

2018 AAC Paving Project – Northeast Seattle

October 17, 2016

Open House Meeting Summary

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Overview

On October 17, 2016 we hosted an open house meeting at Roosevelt High School (1410 NE 66th St) from 5:30 to 7:30 PM. There were five Seattle Department of Transportation (SDOT) staff members available to answer questions.

The room was set up with multiple stations:

- Welcome/sign-in
- Potential project features
- Pavement condition and data
- Community feedback from online survey
- Draft cross sections: 15th Ave NE, University Way NE
- Draft cross sections: 35th Ave NE, NE 45th PL
- Project timeline
- Comment forms

Stations were staffed and included display boards (see Appendix C), comment forms, project fact sheet and Let's Move Seattle fact sheet.

Notifications for the meeting included a mailer (see Appendix D) to 24,000 households near the project area. Online notifications included posts on the City of Seattle and SDOT public meetings calendars, SDOT Facebook, project website and Seattle Bike Blog. Community members also received an email and residents shared the meeting with neighbors through the social networking application, Nextdoor.

42 people attended the open house and signed in. The notification method most cited by meeting attendees was our mailer.

Comment Sheet Summary

- Generally, there was more support for protected bike lanes than there was for less, or no bike facilities. Of those that opposed expanded bike facilities, they stated concerns of reduced number of travel lanes and concerns it would create heavier vehicle traffic. They also felt the majority of residents' drive, not bike.
- Majority support a bike lane with a physical barrier for protection and one that eliminates conflicts with vehicle doors opening.
- Concerns that parking removal would have a negative impact to businesses and convenience for people who drive.
- General support for removal of restricted parking on 15th Ave NE from NE 62nd St to Lake City Way.
- General support for removing back-in angle parking as it can be dangerous, difficult and cause unpredictable movement by other vehicles.
- Concerns that bike facilities would not be built for all ages and abilities.

- Concerns that bike sharrows on NE 45th Pl/35th Ave NE would not be beneficial for the biking community.
- Support for connecting bike lanes to the Burke Gilman Trail.
- General concerns related to safety including needing additional crosswalks, improving street lighting, repairing sidewalks, lowering speed limits and aggressive behavior by people who drive.

Meeting Demographics

The Inclusion Sign-in Sheet was used to help measure our inclusiveness for the event:

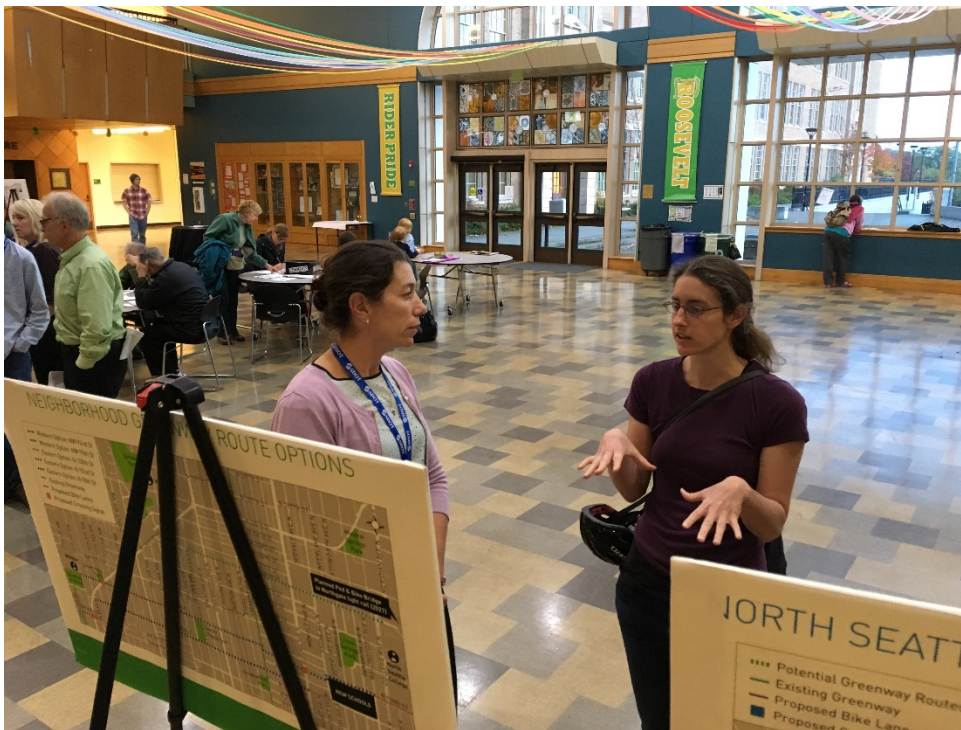
- 12% of attendees signed the voluntary Inclusion Sign-in Sheet

