

What is the project area?

The project runs along Roosevelt Way NE from NE 65th Street to the south end of the University Bridge.

What does the project include?

SDOT's goals for the project are to improve the safety, mobility and comfort for all users in the corridor and maintain critical transportation infrastructure. The project objectives include:

- Repaving Roosevelt Way NE from NE 65th Street to the south end of the University Bridge to create a safer and more comfortable environment for all roadway users
- Installing curb bulbs (which extend the curb or sidewalk) at most intersections to reduce pedestrian crossing distances and improve visibility between people driving and walking
- Adding new/ upgrading substandard curb ramps (wheelchair accessible ramps) to meet revised Americans with Disabilities Act (ADA) standards
- Installing a protected bike lane on the west side of Roosevelt Way NE between NE 45th Street and the University Bridge to improve safety and predictability for all users*
- Consolidating bus stops to improve transit speed and reliability

If additional funding is secured, the project could also include:

- Replacing buckled or cracked sidewalks
- Installing new light-emitting diode (LED) streetlights on the west side of Roosevelt Way NE
- Building bus bulbs for in-lane bus stops to allow buses to pick up and drop off passengers without having to pull over and later merge back into traffic. The most likely locations for these would be at NE 65th, NE 55th and NE 50th streets.

A temporary protected bike lane, between NE 45th and NE 40th streets will be installed in December 2014/ January 2015 to address safety concerns in the near-term. The new bike lane will require parking removal on the west side of Roosevelt Way NE.

Why is SDOT doing this project?

Roosevelt Way NE is a principal arterial, serving northeast Seattle, the University of Washington and Eastlake. It is also a primary route that connects downtown to north Seattle and is frequently used by commuters, business employees and customers and students, including people who drive, use transit, bike and walk. Today, Roosevelt Way NE is marked by potholes and cracks in the pavement, which can be hazardous for vehicles, bike riders and pedestrians. As part of the Arterial Asphalt and Concrete (AAC) Paving Program, SDOT aims to resurface the street with the larger goal of enhancing both mobility and safety. AAC projects are prioritized and selected by SDOT's Pavement Engineering and Management Section based on pavement condition, volume and type of traffic, identified needs of residents and businesses, opportunities for coordination with other capital projects and identified maintenance and liability concerns.

In the past four years, there have been 39 injury collisions between NE 45th and NE 40th streets, nearly 44% of which involved people riding bikes. The City has a goal of zero traffic fatalities and serious traffic injuries by the year 2030. Implementing protected bike lanes is one of the tools Seattle's Road Safety Action Plan recommends to help achieve this goal. A protected bike lane will make the area safer and

more predictable for all users. A temporary bike lane will be installed in December 2014/ January 2015 to address these safety concerns in the near-term.

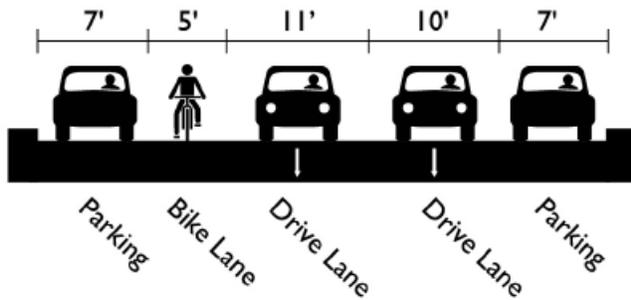
Will parking be removed?

Street parking will be removed along the west side of Roosevelt Way NE between NE 45th and NE 40th streets to accommodate the new protected bike lane and curb bulb-outs. As is shown in the cross-section graphic, this removal of street parking will allow space for the new bike lane and protective buffer, while still maintaining the two driving lanes. SDOT is working with adjacent businesses to understand their parking and access needs.

