are you repaving 35th?

A. Each year, we pave arterial streets in poor condition to make them safer, smoother, and to extend their useful life. Keeping our transportation system in a state of good repair helps lower the cost of future maintenance. We prioritize paving based on street [pavement condition](#), traffic volume, geographic equity, cost, and opportunities for grants or coordination with other projects in the area.

## Q. Why are you not paving 35th Ave NE between NE 65th and NE 55th streets?

A. A small section between NE 65th and NE 55th streets is made up of concrete panels that were replaced a few years ago. This section is included in the project for street design changes but will not be repaved in 2018.

## Q. Are there changes to the street design on NE 45th Pl?

A. No. This section of NE 45th Pl will be repaved and striping will maintain the current layout. The project will also install a new safety barrier on the Burke-Gilman Trail bridge pier in the center of the street.

# 35TH AVE NE PAVING PROJECT



## PUBLIC OUTREACH

### Q. What outreach has been completed to date?

A. Our outreach began in summer 2016 focusing on several paving projects in northeast Seattle, including 35th Ave NE. Outreach activities included an open house, an online survey, door-to-door outreach, presentations to community groups, and a mailer to 24,000 northeast Seattle residents. We announced the street concept design in May 2017 on our webpage and via an email update to our listserv.

### Q. What have you heard during outreach?

A. Over the past year, we heard from many people in the community through our public outreach efforts as well as from emails and calls to the project team. Key themes include:

- Concern about speeding
- Desire to cross street more easily
- Desire to drive less and use other modes more (walk, transit, and bike)
- Disapproval of bike lanes (concern about safety, under-utilization, and impacts on parking/congestion)
- Preference for protected bike lanes
- Interest in maintaining parking
- Concern about slow transit speeds
- Concern about congestion
- Concern about cut-through traffic on adjacent streets
- Desire for turn pockets and signals at key intersections
- Maintaining access to key destinations (e.g. the library, religious institutions, post office)

### Q. How are you incorporating public feedback in the design?

A. We recognize that 35th is an integral part of the Wedgwood and Ravenna/Bryant communities while also being part of a citywide network. There are many competing needs for our limited street space and the design aims to balance those. When developing the design, we looked at the city's transportation plans, including the Bike Master Plan, which was implemented with considerable public input. While we heard that many neighbors in northeast Seattle rely on their personal vehicle for travel, there is a desire to walk, take transit, and bike more.

We're committed to working with neighbors to address additional concerns we've heard about the design with the goal of ensuring safe transportation options for everyone. These include:

- Including a left-turn pocket at NE 75th St, which was a request we heard from the community
- Working with individual businesses and institutions to ensure loading and access needs continue to be met
- Understanding current concerns about speeding on residential streets and working with SDOT's Neighborhood Traffic Program to perform speed studies as needed

# 35TH AVE NE PAVING PROJECT



## Q. What's the status of this project and what's coming up next?

A. As we finalize the design, we'll work closely with adjacent properties, businesses, and residents to understand things like business operations and access needs to inform the final details of the design. We'll continue to keep project neighbors informed as we prepare for construction to begin in spring 2018.

## BIKE LANES

### Q. Why is a bike lane included in the design?

A. The Bike Master Plan recommends a protected bike lane for much of 35th Ave NE, which will help meet our commitment to build a citywide bike network connecting people to work, shopping, and schools. Protected bike lanes help make the street more predictable for everyone and can make biking a better option for people of all ages and abilities. When asked about bike lanes, community feedback indicated a preference for protected lanes to be installed.

### Q. Why was 35th Ave NE designated for bike lanes in the Bike Master Plan?

A. We're building a citywide network of routes for all ages and abilities that helps make biking a real transportation option. Arterial streets like 35th provide direct connections to local neighborhood destinations including shopping and community centers, as well as connections between neighborhoods.

### Q. Why isn't there a protected bike lane on the entire corridor?

A. There are protected bike lanes on both sides of the street north of NE 85th St where the street is widest. As the street becomes narrower, we've incorporated a northbound protected bike lane where feasible, north of NE 65th St. There will be a striped bike lane and then sharrows, south of NE 65th St in the southbound direction.

### Q. How will the bike lane be designed to accommodate business and residential access?

A. Our team is carefully reviewing how the protected bike lane will interface with on-street parking, load zones, driveways, and intersections. Green striping will be painted across business and multifamily driveways to alert people biking and driving of a "mixing zone." This type of pavement marking is also used in other parts of Seattle, including on Roosevelt Way NE.