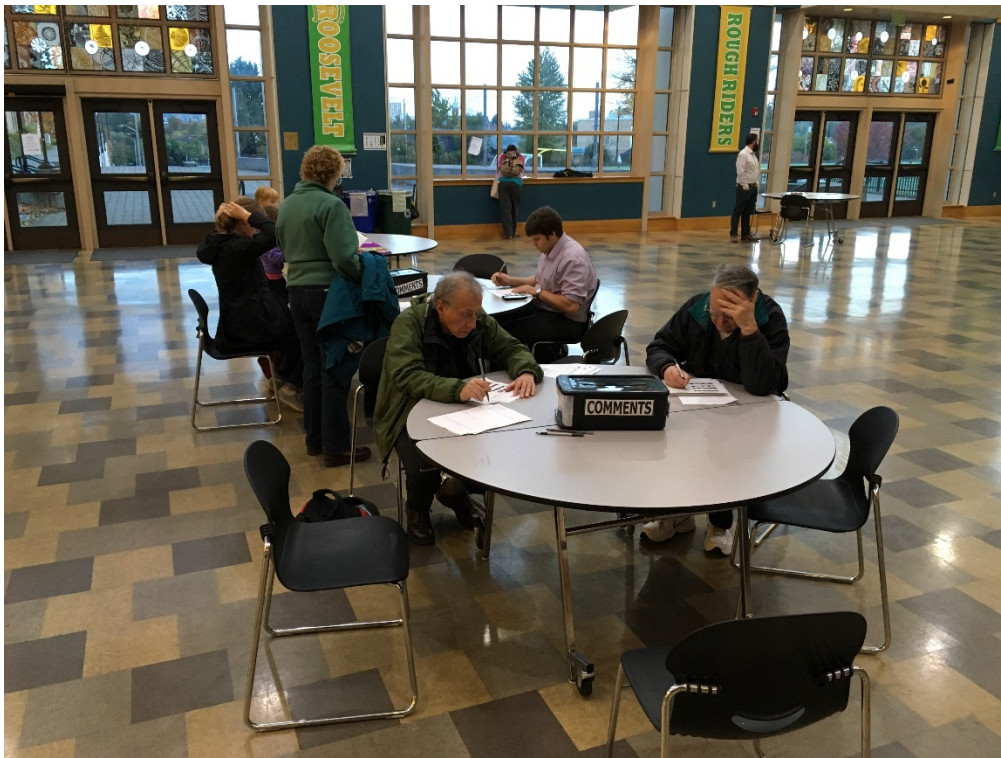
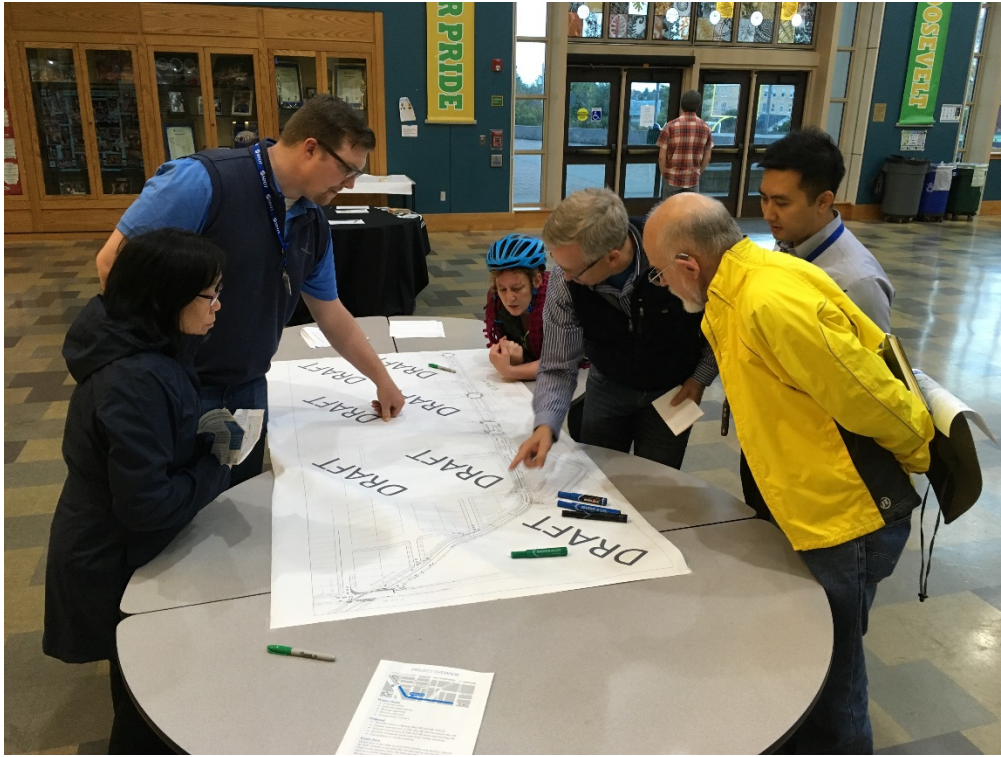
Of those that signed the Inclusion Sign-in Sheet:

- 83% were white
- 83% primary language is English
- 33% were female and 66% male
- 45 was the average age
- 66% owned their own home and 33% rent

Demographic data for the north Seattle project area show that the two most represented ethnic groups in Census data were whites at 74% and Asians at 16%. Hispanics make up 4% of residents. 79% of residents speak only English. 49% of households are owner-occupied.

Photos





Appendix A: Written Comments

Comment Forms

Draft cross sections for 15th Ave NE: NE 62nd St to Lake City Way

Concept 1

- We live at 6840 15th Ave NE, where NE 69th T's into 15th. We like the plan to reduce the lanes to two, but we don't like the bike buffer posts (bollards?). They are really ugly and high maintenance. We would prefer to see concrete curbs separating the bike lanes from the car traffic.
- The owner of the property at the northeast corner proposes to relocate his driveway in order to maximize development of his property with a multi-story building. The bus stop would go north on NE 66th St. The development says this helps Roosevelt High students get to school. However, it makes the general public travel a half block or more away from the transfer sites at NE 65th and 15th Ave NE. It is a major traffic location for north to south and east to west buses. The bus stop should be placed closer to NE 65th St, south of the intersection if needed. People can get soaking wet in walking the extra distance, especially if they are senior citizens.
- Buffered bike lanes are always safer than paneled lanes and therefore should be the preferred solution if there is sufficient room. We have a great opportunity on 15th Ave NE from NE 50th to Lake City Way to provide the select bike facilities. Let's not blow this choice.
- Aren't there bus routes here? Look at consolidating stops (every 5 blocks?) and adding bus stop islands. Protected bike lanes on both sides is essential for all modes. Also, look at adding islands in buffer zone and parking lane at intersections.
- Bike buffers please. No unprotected bike lanes. Likes elimination of parking time of day restriction. Want to know more about 15th /75th intersection design.
- Like the elimination of 2-side restricted parking. Adding room for dedicated bike lanes.
- Very good.
- I love this design with the buffers on both sides!
- Why have bike lanes on both? You have them on Roosevelt Way NE, 5 blocks to the west. You are eliminating parking on the west sides of 15th and theoretically into the neighborhoods. Also, with existing planned development on 15th with zoned parking required, you will further cause parking problems.
- Do not reduce the number of car lanes anymore. The traffic is much worse than it's ever been because too many car lanes have been converted to bike and/or bus lanes and in many cases the bike lanes are virtually empty while car lane capacity is reduced by 50% which doubles the commute times, stress level and frustration.
- Are these flex posts or more substantial barriers? Wherever possible, I prefer more than posts. Prefer narrow protected lane to wider unprotected lane.
- Connected and protected facilities for people on bikes are the safest way to go and the best choice for the city to get to its mode share goals.
- Much prefer this option. Unprotected lanes are frequently blocked.

