

MELROSE PROMENADE

February 2022

FREQUENTLY ASKED QUESTIONS

Project background

The Melrose Promenade creates a safer, more inviting street for everyone and improves a key walking and biking connection in our citywide network. The construction of I-5 created a barrier between Capitol Hill and downtown that project neighbors have envisioned reconnecting through the “Melrose Promenade.” Right now, the streets can be difficult to cross, there are collision patterns causing injuries, some sidewalks and pavement are damaged, and drivers are exceeding the speed limit. This project is a foundational step toward the community’s “Melrose Promenade” vision.

Why does the project include a protected bike lane instead of a neighborhood greenway?

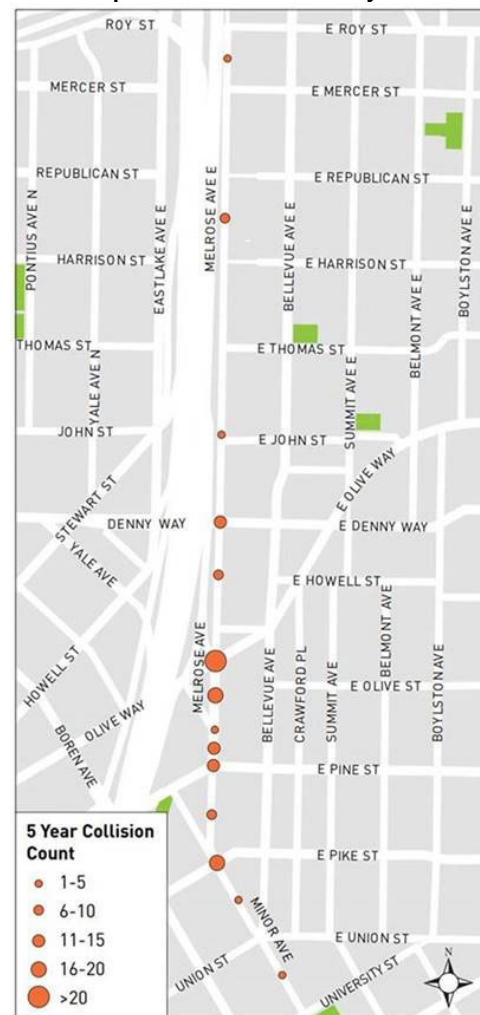
The protected bike lane was chosen for two main reasons: **traffic volume** and **collision history**.

- **Traffic Volume:** Traffic volumes on Melrose Ave exceed the Average Daily Traffic (ADT) volumes appropriate for a neighborhood greenway. Typically, streets with vehicle volumes over 1,200 ADT are considered high for a neighborhood greenway and are more suited for a protected bike lane.
- **Collision History:** Between 2013 and 2018, there were a total of 141 reported collisions on Melrose Ave between E Roy St and University St. All but 1 of the *serious injury* collisions involved someone walking or biking between E Denny Way and E Pike St.

Traffic Volume Map



Total Reported Collisions by Location



LEARN MORE

www.seattle.gov/transportation/melrose
MelrosePromenade@seattle.gov or 206-529-4295



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How is the City addressing impacts from parking removal?

We heard that maintaining on-street parking is important to some residents in the Melrose Promenade project area. 16 legal parallel parking spaces on the west side of Melrose Ave E north of E Denny Way will be converted to 20 parking spots with 13 angled spaces and 7 parallel spaces. Converting some parking spaces to angled parking allows us to increase parking capacity within the existing footprint. These parking spaces will also be converted to Restricted Parking Zone 32 (RPZ32) that restricts parking between 8 AM – 8 PM, Monday – Saturday to 2-hour parking except for RPZ32 permit holders. Learn more about RPZ 32 and other RPZs [here](#).

The existing load zones will be preserved on the E Denny Way to E Olive Way block with a 2-vehicle loading zone at the end of Melrose Ave and E Denny Way based on input received from neighbors. While we do our best to relocate the parking and load zones that are displaced as a result of right-of-way needs, we have to make tough decisions about the best use of the limited right-of-way space. In this project area, our priority is providing a safer bike connection.

How is the City addressing encampments in the project area?

We understand the urgency to provide additional shelter spaces for those experiencing homelessness citywide, especially during the COVID-19 pandemic. The City and the [HOPE Team](#) are working to implement plans to move more people indoors as more than 700 new shelter spaces became available in 2021. In 2021, the HOPE Team referred over 1,000 people experiencing homelessness to shelter, including tiny homes and hotel-based enhanced shelters.

People can report encampments to the City through the Find It, Fix It app, the Customer Service Bureau at 206-684-2489 or www.seattle.gov/customer-service-bureau. Reporting that way helps ensure the site makes it onto our consolidated list for planning and outreach purposes.

How are you addressing excess trash along Melrose Ave E?

Both SDOT and our City department partners continue encampment litter and debris mitigation routes throughout the City. The recent Clean City Initiative invests \$3 million into new and existing programs to clean up litter and garbage across the city, which has expanded the number and frequency of trash mitigation routes. More information can be found here: www.seattle.gov/parks/about-us/special-initiatives-and-programs/clean-city-initiative.

How are you addressing safety at the intersection of E Olive Way, Melrose Ave, and the I-5 on-ramp?

Several project elements are intended to improve safety at this intersection. We are simplifying the pedestrian crossing on the west side of the street by adding two marked crosswalks with a curb bulb in the middle. The crosswalks are straightened and the curb bulb in the center provides a safe place for pedestrians to pause, if needed, before continuing to cross the intersection. The curb bulbs near the I-5 on-ramp will also create a sharper corner for people driving as they enter the on-ramp, requiring them to slow down as they enter the on-ramp. We are also adding new curb bulbs throughout the intersection and re-painting the crosswalks. We expect that these changes will help simplify the intersection, make it more intuitive for people, and improve safety. We will continue to monitor these improvements after the project is complete and determine if additional signage or changes are needed to further improve safety.

How are you communicating and interacting with residents?

In 2018 and early 2019, we sent out notification mailers, held an open house with an online survey, met with project neighbors, and conducted door-to-door outreach to collect input on early design concepts. In late 2021 and early 2022, we've met with nearby businesses and shared updates about construction with project neighbors. We will send weekly emails once construction begins with the latest information on what you can expect. Sign up for project email updates [here](#).

Visit the project webpage to view past outreach materials and summaries:

www.seattle.gov/transportation/melrose.

How long will project construction take and what should neighbors expect?

Construction is expected to begin in February 2022 and continue into fall 2022. Typical construction hours are weekdays from 7 AM - 5 PM, with occasional nighttime and weekend work. We are restricting weekend construction between E Pike St and E Pine St to minimize impacts to the business and retail district.

During construction, people can expect:

- Temporary lane and street closures for people driving. Detours will be provided and signed.
- Temporary sidewalk and crossing closures for people walking and rolling. Detours will be provided and signed.
- Disruptions to on-street parking
- Noise, dust, and vibrations during work hours
- Construction equipment staged in the work area
- Pedestrian access to businesses and residences maintained at all times