### Q. Why were bike lanes installed on NE 75th St?

A. In 2013, NE 75th St was redesigned to calm speeds and reduce crashes. Rechannelizing the street for 1 lane in each direction with a center left turn lane created space that could be used for bike lanes, providing people with more travel options. After we implemented that project, we found speeding declined significantly and statistics show a substantial reduction in collisions. Travel time has remained the same along the corridor. After the project was complete:

# 35TH AVE NE PAVING PROJECT



- Speeding decreased by 64% in the eastbound direction
- Speeding decreased by 56% in the westbound direction
- Total collisions decreased by 45%

You can read more about the results of that project in the before and after report at [www.seattle.gov/transportation/NE75th.htm](http://www.seattle.gov/transportation/NE75th.htm).

## VEHICLE TRAFFIC

### Q. Will there be turn lanes at key intersections?

A. The project will add new left-turn pockets for northbound and southbound drivers at NE 75th St, which was a request we heard from many neighbors. The existing left-turn pockets at NE 85th St will be maintained.

We've taken a close look at operations and the number of turning vehicles at other intersections along the corridor. We're reviewing options that balance the width of the street while maintaining adequate space for buses that need to make turns.

### Q. Will the street design change congestion in this corridor?

A. While there are peak-hour parking restrictions along 35th currently, there are rarely 2 full lanes of traffic given the relative narrow width of both lanes. The new configuration maintains 1 travel lane of traffic in each direction. We are also adding new left-turn pockets at NE 75th St to keep through traffic moving at that busy intersection.

### Q. How can this project minimize traffic cutting through adjacent residential streets?

A. Many of the adjacent residential streets have sidewalks, curbs, and on-street parking, which are some of the most effective tools for slowing down vehicle speeds. In response to the concerns we've heard from neighbors, we may conduct before and after studies to measure vehicle volumes and speeds on side streets in select locations. If you have concerns about a specific street, please get in touch with the project team.

## OTHER IMPROVEMENTS

### Q. Are there changes to bus stops?

A. Thanks to Seattle voters and the Seattle Transportation Benefit District, Seattle is adding more transit service in northeast Seattle. In September 2017, Seattle improved Route 65 to 10-minute service to on weekdays from 6AM-7PM and added Night Owl trips after 2AM, to ensure riders can travel where they want, when they want.

Working with King County Metro, we're improving transit speed and reliability to Routes 64 and 65. As part of this project and to help traffic and buses move more smoothly, we're

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consolidating bus stops in the project area. We'll remove stops based on the number of people boarding/exiting the bus and to maintain consistent spacing between stops.

In addition, northbound bus stops at NE 85th St and NE 75th St will move from the south side of the intersection to the north side to help traffic move more smoothly. New bus shelters or awnings will also be added at several locations.

## Q. Will there be sidewalk and/or crosswalk improvements as part of this project?

A. This project includes pedestrian improvements including:

- A new crosswalk on the south side of NE 89th St as part of Neighborhood Greenway improvements
- Upgrades to curb ramps at many intersections along the corridor to help meet Americans with Disability Act (ADA) standards
- A new flashing crossing beacon will be added at NE 80th St as part of the Your Voice Your Choice program
- Tree pit improvements in some locations using permeable paving that is durable and flush with the sidewalk to reduce trip hazards

## PARKING AND LOADING

### Q. How will on-street parking change?

A. The project design consolidates on-street parking to the east side of the street and removes parking on the west side of the street, south of NE 85th St. We're removing peak-hour parking restrictions (between 4 – 6 PM) on the east side of the street to make parking more predictable for residents and shoppers in the area.

### Q. Why did SDOT choose to locate all parking on the east side of the street?

A. Since the southern portion of 35th is narrower than other sections, there is only enough space for 1 dedicated bike lane. Our design has a dedicated bike lane in the uphill direction and sharrows in the downhill direction. Generally, downhill sharrows are considered a greater concern when next to parked cars than people riding uphill in a dedicated lane. This helped inform our decision to consolidate parking to the east side of the street. We understand there are sections of 35th with no residential alleys and know this change will take some adjustment for neighbors in the area.

### Q. What will happen to business load zones?

A. We'll work with businesses to discuss access and loading needs through the final phases of design. We'll do our best to maintain convenient load zones as part of this project.