- Excellent proposal. Let's do this full support.
- I like the buffer on both sides. That feels safer to me as a biker.
- Prefer alternative with buffered and protected bike lanes in both directions. Bike lanes are frequently blocked and physical separation prevents that (sometimes).
- Ideal. Love this.
- Buffer lane when possible – thanks.
- [Put a checkmark next to concept 1] The more protection the better for bikes. Really appreciate the proposal to and peak hour parking restrictions. Currently, it's very unsafe to cross during peak. For bus stops, please consider Roosevelt-style bus islands. If possible, please also explore widening sidewalks/planter zones. There are many street lights in middle of sidewalk.
- [Circled concept 1].

Concept 2

- Why does one side have two layers of protection and one has none?
- Would forego the 3-foot buffer on one side to allow buffers on both sides.
- Excellent proposal. Let's do this full support.
- [Put an "x" next to concept 2]

Draft cross section for 15th Ave NE: NE 55th St to Cowen PI NE

- The sheet has no curb/planter zone south of the bridge resulting in street lights being placed in the middle of sidewalk. Please look at options to move curb and widen sidewalk, parking may need to go though.
- Why only one of the bike lanes is separated from travel lanes? Does not make sense.
- 75th between 35th and I-5 is way worse than it was previously with the bike lanes and left turn center lane virtually unused while the remaining car lanes now look like I-5 during rush hour. It's a complete disaster.
- Please move the parking to the uphill side of the street to avoid a door zone bike lane downhill.
- [Swap parking lane with bike lane] I would like a little buffer. Would worry about getting doored or people pulling in/out of parking.
- [Swap parking lane with bike lane] Swap these to make bike lane protected in one direction.
- Can the bike lane be swapped with the parking lane? (Fewer door zone collisions). Is this a transit route? Can travel lanes be 10'?
- Ok but consider narrower lanes so a buffer can be added. Or add 6" curbs to save space while enhancing bike safety.
- Narrower travel lanes – 10 to 10.5'
- [Circled parking and bike lane on west side] Bike lane at curb to avoid getting "doored".

Draft cross sections for University Way NE: NE 50th St to NE Ravenna Blvd

Concept 1

- Angle parking is vital to the small businesses on the upper Ave. It will be even more crucial when the University District gets up-zoned. The Mayor's proposal contemplates 20th more people and building capacity by 2035. Parallel parking cuts the capacity in half and is not as convenient. The Ave competes with University Village and Northgate, which offer free parking. Putting buses in traveled lanes is sheer folly. It will slow traffic with long back-ups whenever the bus stops. Impeding access hurts the small businesses that make the upper Ave an attractive neighborhood-oriented commercial area. The bike lanes impede loading for businesses and handicapped access. Brooklyn would be far better for bikes. Brooklyn is destined to be a green street. Into the 1930s (roughly from World War I into the Great Depression) street cars ran down the center of the Ave to Ravenna Park and then east along its south flank to NE 55th St and 30th Ave NE. The Ave abutters celebrated its removal. The space allowed angle parking. Business improved.

- Buffered bike lanes are always safer than plain lanes and therefore should be the preferred solution if there is sufficient room. We have a great opportunity on 15th Ave NE from NE 50th to Lake City Way to provide the select bike facilities. Let's not blow this choice.
- Why only one of the bike lanes is separated from travel lanes? Does not make sense.
- Do not reduce the number of car lanes anymore. The traffic is much worse than it's ever been because too many car lanes have been converted to bike and/or bus lanes and in many cases the bike lanes are virtually empty while car lane capacity is reduced by 50% which doubles the commute times, stress level and frustration.
- [Back-in angle parking and bike lane] Not acceptable to maintain.
- Excellent, fully support.
- I would like whatever design is adopted to provide the option of making University Way from 40th – 52nd a pedestrian/bike only street.
- Way too difficult to pull into or out of and see oncoming cyclists. Seems incredibly unsafe!
- Making lanes clearer will be safer and easier to drive.
- [Placed an "x" next to concept 1] Definitely remove the back-in parking, it makes biking harrowing.

Concept 2

- Add 1 foot to buffered bike lane. Look at expanding parking options on side streets! Lots of business in this stretch.
- Appropriate.
- Please remove angled parking, people hit things on the sidewalk and large trucks need loading zones.
- Do not reduce the number of car lanes anymore. The traffic is much worse than it's ever been because too many car lanes have been converted to bike and/or bus lanes and in many cases the bike lanes are virtually empty while car lane capacity is reduced by 50% which doubles the commute times, stress level and frustration.
- Please! The back-in parking and super wide street create unsafe racetrack feel, plus unpredictable driving maneuvers as people try to back in. I love the parking protected bike lanes by Cowen Park. I would feel safe riding here.
- Protection from car doors, moving vehicles is safer.
- This please and bus islands when it's feasible.
- Excellent, fully support.
- Prefer this. Less risk of being doored.
- Prefer alternative with buffered lanes in each direction (fewer door zone collisions and fewer blocked lanes).
- We would use this regularly to go to U District, YMCA, etc.
- [Placed a checkmark next to concept 2].

- [Circled concept 2]. Much safer with bike lane on curb with 3-foot buffer. Avoids getting “doored”.

Draft cross section for 35th Ave NE: NE 85th St to NE 87th St

- Road diet all of the way. More protections for cyclists and please put signs on crosswalks.
- This is what the future repaving of 35th Ave NE should look like. The number of cyclists must increase the closer to the center.
- Do not reduce the number of car lanes anymore. The traffic is much worse than it’s ever been because too many car lanes have been converted to bike and/or bus lanes and in many cases the bike lanes are virtually empty while car lane capacity is reduced by 50% which doubles the commute times, stress level and frustration.
- Excellent, fully support.
- This is good.
- Good job, consolidate parking!
- Take this concept further north on NE 35th
- Would be great if all streets were this way!