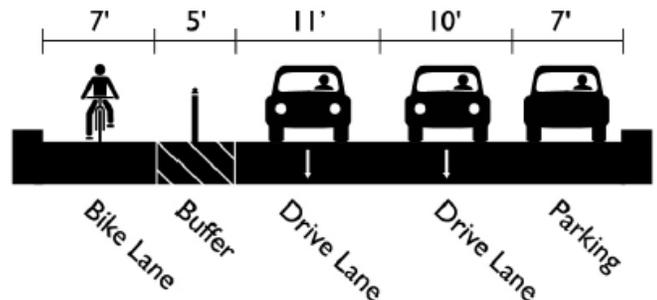
Existing “No parking” policies will also be enforced at the “T”- intersections of NE 58th and NE 59th streets, as well as where the sidewalk will be extended at NE 53rd and NE 52nd streets.

Additionally, if bus bulbs for in-lane bus stops are built (most likely at NE 65th, NE 61st, NE 55th, and NE 50th), some parking would be removed. However, where bus stops are being consolidated, additional parking will become available.

Existing cross-section



Planned cross-section



Where will people park after parking is removed?

There are other on-street parking spots nearby along Roosevelt Way NE, as well as neighboring streets.

Is the design final?

Design is expected to be completed in summer 2015, after which construction will begin.

When will construction start?

Construction is planned to begin in summer 2015 and take about ten months to complete, with work ending in spring 2016.

How much will the project cost? How is it being funded?

The project budget is \$7.7 million and is part of SDOT’s Arterial Asphalt and Concrete (AAC) Program, which is funded by the voter-approved Bridging the Gap levy, as well as SDOT’s Safe Routes to School Program and grant money from the Federal Highway Administration.

Have there been similar AAC projects recently?

SDOT identifies new projects every year to be repaved, including: N 105th Street and N/NE Northgate Way (underway), Delridge Way SW (2013), NE 85th Street (2012) and Dexter Avenue N (2011). Please visit <http://www.seattle.gov/transportation/paving.htm> for more information about these projects.

Protected Bike Lane

Why add a protected bike lane?

In the past four years, there have been 95 collisions between NE 45th and NE 40th streets – nearly 20 percent of which involved people riding bikes. The City has a goal of zero traffic fatalities and serious traffic injuries by the year 2030. Implementing protected bike lanes is one of the City’s tools to create safer and more comfortable streets for all users.

Protected bike lanes include a physical barrier (and buffer) to separate people riding bikes from people driving and often use paint to better define the areas for each user, improving safety and predictability for everyone.

Is it true that you are putting in a temporary bike lane?

Yes. A temporary protected bike lane will make the area safer and more predictable for all roadway users in the near-term. The installation will include involve striping (paint) and adding a buffer – with a temporary physical barrier – to separate people biking from people driving. There will also be some minor pavement repair in preparation for the construction of the temporary bike lane, which will take place in December 2014/ January 2015, just prior to the temporary protected bike lane installation.

Where will the protected bike lane be?

The protected one-way bike lane will be on the west side of Roosevelt Way NE between NE 45th and the south end of the University Bridge. The new protected bike lane will be installed where parking exists today, and the buffer will be roughly where the bike lane is today.

The temporary bike lane (coming December 2014/ January 2015) will extend from approximately NE 45th Street to NE 40th Street.

Parking will be removed between NE 45th and NE 40th streets.

What is the schedule for the temporary bike lane and the construction of the permanent protected bike lane?

The temporary protected bike lane will be installed over a short period of time in December 2014 or January 2015. Parking will be removed, and minor pavement repairs will be made in the current parking area just prior to the temporary protected bike lane installation.

The permanent facility will be installed as part of the repaving project (planned to begin summer 2015 and last about 10 months).

Are there other similar protected bike lanes around the city?

SDOT currently has nine protected bike lanes in place or under design: Linden Avenue N, Cherry Street, Broadway Avenue, Alki Avenue SW, NE 65th Street, Westlake Avenue N, NE 40th Street, Sand Point Way NE and 2nd Avenue. Please visit www.seattle.gov/transportation/PBL.htm for more information.

Project Information & Contact

www.seattle.gov/transportation/pave_roosevelt.htm

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