# 35TH AVE NE PAVING PROJECT



## CONSTRUCTION

### Q. When will you start construction and how long will it last?

A. We anticipate construction will start in spring 2018 and continue through late 2018.

### Q. What can I expect during construction?

A. We'll evaluate construction sequencing as we get a contractor on board in early 2018. We'll work with businesses before construction begins to understand specific loading and access needs as we plan for construction. We'll also share regular construction updates with neighbors via email and our outreach team will be available to help address any access issues that may arise.

### Q. What support does the City of Seattle offer to businesses during construction?

A. The City of Seattle's Office of Economic Development has contracted with 2 small business consultants who can assist small businesses with a broad range of services including business planning, organizational management, financial management, and marketing. Please contact the project team or the City's Office of Economic Development directly ([oed@seattle.gov](mailto:oed@seattle.gov)) if you own a business on 35th Ave NE and are interested in learning more about these services.

## NEARBY PROJECTS

### Q. How is this project coordinated with paving work planned for 25th Ave NE?

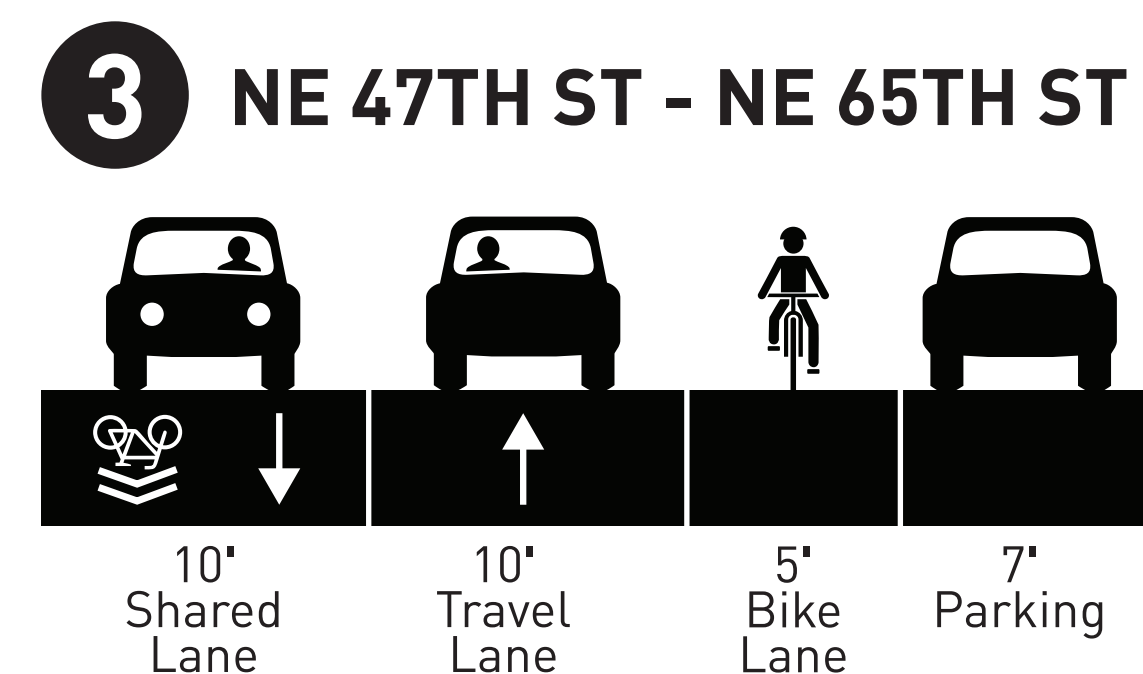
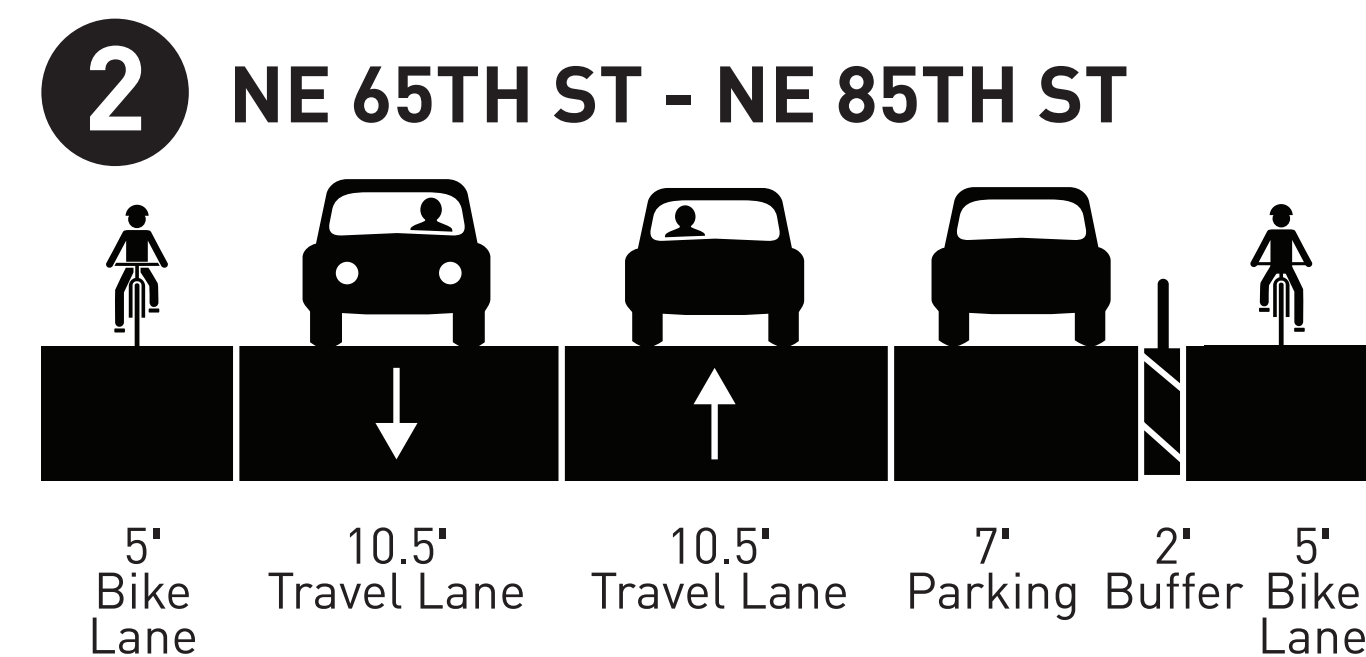
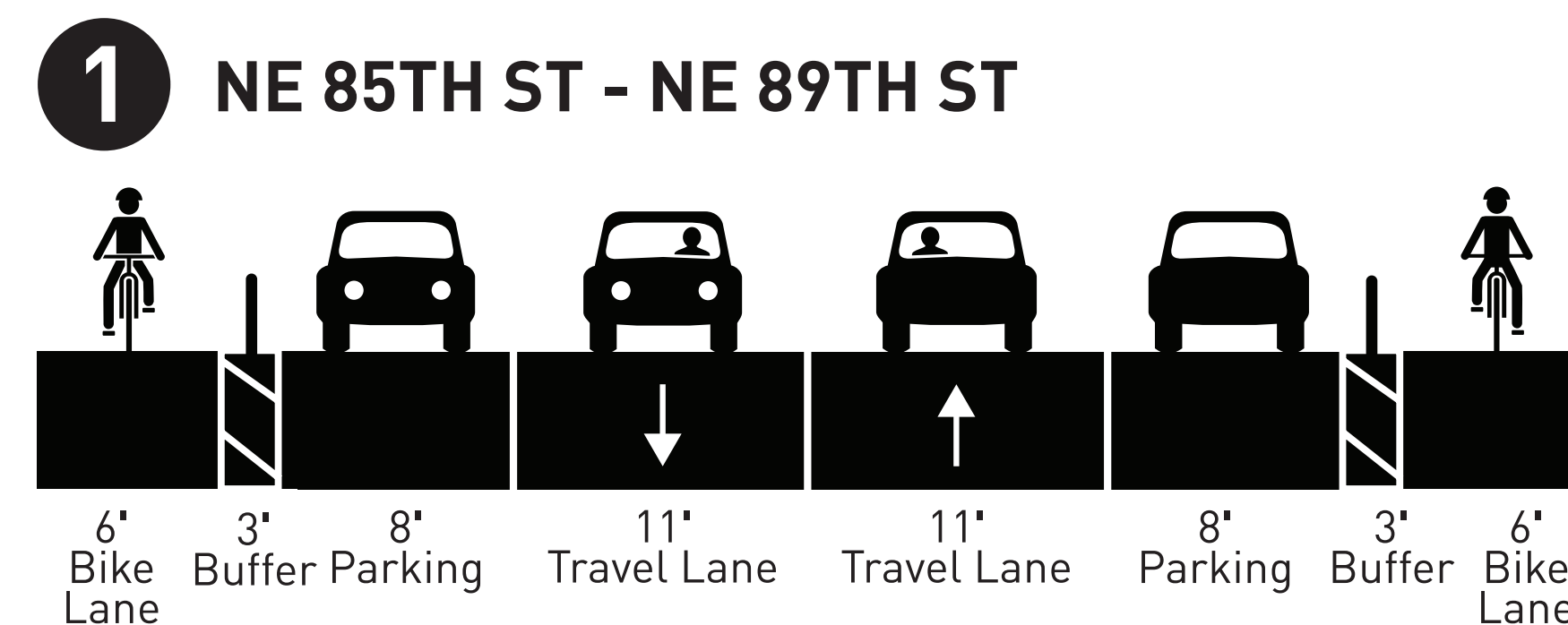
A. We're also planning to repave 25th Ave NE south of 65th Ave NE starting in early 2018. We understand these are 2 key routes in northeast Seattle; project teams have already begun discussing options to sequence these projects in a way that minimizes impacts on the community and the traveling public.