Draft cross sections for 35th Ave NE: NE 65th St to NE 85th St

Concept 1

- The bike lanes and the in-lane bus stops are a poor idea. The bike lanes impede curb loading, getting in and out of the parking lot of Safeway and the stops make passenger loading in front of the churches and synagogue difficult for the elderly, take away needed parking, greatly complicate turning movement at key intersections. The merchants strongly opposed taking so much street capacity for 2-3 of the travelers when asked during the 35th Ave planning project, the activist planners disregarded them. When Sand Point Way NE detoured traffic to 35th Ave NE, the constant column of traffic made crossing the street difficult for pedestrians. The cars were a constant procession. This change caters to a special interest not the public interest.
- Why no buffers?
- Please consider Concept 1. It makes parking more intuitive for drivers; they don’t have to watch out for passing bicyclists. Secondly, this option protects bikes from moving traffic, opening car doors and parking vehicles. The slightly narrowed vehicle lanes will match the neighborhood feel by reducing speeds.
- Protected bike lanes needed.
- No more door zone bike lanes! They are unsafe and uncomfortable.
- Do not reduce the number of car lanes anymore. The traffic is much worse than it’s ever been because too many car lanes have been converted to bike and/or bus lanes and in many cases the bike lanes are virtually empty while car lane capacity is reduced by 50% which doubles the commute times, stress level and frustration.
- This does not seem to be all ages and abilities. Unprotected arterial bike lanes would not help middle schoolers safely bike to Eckstein for example.

- Especially bad during commute hours. Left turn off of 65th onto northbound 35th Ave NE. Need turn lane on 65th for this. Also bad is the left turn from northbound 35th Ave NE onto westbound NE 75th St. This is compounded by a bus stop on northbound 35th south of intersection.
- Concept 1 is better since the bike lane is buffered and doorings are less likely. Additionally, the narrower lanes should have a traffic calming effect.
- Protected bike lane in one direction is better than no buffer.
- With a protected bike lane, my family would be much more likely to frequent businesses on 35th!
- I think concept 1 is safer for bikes and makes parking clearer.
- [Placed checkmark next to concept 1].
- Yay protected bike lanes. Visibility at 55th and 35th is a big problem.
- [Circled concept 1]. 10' travel lanes.
- [Circled concept 1]. Much safer to have bike lane on curb, 3-foot buffer would be best.

Concept 2

- Why no buffers?
- Do not reduce the number of car lanes anymore. The traffic is much worse than it's ever been because too many car lanes have been converted to bike and/or bus lanes and in many cases the bike lanes are virtually empty while car lane capacity is reduced by 50% which doubles the commute times, stress level and frustration.
- Paint only bike lanes feel scarier to me than just taking the lane to be honest. The painted stripe implies that you are in your own lane so drivers do not slow/give extra space when passing, as if the paint offers protection.
- [Placed an "x" next to concept 2].
- Non-protected bike lanes are not safe. Please design safe turns at 65th and 55th.

Draft cross section for NE 45th PL / 35th Ave NE: NE 45th St to NE 65th St

- Wait, this is worse than the top two.
- Sharrows are not a safe bike facility on 35th. Less familiar with 2-5 inches but probably would work better.
- This area is residential with tons of parking. Please remove parking and add bike lanes on both sides.
- Excellent. A bike lane will enable connectivity to the Burke. It's currently a challenging ride uphill without a bike lane.
- Do not reduce the number of car lanes anymore. The traffic is much worse than it's ever been because too many car lanes have been converted to bike and/or bus lanes and in many cases the bike lanes are virtually empty while car lane capacity is reduced by 50% which doubles the commute times, stress level and frustration.

- My guess is many people on this stretch already park around the corner, between high collision rate and ready to move cars daily. Removing parking for a more protected lane setup may be more possible and less aggressive than it seems. This is the least step up to my neighborhood to Bryant. I have led bike training to Bryant and we need to ride the sidewalk here. This design will not change that.
- Downhill lane should be narrower to discourage speeding. Maybe make uphill lane 10' and downhill 9'?
- Please remove parking to allow two protected bike lanes or explore traffic calming options (speed humps and/or raised intersections).
- This is not all ages and abilities. Focus on connecting via 68th greenway to greenways on 39th Ave and 27th Ave to connect to Burke Gilman Trail.
- This is not useful. Can the parking be eliminated? There is ample off-street parking for businesses.
- There is a spot of really bad sidewalk on 35th just south of 55th (east side) because of tree roots.
- Anyway the lanes can be clearer, the parking limited, so the busses have room to travel is better. Looks like this will help.
- Note on graphics – make the scale consistent!
- Move parking to the side of the street without bike lane. There are no west side driveways. Visibility for east side driveways is a big issue.
- I think this would make biking considerably less safe. Parking is sparse enough at off hours that visibility is okay for cyclists taking the lane and cars can pass. At peak hours' bikes have a ton of visibility because of no parking. Reduce the speed limit, but don't move the parking to just one side. [All driveways should be on the east and no driveways on the west].
- Move bike lane to curb – very narrow. Sharrow not great, but downhill better than uphill.

General Comments

- Please keep us informed as design progresses.
- It is inconceivable that you would reduce accommodations for cyclists as you move towards the City core, and into denser neighborhoods! Two block of protected bike lanes at the far end of a busy arterial is not an improvement, it's window dressing.
- Thank you for adding bike lanes on the road. There are many people on bikes using 35th Ave NE currently. Speeds often in excess of the posted limit and lane changes and the need to weave between parked cars to avoid cars who are aggressive makes driving on this road unpleasant and dangerous. Wedgwood is bisected by 35th – please make it neighborhood scale as you repair.
- Thank you for sharing your designs so early in the process.
- We live at 38th Ave and 55th St. We cross 35th Ave six times a day to Bryan Elementary and preschool, plus library trips, soccer at Eckstein, etc. It is difficult to cross safely and we see many near misses at intersections (53rd, 65th and 75th). I'd love to see improvements in intersections to make crossing safer, turning less aggressive (dedicated pockets/signals?). Thank you for

including these drafts in your repaving proposal! While there are still tweaks to be made, I am so thrilled to see safer streets on the way in my neighborhood as part of the standard design process.

