

15th Ave NE Paving Project Online presentation Q&A

We hosted an online preconstruction drop-in session on July 29, 2020 from 5:30 to 7 PM. At the event, we shared information about the project, the schedule, and the impacts of construction. There were 38 participants in attendance, and most participated in the ~45-minute Q&A portion. The questions and answers below include all the feedback received.

Q: Who is funding this project?

A: This project is part of SDOT's Arterial, Asphalt and Concrete (AAC) Paving Program. Design and construction of our paving projects, as well as the safety and mobility improvements shown, are funded by the Levy to Move Seattle, approved by Seattle voters in November 2015.

Q: Will you be zoning any areas to help with residential parking? With the Roosevelt light rail coming, we're concerned about being able to park in our neighborhood.

A: Due to COVID-19, there's a lot of uncertainty in planning right now. That said, there's a possibility we'll conduct a parking study in the fall, which may consider putting Restricted Parking Zones (RPZ) on 69th and/or 68th, however; there are also other options on the table. In addition to local resident needs, it's also important to consider the needs of the whole neighborhood, like the school and businesses.

Other options we may consider include:

- Time limited parking (2-hr or 4-hr) without an RPZ exemption, or leaving it unrestricted
- Letting teachers at Roosevelt High School apply for RPZ permits
- Make it a hybrid, as in, make an RPZ for one part of the block, and time limits for other part

Q: Why are you removing parking on 1 side of the street? What are you doing to mitigate this loss?

A: Parking is being removed one side to facilitate the inclusion of protected bike lanes. We are only removing parking on one side of the street and to mitigate this loss we are removing peak-hour parking restrictions where parking will remain. This parking will be available 24 hours a day, 7 days a week.

In addition to this, before construction begins, we'll have a contractor remove all Peak Restriction Parking signs on both the west and east side of 15th Ave NE between NE 55th St and Lake City Way except:

- East side of 15th Ave NE between NE 63rd St and NE 65th St
- West side of 15th Ave NE between NE 65th St and NE 66th St
- E side of 15th Ave NE between NE 73rd St and NE 75th St

- W side of 15th Ave NE between NE 75th St and NE 76th St
- E side of 15th Ave NE between NE 77th St and NE 80th St
- W Side of 15th Ave NE between Lake City Way NE and NE 80th St

Please note that this parking will only be available when the contractor is not actively working in the area. On days when work is taking place, there will be No Park signs indicating restrictions.

Q: Who is funding the water main work? Is that SPU or SDOT?

A: SPU is funding the water main work and the new water service connections to houses. This will be funded with water repair funds, not SDOT funds.

Q: What changes in design were made in response to 2019 community concerns and feedback about increased traffic congestions?

A: One change we made came from hearing concerns about protected bike lanes and wanting to maintain those through the intersections. We also heard several comments about wanting to, maintain traffic flow, especially at some of the major intersections, like 65th, 75th and 80th. And so, working with our consultant, we did some traffic modeling analysis at the intersections to produce a balanced solution that worked for both the bicyclists and the people traveling in cars along the corridor. Our channelization plan has some left turn pockets on those major intersections along with green arrows for people turning at 75th and 80th. This is called a protected phase. This will allow people driving to make their turns safely before the light becomes a flashing yellow arrow, where people driving will need to yield to oncoming traffic.

We also got some comments about trying to maintain some of the parking for some of the businesses that are around on 15th Ave NE, around NE 80th St. And so, we did modify some of the channelization and striping to try and maintain some more loading zones and parking for some of the business customers.

We heard some concerns about trying to maintain some loading zones for some businesses that are near the new apartments going up between 65th and 68th.

We also heard concerns from the school about the school loading zone on 15th Ave NE not being in the most ideal location. And so, we worked with the school and came up with a new location for the school bus loadings. We moved it onto NE 68th St. It's a more level surface that'll help the students that have mobility challenges coming to and from the buses that they take to school. And by making those changes, we're able to add some load zones along 15th Ave NE between 65th and 67th and add some parking on the east side of the street too as well.

Q: Will there be any curb bulbs as part of this project?

A: There are two curb bulbs, one of them on NE 68th St. There's a very wide or large radius curve there. And so, we did lightly bulb that out to the street to channel traffic better and improve safety for pedestrians. I believe we did a bulb using striping at 66th St NE.

Q: Why are bike lanes unprotected at NE 65th Street and NE 75th?

A: We had several different options to be explored during design of the project. At NE 65th St and NE 75th St, one of the options did maintain the protection all the way through the intersections and maintain a buffer in order to do that. This configuration didn't allow us to provide any dedicated left turn lane to those two intersections.