### Q. What are the neighborhood greenway, Vision Zero and Your Voice, Your Choice projects planned nearby?

A. Portions of NE 68th St are designated as a future neighborhood greenway and included in the [Neighborhood Greenways 2017-2021 work plan](#). As part of the Vision Zero effort, SDOT has launched a collaborative process to review [street conditions along NE 65th St](#) to improve safety for all travelers. As part of the [Your Voice, Your Choice](#) program, northeast Seattle residents voted for improvements to the pedestrian crossing at NE 80th St. This will include a flashing beacon at the crosswalk as well as improved street lighting.

# PROJECT OVERVIEW

## 35th Ave NE Paving Project



Cross sections are looking north. Illustrations are conceptual. Actual widths at intersections will vary.

In addition to paving, this project includes:

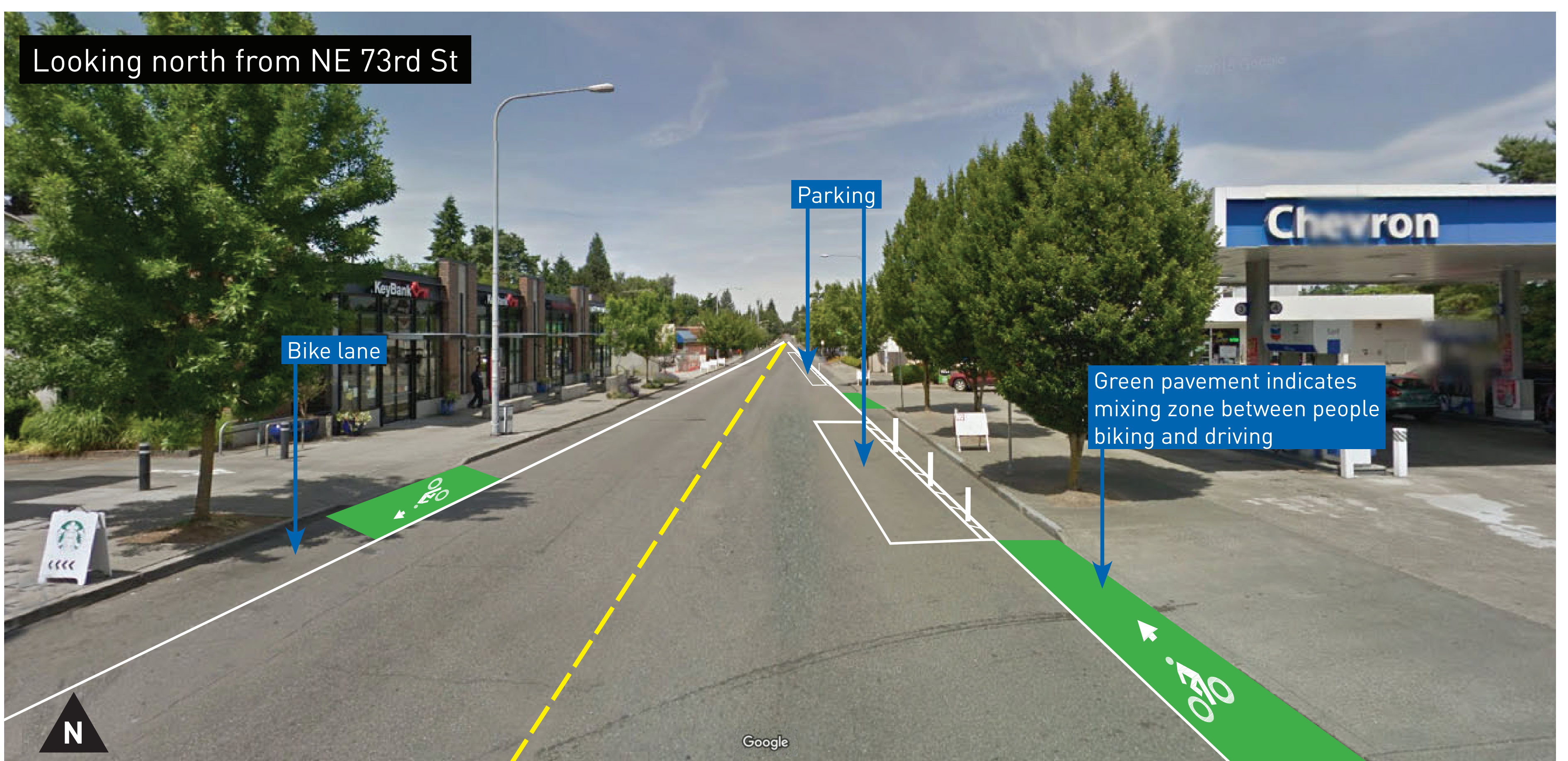
- Parking consolidated to east side of street and peak-hour parking restrictions removed
- Bike lanes that connect to the citywide network as designated in the Bike Master Plan
- New left-turn pockets for northbound and southbound traffic on 35th Ave NE at NE 75th St
- Some bus stop improvements and consolidating stops to improve transit speed and reliability
- Curb ramp upgrades and sidewalk repair in select locations