- I live in the area and use these streets repeatedly. Some bike lanes were added on Roosevelt and 75th traffic has become much worse. Pollution has become much worse. Businesses have been hurt by their parking taken away. I am against any more bike lanes!!! There are north to south streets they can use where traffic is less if they don't want to ride with traffic. Living on 35th, traffic already congested and any bike lanes will make this worse, not better, will make the roads more dangerous, not safer and will severely impact businesses in a negative way. Our parking is also already severely impacted and these changes will only make it worse!! You are giving a few, while taking away from many!
- This is wrong headed. There is not anywhere near enough bicycle traffic to warrant these expenditures. It ruins already scarce parking and needed traffic lanes for a tiny percent of users. Most people will never bike anywhere. Any impact on pollution is not even registerable. Bicycles and bus exhaust increasing health care costs. Bicycles are inherently dangerous lanes or no, they typically ignore traffic signs and are harder than motorcycles to see. This is human nature and this will NOT change it. The idea that this is green or ecofriendly simply does not pencil out (I am LEED certified). Bicyclists and special interests over populate these hearings and thus do not represent the majority of residents. The businesses on Roosevelt are paying over taxes by loss of business. I know this is a wasted effort on my part. Stop this misguided crap PLEASE.
- Completely against designated bike lanes. Cars and businesses pay taxes to use these roads and parking as do homeowners. Bicyclists pay NOTHING! Plus, Roosevelt Way is already a designated North/South bike lane. If the few bicyclists who want to ride don't want to pay their fare dues and don't want to ride with cars, they should use Roosevelt! 200% against all of these options. They hurt homeowners, hurt local businesses and cost the tax payers TOO MUCH. These lanes support a small minority, not the majority. DO NOT ADD MORE BIKE LANES.
- I really love Dexter/Roosevelt-style bus islands. More of that please!
- Please consider adding cross beacons at 15th Ave NE around 62nd, 63rd or 64th. I often need to cross as a pedestrian east/west and it's very unsafe. Please consider timing the lights on 15th from 40th all the way to Lake City Way. I often go a block, then get a red light, go a block, get a red light.
- University Ave and 15th between NE 60th and Ravenna has heavy pedestrian traffic. Please install improved crosswalks w/RRFBs. How are people biking supposed to get to Roosevelt Station from the south? There are greenways planned for NE 60th and NE 80th to go with the greenway at NE 68th. Make intersection improvements there. Take the opportunity to redesign intersection of 15th Ave NE and NE 65th St which is a disaster.
- If parking is lost, you can always consider increasing capacity on side streets (perpendicular, both sides, etc.)
- I live at 35th and 50th. Please add crosswalks at 35th, 50th and 35th at cemetery entrance.

- Slower speeds and narrower travel lanes to facilitate safer crossings and more bike lanes for families. Thank you!!!
- 65th Ave NE needs bike lanes from at least 40th NE to the light rail station. Walked here and biker was forced onto already narrow sidewalk between 25th and 20th NE. Traffic travels too fast, can't safely cross on foot or by bike. Right side cowboys moved from 75th to 65th.

Percentage of neighbors who live, work, and/or travel in the project area

- Of those who filled out a comment form, 67% travel in the project area, 50% live in the project area and 22% work in the project area.

Appendix B: Verbal Comments

Draft cross sections for 15th Ave NE: NE 62nd St to Lake City Way

Concept 1

- Stronger preference for Concept 1 because of the buffered bike lane in both directions.

Concept 2

- Why was a buffer not proposed in this concept?

Draft cross section for 15th Ave NE: NE 55th St to Cowen Pl NE

- No specific comments

Draft cross sections for University Way NE: NE 50th St to NE Ravenna Blvd

Concept 1

- Concept 1 is not an improvement over the existing downhill sharrow.

Concept 2

- Stronger preference for Concept 2 because there are buffers for the bike lane and parallel parking.
- Doesn't matter where the bike lane is located, so long as there is a buffer.

Draft cross section for 35th Ave NE: NE 85th St to NE 87th St

- Prefer the bike lane between parked cars and the curb.
- There are several driveways along the corridor that make visibility a challenge when vehicles exit driveways.

Draft cross sections for 35th Ave NE: NE 65th St to NE 85th St

Concept 1

- Stronger preference for Concept 1 versus Concept 2.

- Prefer the bike lane between parked cars and the curb.
- There are several driveways along the corridor that make visibility a challenge when vehicles exit driveways.
- Transit stops on 35th Ave NE at NE 65th St and NE 75th St are too close to the intersections, causing a road block in the left turn lane, eastbound to northbound, because the bus does not pull all the way out of the lane.

Concept 2

- Prefer the bike lane between parked cars and the curb.
- There are several driveways along the corridor that make visibility a challenge when vehicles exit driveways.
- Transit stops on 35th Ave NE at NE 65th St and NE 75th St are too close to the intersections, causing a road block in the left turn

Draft cross section for NE 45th PL / 35th Ave NE: NE 45th St to NE 65th St

- Concerns that the proposed cross section is not or not enough of an improvement for cyclists.
- Suggestions to remove both sides of parking to accommodate a bike lane in both directions.
- Suggestions to invest in a parallel greenway route on 36th Ave NE because many people bike on 36th Ave NE. The existing greenway on 39th Ave NE is too far east and the downhill has a steep slope.
- Important bicycle connection due to the cemetery and the greenway on 39th Ave NE.
- Requests for traffic calming in this area and safety improvements for all users- particularly on the southern end where speeds are high (sightline improvements, curb bulbs, improved pedestrian crossings, etc.)
- Prefer bike lanes between parked cars and the curb.
- There are several driveways along the corridor that make visibility a challenge when vehicles exit driveways.
- In-lane sharrows are not worth creating.