The traffic modeling that we did showed that this would cause severe backups at some of the intersections of several hundred feet during peak hours. And so, we decided to see if there's a way we could add left turn pockets to help improve some of the traffic delays there. And we're able to do that. But only by dropping the protected buffer for the bike lanes at those two intersections. Ultimately it was a tradeoff between safety and maintaining traffic flow.

Q: Are there any changes to Metro bus stops?

A: The biggest change to King County Metro (KCM) bus stops is not really directly related to our project, but it has more to do with the light rail station opening at Roosevelt next year. KCM's involved right now in a process to revise several bus routes that travel through the area and along 15th Ave NE. These changes are not final at this time, but you could probably find more information about those on KCM's Web site. Because this information is not final from KCM, we didn't make any changes to the bus stops.

Q: I'm curious how the improvements at 15th Ave NE and around Roosevelt High School are responding to the new apartment buildings going up around 65th and 15th? Some of them have driveways that may spill onto the bike lanes. How will the project make sure those interactions are safe?

A: We have met with the developers that are building some of those apartments along 15th Ave NE. In the initial stages, we talked to them about their designs and their concerns. Currently, we think design will work well. We understand that bikes will be going past their apartment and they will have entrances there. But that will be on the east side where bicyclists will be going uphill and slower. I think we'd be more concerned if they were coming down the west side where people will have more momentum, more speed. And that's one of the reasons, like Brian mentioned, we moved the bus loading zone in conjunction with community requests off of 15th Ave NE and onto NE 68th St. We understand that there are a lot more people coming to those apartments. We have set aside a space for a loading on NE 66th St. The people moving into those apartments can use that for loading. We understand that people will be moving in and of their apartments on a regular basis. So, there will be a crosswalk right there near the load zone. Of course, we'll continue to monitor that situation.

Also, anytime we have a bike lane cross a commercial driveway for a big apartment building or basically any kind of nonresidential driveway, we will place green paint in the bike lane to notify people driving and turning across to be cautious. It also lets people riding bikes know that this is a conflict point where vehicles will be traveling across the bike lane.

Q: Has the contractor been hired yet? When will construction begin? And do you have an idea of the start sequence?

A: We have an executed contract with Titan Construction. Our best guess from talking to the contractor is that they plan to start work in mid-September of this year. In the first couple of months, some of their first areas of work will most likely be the waterline and sewer work on 15th Ave NE, between NE 70th St and NE 75th St. During this time, the contractor will probably start on some things like curb ramps, some sidewalk repairs and some street repairs. We call them base repairs. And that's where the contractor digs out the entire 8 to 10-inch asphalt section all the way down to bare dirt and repairs the whole thing all the way up. We don't know if the contractor is going to start in the north side or the south side right now. One thing that we do want to work with them on is to consider getting the crossings near the school done while the school is not in session.

They'll also be doing the major sewer and water line work in between NE 70th St and NE 75th St. But then also there's some small spot drainage work all throughout the corridor. A lot of times we'll put in new drainage inlets and just some small pipe connections there. But we're not digging up the main sewer main up in the street like we are between NE 70th St and NE 75th St. Our current overall projection is that we will either end up finishing the paving work and the restriping either late in the fall in 2021, or depending on weather and how things progress, we may go into early 2022.

Q: How can a neighborhood adjacent to 15th Ave NE apply for residential parking zone status?

A: I encourage people to e-mail me at this point. Darrell.Bulmer@seattle.gov. My contact details are also on the flyer you received. Or on our website. And I can channel those questions as I've been collecting them and channeling them to our curbside management team. They are going to be doing a study later this year or early next year. This is in association with the Link light rail station opening. They realize that there is going to be more pressure from new people moving into the area. There will be a major study in this area and they're just figuring out what streets they're going to be looking at, 68th and 69th or 70th. I'm unsure which ones they're going to be covering. But as questions come in, I do channel those questions to that team. They've assured me that they'll meet with residents and make sure they get a chance to be heard.

Q: How much notice will we get when you're closing the road in front of our homes for repair?

A: As the community outreach person, I will strive to provide you as much notice as possible. We tend to have construction meetings where we attend to learn what is coming in terms of work. At those meetings we get what is called a three-week look ahead. We take that, condense it into a sort of newsletter, and we will send it out to people via e-mail. So, again, please sign up for our newsletters.

We'll send those weekly on a predetermined day just so that you get used to it. Most projects we send them Friday afternoon, just because it gives us a week to get the information together. With all this you should receive two weeks notice, but you should also note when "no park" signs appear out there and we will try to use door hangers as well. Sometimes there's last minute changes, but we try and keep those to a minimum.

Q: Why the new water main is not being extended all the way to Lake City way?

