



## **Script for 15<sup>th</sup> Ave NE Presentation**

### **1) Opening slide**

### **2) Welcome**

Thank you for your interest in the 15<sup>th</sup> Ave NE paving and safety project.

### **3) Introductions**

During this online presentation we will provide you with information about the upcoming construction scheduled to take place in August, on 15<sup>th</sup> Ave NE between NE 55<sup>th</sup> St and Lake City Way NE.

At this time, design is complete, and the purpose of this presentation is to provide an overview of the entire project, to explain what has changed during design, and then to provide an overview of the construction process.

Team members who are here presenting from Seattle Department of Transportation are:

Brian Glas, the project manager,

Myself, Darrell Bulmer, the communications and outreach lead,

And Cayla Ravancho, a member of the outreach team.

You will be able to submit questions throughout this presentation using the Q&A function. Questions will be moderated, and our presenters will respond to as many as possible at the end. If we do not have enough time to address all the points raised, we will compile all the questions and answers in a single document and add that to the project webpage in the coming days.

We are recording this presentation so that it can be housed online for those who could not attend. That should also be online tomorrow.

To make this presentation the best possible for all, can you ensure you have muted your microphone and turned off your video camera. As a reminder, we will take your questions through the Q&A function and address them after the presentation.

#### **4) Levy to Move Seattle**

We will start with some brief project background information.

One of the questions we receive a lot is how a project comes to be a project. Voters approved the Levy to Move Seattle in 2015. As part of that Levy, communities and stakeholders throughout Seattle were engaged to determine the needs. This project came from that discussion and subsequent funding which provides projects that improve safety for all travelers, maintain streets and bridges and invest in affordable travel options for a growing city.

#### **5) Vision Zero**

This project is also a designated Vision Zero project which means it is part of Seattle's plan to end traffic deaths and serious injuries by 2030. Therefore, you should notice various safety measures incorporated into this project for people walking, riding bikes, driving cars, or accessing and using public transportation.

You will note the annual statistics on the slide for Seattle overall.

On this stretch of Seattle road, we have seen one fatality and 48 injuries in the last 5 years.

We believe we can prevent collisions through various means, including better street design.

#### **6) Project Map**

On the right of this slide, and housed on the project webpage, is a map showing the extent of our work area and the various features that have been included in the project. The project begins down at NE 55<sup>th</sup> St and continues north along 15<sup>th</sup> Ave NE until Lake City Way N.

Some of those features included within the project are: sidewalk and curb ramp upgrades to meet ADA standards, new protected bike lanes, removal of peak-hour parking to make parking available 24/7 on 1 side of the street, new turn pockets at signals and water main replacement.

#### **7) What we've heard**

As we worked towards final design, we reached out to community members, business owners, schools and developers to listen. We heard many reoccurring themes at open houses, drop-in events, or through one-on-one meetings. We examined those themes and were able to incorporate many community-driven ideas into the final design.

To prevent collisions people asked for left turn pockets and designated signals at intersections. We were able to provide these at NE 65<sup>th</sup> St, NE 75<sup>th</sup> St and at NE 80<sup>th</sup> St.

Concerns for crossing the street at NE 62<sup>nd</sup> St came up a lot for those walking to and from Cowen Park. We were able to incorporate a crosswalk at this location to improve safety. Safety around Roosevelt High School featured

over and again. As part of our Safe Routes to Schools program we are installing three Rapid Flashing Beacon crosswalks. We are also moving the bus load zones from 15<sup>th</sup> Ave NE to NE 68<sup>th</sup> St.

People asked for pedestrian improvements and we are upgrading curb ramps and improving sidewalks.

Safe crossings for bikes are being added at NE Ravenna Blvd; load zones are being incorporated for business needs. Parking is being maintained on one side of the road, and time-limit restrictions are being removed.

Other feedback has been collected and will be considered for future improvements.