General

- Majority provided support for proposed cross-sections and corresponding improvements for bicyclists and pedestrians.
- Positive feedback related to:
 - Safety improvements in the area
 - Expanded bike facilities in the City
 - Appreciation for speaking with the community early in the design process
- Many attendees lived on the corridor or near the project area.
- Many attendees were people who bike.
- Heard from several attendees who disliked proposed cross-sections.
- Concerns about parking loss on 15th Ave NE and the impact to park closely to destination.

- Support for removal of peak hour lanes and parking consolidation on 15th Ave NE.
 - Concerns about parking moving onto local/residential streets if parking on 15th Ave NE is consolidated.
- Opposition to bollards for the bike lane buffer due to maintenance and frequency of vehicles hitting bollards. Preference would be curb, planters, or painted buffer.
- General support for peak hour parking restriction removals and parking consolidation on 35th Ave NE.
- Concerns about visibility on one side of parking, driveways, and people biking on 35th Ave NE.
- Will SDOT consider returning some streets with cobblestones/bricks to that condition as a means of traffic calming and place-making? For example, on University Way NE near NE 52nd St.
- General questions about why the selected corridors are being paved when other streets are in worse shape.
- Requests to study east/west intersections and consider changes in operation due to long wait times at signals
- If you can't install a buffer next to the bike lanes, don't change anything.

Appendix C: Open House Materials

Display boards:

WELCOME

Open House 5:30-7:30 PM

2018 Arterial Paving

Banner Way / 75th Ave NE

www.seattle.gov/transportation/paving.htm

POTENTIAL PROJECT FEATURES

Pave the Street



Make base repairs as needed. Apply new asphalt or concrete.

Update Street Design



Consult community members, and our pedestrian, transit, freight, and bicycle master plans. Assess design to safely and efficiently move people and goods.

Stripe Lanes



Apply new and visible lane markings.

Ensure Proper Drainage



Upgrade stormwater drains to keep water from pooling.

Upgrade Curb Ramps



Meet Americans with Disability Act standards, improving access to sidewalks for everyone.

Other Project Elements Could Include:

- Sidewalks
- Signals
- Utilities
- Landscaping
- Lighting
- And More

www.seattle.gov/transportation/paving.htm

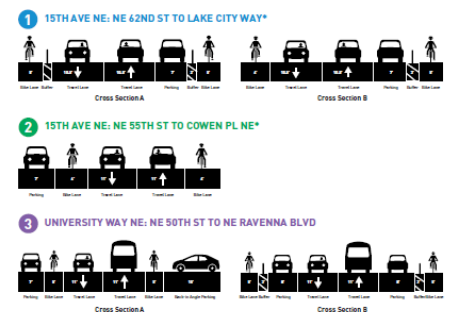
PAVEMENT CONDITION AND DATA



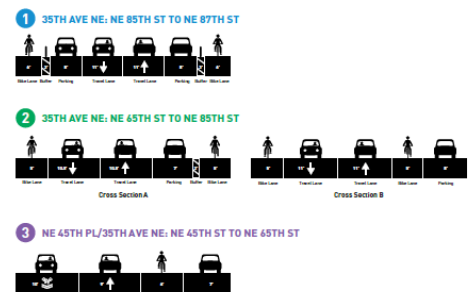
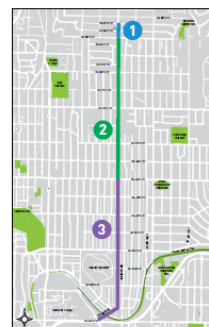
1	15TH AVE NE No parking: 7-9 AM (SS), 4-6 PM (NB)* Avg traffic volume: 7,000/day Avg traffic speed: 28 mph* Bike Plan recommendation: Bike lanes Transit: R1, 71, 73, 83 Collisions (5 years): 185 Fatalities: 2
2	UNIVERSITY WAY NE Avg traffic volume: 4,000/day Avg traffic speed: 29 mph* Bike Plan recommendation: Bike lanes Transit: R1, 65, 71, 73, 83 Collisions (5 years): 70 Fatalities (5 years): 0
3	35TH AVE NE (NORTH SEGMENT) No parking: 7-9 AM (SS), 4-6 PM (NB)* Avg traffic volume: 12,500/day Avg traffic speed: 32 mph* Bike Plan recommendation: Protected bike lanes Transit: R1, 64, 65 Collisions (5 years): 113 Fatalities (5 years): 0
4	35TH AVE NE (SOUTH SEGMENT) No parking: 7-9 AM (SS), 4-6 PM (NB)* Avg traffic volume: 8,500/day Avg traffic speed: 32 mph* Bike Plan recommendation: Bike lanes Transit: NA Collisions (5 years): 44 Fatalities (5 years): 0

*NB - Northbound, SB - Southbound *Speed of 85% of vehicles

DRAFT CROSS SECTIONS: 15TH AVE NE, UNIVERSITY WAY NE



DRAFT CROSS SECTIONS: 35TH AVE NE, NE 45TH PL



Project fact sheet:



2018 PAVING PROJECTS NORTHEAST SEATTLE

FACT SHEET | October 2016

PROJECT DESCRIPTION

The Seattle Department of Transportation (SDOT) is planning to repave several arterial streets in your neighborhood in 2018 with funding provided by the voter-approved Levy to Move Seattle. We have just begun the design for six large paving projects scheduled for construction in 2018.

Paving provides an opportunity to implement other changes on these streets to improve safety and mobility for people and goods in a growing Seattle.

PROPOSED PROJECT LOCATIONS

- **15th Ave NE** - Lake City Way NE to NE 55th St
- **Cowen Pl NE** - 15th Ave NE to NE Ravenna Blvd
- **University Way NE** - NE Ravenna Blvd to NE 50th St
- **35th Ave NE** - NE 87th to NE 65th St, and NE 55th St to NE 47th St
- **NE 45th Pl** - NE 47th St to NE 45th St

PROJECT BACKGROUND

Arterial streets are primary routes for moving people and goods through the city, connecting neighborhoods and business districts to one another and to the regional transportation network. Each year, Seattle repaves several arterial streets in poor condition to make them safer and more comfortable and to extend their useful life.