# STREET DESIGN

## 35th Ave NE Paving Project



Conceptual design of 35th Ave NE between NE 47th St and NE 65th St; image not to scale



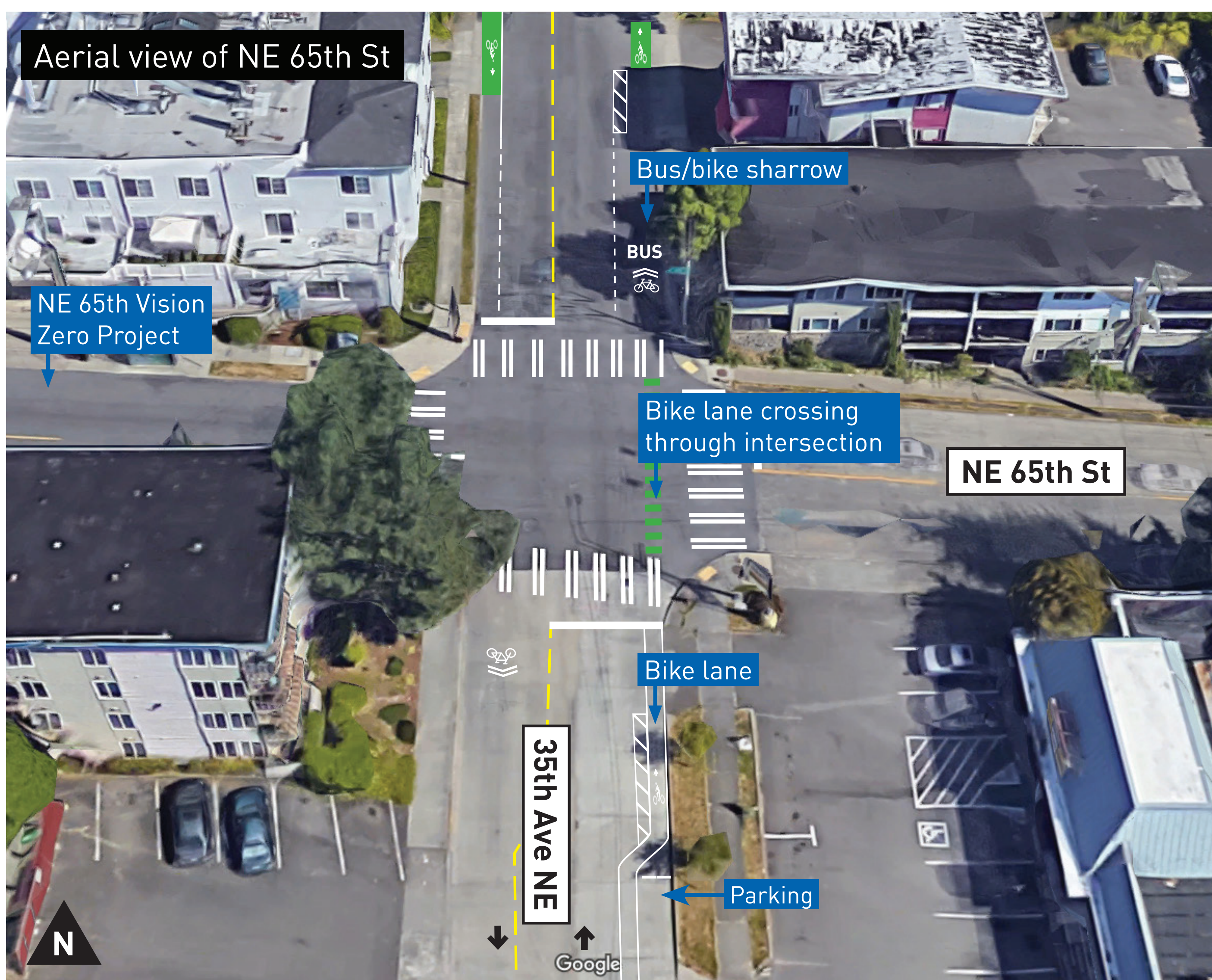
Conceptual design of 35th Ave NE between NE 65th St and NE 85th St; image not to scale