## **8) Roosevelt High School**

As mentioned in the previous slide, we are making some changes around the high school to improve access and safety for those accessing the school, as well as those using the new bike lanes heading south. During outreach people asked if we could relocate the bus loading zones from 15<sup>th</sup> Ave NE to improve access to students with disabilities and to reduce the concern with buses mixing with traffic on 15<sup>th</sup>. We worked with the school and was able to make beneficial changes.

You will note that the direction of traffic on NE 68<sup>th</sup> St, and NE 66<sup>th</sup> St will be reversed. We will prevent left turns onto 66<sup>th</sup> to avoid backups from 65<sup>th</sup>. The bus load zone moves from 15<sup>th</sup> Ave NE and onto NE 68<sup>th</sup> St taking some parking.

We have added parking back opposite the school on 15<sup>th</sup> Ave NE and included loading zones for businesses.

## **9) New road configurations**

This slide is a reminder of how the new street layout will work in two sections: At the top you can see how it will look between NE 62<sup>nd</sup> and Lake City Way. Here the bike lanes are against the curb and protected to improve safety. Parking here is on the east side to avoid conflicts with bikes travelling quickly downhill on the west side.

The lower portion shows the work between NE 55<sup>th</sup> and Cowen PL NE. Here the bike lanes do not have protection due to the road not being wide enough to accommodate them.

## **10) Project elements**

Here will look at some of the elements of the project that you can expect to see created during construction.

Most obvious is a new road surface done through mill and overlay. This means we grind off the top two or three inches and then replace it with fresh asphalt. We paint the lines after three weeks after the asphalt is set enough for the paint to adhere to the surface.

**Protected bike lanes** provide a safe space for cyclists of all abilities. As the population rate of Seattle increases, we continue to look for ways to ease congestion and to provide transportation options for all modes. In addition to protected bike lanes we have added a painted crossing for people riding bikes at Ravenna Blvd.

## **11) Project elements**

Pedestrian improvements include new crosswalks near Roosevelt High School and at NE 62<sup>ND</sup> St, as well as curb ramp upgrades to meet ADA standards.

We will be making stormwater drainage improvements in places as well as working with Seattle Public Utilities to replace water mains between NE 70<sup>th</sup> St and NE 75<sup>th</sup>.

## **12) Project elements**

We will be making the sidewalks more accessible along the project corridor with ramps that meet ADA standards.

There will be impacts to parking along the corridor. We will remove parking on one side of the street and remove restrictions for parking on the side that remains.

## **13) Seattle Public Utilities**

The water main replacement work will require an estimated 4 water shut offs. Seattle Public Utilities staff will coordinate with homeowners days in advance, and we will incorporate their messaging into our outreach wherever possible. You will find contact details for SPU on our project website.

## **14) Drainage improvements**

As mentioned earlier, we will be making upgrades to stormwater drainage at various points within the work zone. We will also make some changes to side sewers for 3 homes. We will coordinate with all homeowners affected by our work well in advance.

## **15) What to expect during construction**

During construction we expect regular hours to be 7 AM to 5 PM with some set up and take down either side of that. If we must work outside of these hours, we will let people know through our weekly messaging, so please sign up on our webpage for updates.

Other impacts of our work will be noise, vibration, dust, debris, staging near work areas, and some lane closures or detours for pedestrians.

## **16) During construction we will:**

Our outreach team is here throughout construction to answer questions and to help. We will provide advance notice of work through our project emails, so please sign up.

We will work with community members to ensure the safety of those living in, or traveling through, the work zones.

## **17) Schedule**

Currently, we anticipate construction to begin in September of 2020. We expect work to be completed in early 2022. We are continuing to work with our contractors to determine what part of the construction zone will be our starting point. We will share this information through project emails and through the website once we have it.

## **18) Contact details**

There are many ways to reach the outreach team during construction. Via email at [15<sup>th</sup>NEpaving@seattle.gov](mailto:15thNEpaving@seattle.gov), or by calling 206 775-8718. Contact information is on our project webpage.

## **19) Questions and answers**

We are going to turn our screens on shortly and respond to the questions that you have been submitting through the Q and A function. You can continue to submit questions and we will do our best to get to all of them. We will collect all the questions and post them, with our answers, to the website.