Paving projects are prioritized based on pavement condition, traffic volume, geographic equity throughout the city, cost, and opportunities for grants or coordination with other projects in the area.

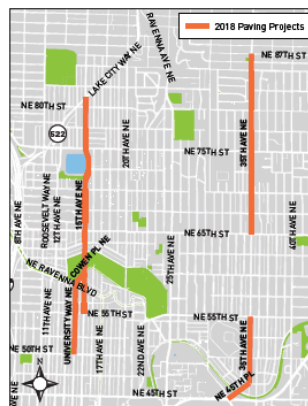
GET INVOLVED

We want to hear from you – the people who use these streets every day:

- What you like and what you would change about how the streets operate
- Business loading and access needs
- Locations where there are missing/broken/worn infrastructure other than paving
- Opportunities for landscaping, walking and biking improvements

By talking with community members and gathering feedback during this early planning phase, we aim to create a project that addresses more comprehensive needs beyond paving and brings us closer to meeting our mobility plans for Seattle.

PROJECT MAP



For translation services, please call (206) 684-5189

PROJECT INFORMATION & CONTACT

www.seattle.gov/transportation/paving.htm
Dawn Schellenberg | Communications Lead
(206) 684-5189 | dawn.schellenberg@seattle.gov



Let's Move Seattle fact sheet:

The Levy to

MOVE SEATTLE



Approved by voters in 2015, the 9-year, \$930 million Levy to Move Seattle provides funding to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city.

OVER NINE YEARS, WE WILL –

Improve safety

- Complete 9 - 12 Safe Routes to School projects each year
- Design and build safer streets on at least 12 high-crash corridors
- Construct 250 blocks of new sidewalk in high-priority neighborhoods

Save costs by maintaining our infrastructure

- Seismically reinforce 16 bridges
- Repair 225 blocks of sidewalk
- Repave 180 lane-miles of our busiest streets

Relieve congestion with reliable and affordable travel options

- Build 7 new transit corridors with RapidRide levels of investments
- Make it easier to access our growing light rail network at 3 stations
- Build approximately 50 miles of protected bike lanes and 40 miles of neighborhood greenways



– MOVE SEATTLE FORWARD.








INFORMATION & CONTACT
www.seattle.gov/LevytoMoveSeattle
 Elliot Heimbrecht, Levy Outreach & Accessibility Manager
elliott.heimbrecht@seattle.gov or (206) 415-1235

CATEGORY	LEVY INVESTMENT
 Safe Routes Provide safe and accessible routes connecting schools, transit hubs, and other destinations	\$207M
Vision Zero – Implement program to eliminate serious and fatal crashes	\$71M
• Safety Corridors. Complete 12 – 15 corridor safety projects, improving safety for all travelers on our highest-crash streets	\$23M
• Safe Routes to School. Complete 9 – 12 Safe Routes to School projects each year along with safety education, improving walking and biking safety at every public school in Seattle. Complete projects within the first three years of the Levy in walk zones of the following elementary schools that have high levels of poverty: Bailey Gatzert, Martin Luther King, Jr., West Seattle, Dunlap, Dearborn Park, Wing Luke, Northgate, Van Asselt, Emerson, Concord, Rainier View, Roshill	\$7M
• Signs and Markings. Increase crosswalk repainting frequency to a four-year or better cycle to ensure every crosswalk is clearly marked	\$4M
• Transportation Operations. Maintain and improve the City's system of traffic signals, signs and markings	\$37M
Pedestrian and Bicycle Safety – protect our most vulnerable travelers – people walking and biking	\$110M
• Bicycle Safety. Build approximately 50 miles of new protected bike lanes and 40 miles of greenways, completing over half of the Bicycle Master Plan citywide network. Of the funds identified in this element, \$2M will be reserved for implementing bicycle improvements as part of the Accessible Mount Baker project.	\$65M
• Pedestrian Safety. Repair up to 225 blocks of damaged sidewalks in our urban centers and villages	\$15M
• Pedestrian Safety. Make curb ramp and crossing improvements at up to 750 intersections citywide	\$30M
Neighborhood projects	\$26M
• Neighborhood Projects. Complete 20-35 neighborhood priority projects to improve safety, mobility and access and quality of life in those neighborhoods	\$26M
 Maintenance and Repair Reduce the backlog of maintenance and repair work along major arterials and Seattle's busiest streets	\$420M
Maintain streets	\$250M
• Arterial Roadway Maintenance. Repave up to 180 lane-miles of arterial streets, maintaining and modernizing 95% of Seattle's busiest streets carrying the most people and goods (also funded through the 7 enhanced transit corridors, below)	\$235M
• Paving Spot Improvements. Repave 45 targeted locations every year, totaling about 70 lane-miles of arterial street, with a repair and maintenance program run by City crews	\$15M