A: There is a water main all along 15th Ave NE between Lake City NE way all the way down to NE 55th St. It was just for some strange reason when they originally did construction that the section between NE 70th St and NE 75th St was only three inches in diameter, which is not the standard size. So, we're not doing any major waterline work north of NE 75th St because that's already the standard eight-inch water line.

Q: Could you speak more about the 2020 budget rebalancing? Move Seattle is not impacted?

A: Based on COVID, the city (SDOT in particular) went through a process where we were anticipating some budget impacts. We looked at a lot of our different projects and determined whether those projects would proceed or not. This project received a federal grant of 1.5 million dollars to help us pay for the work. And so, it was determined that this project is fully funded and will continue forward.

Q: Why are there no bike lanes north of NE 80th Street?

A: During the design process of the project we discussed whether or not we could extend the bike lanes through the 80th Street intersection. We received feedback from a lot of the businesses that providing bike lanes there, removing all the loading zones, and the parking in front of the businesses would cause loading issues. And so, it was determined that since we didn't really have bike lanes planned north of Lake City NE way at this time, that we would stop just south of 80th Street in order to help businesses.

Q: Will this project or SDOT be putting in any bike parking on 15th, like the bike corrals that have been put at other places in the city?

A: At this time, no, we're not planning on putting in any bike parking facilities on the street itself. I know that as we were doing community outreach, one of the businesses up near NE 80th St did ask about that and they weren't the corral type. They were asking about the bars that you could set up on the sidewalk and you can attach your bike to that. We connected them with the relevant department. We'll continue to do so throughout the project. There is a way to add bike parking. It's not necessarily through the projects. And we can share that with anyone who's interested so that we can connect you to the right people and so that you can make those requests.

Q: What will be the hours of work for construction?

A: Typical work hours tend to be 7 a.m. to 5 p.m. and as we work towards starting the project, we'll update that. So again, please sign up for email updates so we can clarify that with the contractor and then let people know when we need to work outside of those hours. As Brian mentioned, when we're doing water main work and we're trying to work at night, we'll seek noise variance and we'll let people know what's going on so that we will post those variances and we'll communicate that to neighbors again. This should happen two weeks in advance of work.

The contractors are required to submit different methods to control dust and erosion on projects.

We generally work during the day. That's not to say there won't be some night work. Some of the work, especially around the waterline, will be only be at nighttime to reduce impacts to the residents. You will hear some work at night during those periods. Some of the work at the major intersections, such as NE 65th, 75th and 80th Streets may require weekend work to avoid major traffic backups. You said earlier, we generally like to make sure we maintain one lane in each direction during the work. But that's not to say sometimes maybe on nights or weekends, the contractor might need a bigger work area where they only can maintain one lane that runs one direction, but we would restrict that to only allow them to do that either at night and or the weekends.

Q: What will the speed on 15th Ave NE from Lake City through to 50th be?

A: It will be 25 mph.

Q: Will the new crosswalk at 62nd and 15th Ave NE also include a rapid flashing beacon?

A: No, at this time, we looked at potentially adding a rapid flashing beacon, but there wasn't enough money in the budget to fund that at that location. So right now, it'll just be a standard crosswalk and they'll have warning signs letting the motorists know that there's a crosswalk here.

Q: Why not create parking spots on 16th?

A: The only thing I could think of what they're mentioning is on 16th Avenue in certain locations throughout the project area, there's only parking on one side of the street on 16th. And I'm not sure why that is. We can investigate this.

Q: When 68th is being redone to change directions, how will access be maintained for homeowners?

A: When changing direction, it doesn't require any concrete work or any kind of work where we'd have to dig out any portions of the street. It's primarily done by restriping and signing. And so, when the contractors are doing that work, they'll be flaggers out there. The residents should still be able to get into and out of their houses and driveways while the contractor is doing the signing and the striping work to change directions.

Q: We are concerned about rush hour traffic and only having one through lane available north and southbound and having cars cutting through the side streets, which we have already had issues within the triangle area between 12th and 15th. North of 75th to Lake City Way. What mitigation has been planned for this?

A: Right now, at the intersections themselves, there will still be one thru lane each direction. But then also to supplement that. We also have another lane available for people turning left. The analysis and the traffic studies that we did show that by adding a left turn pocket or special left turn phase that it would significantly decrease delays for motorists at these intersections.

Q: What's going to happen to operation of 15th Ave NE when buses stop in the zones just north and south of NE 65th St and they block the only lane in their direction? These stopped buses will be blocking other buses, general traffic and bikes.