# INTERSECTION DESIGN

## 35th Ave NE Paving Project



Conceptual view of intersection at NE 75th St; image not to scale



Conceptual view of intersection at NE 65th St; image not to scale

# BUS IMPROVEMENTS

## 35th Ave NE Paving Project

Thanks to Seattle voters and the Seattle Transportation Benefit District, Seattle is adding more transit service in northeast Seattle. In September 2017, we improved Route 65 to 10-minute service on weekdays from 6AM-7PM and added Night Owl trips after 2AM, to ensure riders can travel where they want, when they want.



Working with King County Metro, we're improving transit speed and reliability for Routes 64 and 65. As part of this project and to help traffic and buses move more smoothly, we're consolidating bus stops in the project area. We'll remove stops based on the number of people boarding/exiting the bus and to maintain consistent spacing between stops.

All changes illustrated are still under review and subject to change.

**LEGEND**

- Add shelter/awning to existing stop
- Relocated stop
- Maintain existing stop
- Remove stop



Note: Map is not to scale and is for illustration purposes only.

# PEDESTRIAN IMPROVEMENTS

## 35th Ave NE Paving Project

This project also includes pedestrian improvements to the sidewalk:

- Upgrading curb ramps (see map at right) in accordance with the Americans with Disabilities Act



- Repairing cracked and buckled sidewalks, in select locations (not shown on map)
- Adding a new crosswalk at NE 89th St at the Neighborhood Greenway crossing
- Adding a flashing beacon at the crosswalk at NE 80th St (separate project as part of Your Voice, Your Choice)
- Tree pit improvements in some locations using permeable paving that is durable and flush with the sidewalk to reduce trip hazards



Note: Map is not to scale and is for illustration purposes only.

# HOW TO STAY INFORMED

## 35th Ave NE Paving Project

Thanks for joining us today. We're committed to engaging with the community throughout the project and will continue to keep you up to date as we finalize the design. Before construction, we'll work closely with businesses and residents along the corridor to understand your specific loading and access needs.

### Schedule

This is our anticipated project timeline, but dates are subject to change:

- Late 2017 – Finalize design
- Early 2018 – Pre-construction coordination with community and businesses
- Spring 2018 – Begin construction
- Late 2018 – Complete construction



*Residents examining draft design concepts at a 2016 open house for all Northeast Paving Projects.*

### HOW TO STAY INFORMED

**Website:** [www.seattle.gov/transportation/35thNEpaving.htm](http://www.seattle.gov/transportation/35thNEpaving.htm)

**Email:** [35thAvePaving@seattle.gov](mailto:35thAvePaving@seattle.gov)

**Phone:** (206) 615-0925

**To stay up-to-date on the project, be sure to sign up for email updates on our website**