Bridges and Structures – keep our bridges safe	\$140M
• Bridge and Structures Maintenance. Eliminate the backlog of needed bridge spot repairs	\$25M
• Bridge Seismic Improvements. Seismically reinforce 16 vulnerable bridges	\$68M
• Bridge Replacement. Replace Seattle's last timber vehicle bridge (on Fairview Avenue)	\$27M
• Bridge Replacement. Plan and design high priority bridge replacements to begin construction after 2024. Of the funds identified in this element, up to \$10M of total funding (local, levy, leverage) may be used for implementing near-term pedestrian and bicycle safety projects on bridges being studied for replacement (in addition to funding provided for pedestrian and bicycle safety projects in other elements).	\$15M
• Bridge and Structures Maintenance. Other bridge safety investments including stairway and structure repair and rehabilitation	\$5M
Urban forest and drainage	\$30M
• Tree Trimming. Add a new tree crew focused on quick response to critical pruning needs (such as clearances for people biking and walking, and at transit stops) and on ensuring clear sightlines to traffic signals and signs	\$20M
• Tree Planting. Replace every tree removed due to disease or safety with two new trees	\$10M
• Drainage Partnership. Partner with Seattle Public Utilities to pave streets, provide new pedestrian infrastructure and crossings, and address drainage issues in flood-prone South Park neighborhood	\$10M
 Congestion Relief Enhance transportation choices throughout the network	\$303M
Corridor Mobility Improvements – modernize streets	\$169M
• Multimodal Improvements. Complete 7 transit plus multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit; complete the Burke Gilman Trail missing link, Fauntleroy Way Southwest Boulevard projects, develop plans and complete improvements to enhance the NE 45th St Corridor for pedestrians and cyclists between 4th Ave NE and Brooklyn Ave NE by the time University Light Rail opens in 2021, and plan corridor improvements for Aurora Ave N.	\$104M
• Traffic Signal Timing Improvements. Optimize traffic signal timing on 5 corridors throughout the city each year to improve traffic flow and serve people in cars and trucks, on bicycles, transit, and foot	\$13M
• Intelligent Transportation System Improvements. Implement Next Generation ITS Improvements to help all travelers move more reliably around the city and provide improved information for travelers	\$17M
• Transit Corridor Improvements. Make bus service more reliable through a comprehensive transit improvement program to eliminate bottlenecks in key locations and contribute to the transit improvements on 7 transit plus corridors including planning for access and egress improvements to the West Seattle peninsula	\$35M

Light Rail Partnership Improvements – improve connections to light rail	\$27M
• Light Rail Connections. Provide City funding contribution for a new Link Light rail station at Graham Street in southeast Seattle	\$10M
• Northgate Bridge. Provide additional City funding for a pedestrian and bicycle bridge over I-5 connecting to light rail in Northgate	\$15M
• Light Rail Connections. Implement early portions of the accessible Mt. Baker project	\$2M
Pedestrian and Bicycle Improvements – make it easier to walk and bike. Of the funds identified in this element, \$2M will be reserved for implementing pedestrian improvements as part of the Accessible Mount Baker project.	\$68M
• New Sidewalks. Build 150 new blocks of sidewalks, filling in more than 75% of the sidewalk gaps on priority transit corridors citywide with an emphasis on creating accessible routes for those with disabilities and for the elderly	\$61M
• Bicycle and Walking Facilities. Make residential streets without sidewalks safer and more comfortable for walking, including through partnership with Seattle Public Utilities in the flood-prone Broadview neighborhood	\$7M
• Bicycle and Walking Facilities. Install 1,500 new bicycle parking spots citywide and maintain existing bike facilities	\$7M
• Bicycle and Walking Facilities. Other biking and walking investments	\$7M
Freight Mobility Improvements – freight and delivery	\$39M
• Partnership Improvements. Provide local money to design and build the Lander Street Overpass	\$20M
• Heavy Haul Network. Build the East Marginal Way corridor, a key route in Seattle's Heavy Haul Network	\$5M
• Spot Improvements. Fund a targeted spot improvement program to help freight movement	\$14M
Grand Total (All Categories)	\$930M

Learn more at www.seattle.gov/LevytoMoveSeattle

QUESTIONS? Contact Elliot Heimbrecht at elliott.heimbrecht@seattle.gov or (206) 415-1235

Appendix D: Notifications

Mailer and mailing area:

PS&T STD
US Postage
PAID
Seattle, WA
Permit No. 2871

QUESTIONS OR COMMENTS? CONTACT US
Paving
 Dawn.Schellenberg@seattle.gov
 (206) 684-5189
www.seattle.gov/transportation/paving.htm

Banner Way NE
 James.Le@seattle.gov
 (206) 684-3174
www.seattle.gov/transportation/bannerwayne.htm

neighborhood's needs.
 Learn what we've heard, what traffic data is showing, and give feedback about how we might make changes to these streets to better serve your neighborhood's needs.

Join us on October 17 to talk about paving and safety in your neighborhood

We're repaving segments of 35th Ave NE, 15th Ave NE, Cowen Pl NE, and University Way NE in 2018. We're also continuing work to improve safety on Banner Way NE and NE 75th St.

The meeting is accessible for people using wheelchairs and other mobility devices. It's near bus routes 62, 64, 67, 71, 73, 76, 83, and 873, and on-street parking is available.

2018 NORTHEAST SEATTLE PAVING PROJECTS & BANNER WAY NE/NE 75TH ST SAFETY PROJECT

OPEN HOUSE
 Monday, October 17, 5:30 - 7:30 PM
 Roosevelt High School cafeteria
 1410 NE 64th St

PAVING PROGRAM

- Arterial streets are primary routes for moving people and goods through the city. They connect neighborhoods and business districts to one another and to the regional transportation network.
- Each year, Seattle repaves a set of arterial streets to make them safer and more comfortable and to extend their useful life.
- Paving provides an opportunity to implement other changes on these street to improve safety and move people and goods more efficiently in a growing Seattle.
- Paving projects can also include better street crossings, curb ramp upgrades, and improved access for people biking and taking transit.

2018 locations

- 15th Ave NE - Lake City Way NE to NE 55th St
- Cowen Pl NE - 15th Ave NE to NE Ravenna Blvd
- University Way NE - NE Ravenna Blvd to NE 50th St
- 35th Ave NE - NE 87th to NE 45th St, and NE 55th St to NE 47th St
- NE 45th Pl - NE 47th St to NE 45th St

What about 2017?
 While this open house focuses on 2018 projects, our 2017 projects are already in design. This includes 25th Ave NE from Montlake Blvd NE to NE 45th St. For more information on the project, contact Adonis Ducksworth at Adonis.Ducksworth@seattle.gov, or (206) 684-4193.

BANNER WAY NE & NE 75TH ST SAFETY PROJECT
 This project brings new safety measures such as: signage improvements, arterial traffic calming, street design changes, traffic signal modifications, pavement repair, and safety enhancements for people walking and biking. Come learn more about a new street design that builds off of input received at earlier community engagement.

This project is funded by the 9-year Levy to Move Seattle, approved by voters in 2015. Learn more about the levy at www.seattle.gov/levy/levy4moveSeattle.