A: Right now, there's multiple different bus routes that use 15th Ave NE. In the future, if KCM reconfigures the bus routes in northeast Seattle, there could be one bus route that will be using the section of 15th Ave NE between NE 65th St and NE 75th St. The rest of the sections of 15th Ave NE won't have metro buses on them, but they'll still be bus stops between 65th and 75th for this one bus route. And so what we did was the restriping or the channelization where it allows the buses to pull over to the curb, which will provide enough room where the cars could slowly pass pulled over buses. It's approximately 16 feet from the center line stripe to the curb line, which provides the room to do this.

Q: Are speed bumps on the north side of Roosevelt High School included in this project?

A: At this time, speed bumps are not part of this project. We will continue to monitor the situation around the school. There are other avenues to provide safe measures around the schools and we can share those with community members.

Q: Will bus traffic increase or decrease, has or will the weight tolerance for the road or bridge change?

A: Yes, as a part of Metro's bus restructure, it is possible that the number of metro buses on 15th Ave NE will greatly decrease. It is possible that King County Metro won't have any buses going across the Cowan Park Bridge on 15th Ave NE in the future.

Q: When the project is finished, will 15th Ave NE carry the same volume of vehicle traffic as it does currently?

A: Yes, we anticipate that 15th Ave NE will still have approximately the same volume of traffic.

Q: Any plans for creating a safe way for people biking south on 15th Ave NE to turn left onto the new northeast 68th Street Greenway?

A: Yes, people on bikes coming south on 15th Ave NE will be able to pull over to the curb and they'll be able to push the crosswalk buttons so they can cross the street if they want to go eastbound on 68th.

Q: Will there be any raised center islands planned, like on NE 45th Street?

A: No, we're not planning to build any raised center islands as part of this project at all.

Q: Who are you coordinating with at King County Metro?

A: Assuming in terms of bus stops and things like that, we work with partners closely, but as the project develops their contacts change. I'm not sure the exact name of who at the moment, but I can get the info if someone needed it, and I can address the question offline at a later date.

Q: Why is the Zone 10 restriction being removed for parking on the southbound side of 15th Ave NE between Cowen Place and Ravenna Boulevard?

A: At 15th Ave NE south of the Cowen Park Bridge, we're removing parking that one side of the street in order to have enough room to have a bike lane in each direction. They'll still be parking on the other side of the street.

Q: There are more homeless encampments in this part of Seattle every week, especially around Cowen Park and the Ravenna Boulevard Medians. How will construction deal with this?

A: We work very closely with the City's navigation team and of course, are very compassionate when we're working in and around people that are experiencing homelessness. So, when we did the Cowen Park seismic retrofit recently on the bridge on 15th Ave NE, there were encampments beneath and close by. We coordinated with other City departments to provide guidance to those people to ensure they were not in any danger. We have heard this from many residents, and we can assure you that we have experience with this on many of our projects and this is nothing new to SDOT. We will continue to work compassionately to ensure the safety of those experiencing homelessness.

Q: It appears that the plans invite cyclists to jump from the bike lane to the sidewalk and crosswalk through pedestrians to cross the street. How will the project work to prevent this?

A: Originally, the bike lane was very narrow as we approached some of the intersections. We were able to modify the channelization to improve the bike lanes. So, we did maintain a five-foot bike lane, both directions at 15th Ave NE through 65th. We think by maintaining that five-foot-wide bike lane, it will encourage the bicyclists to stay on the street.

Q: Any plans for how bikers can safely access the PBL from the north or reach the businesses between 80th and Lake City way?

A: Yes, because you're going northbound, we had to make some modifications to design work. We had to drop the bike lane as we approach 80th. And so, I guess it depends on the bicyclist. I imagine some bicyclists will walk their bikes along the sidewalk. And if there's not a lot of people, some bicyclists will ride on the sidewalk or they can be out in the street, too, and use the street as well.

Q: Why is the parking that isn't being removed being converted from zoned to unrestricted?

A: If the residents in the area live there, they should be able to get zone parking stickers for their cars that will allow them to park there.

Q: Is the three-day limit still active?

A: This project isn't making any changes to city rules and regulations around the 72-hour parking rule, I believe. Currently during COVID, the city suspended those regulations. But this project doesn't make any changes to that.

Q: Can you please ask contractors to not have their engines idle when they're working?

A: Yeah, we will certainly talk about that and many other factors. During our weekly meetings, it's not unusual for feedback from the community to be presented to contractors.

Q: Are there any commitments on the project's part to maintain bike lanes, including sweeping, removing leaves, clearing growth, etc.?

A: No, not associated directly with this project. The City has maintenance equipment that works within bicycle lanes, but I am not certain where that is deployed. If anyone experiences issues within the bike lane the City's Find it Fix it app can bring that to our attention.

Q: Are there any speed enforcement cameras planned for this project?

A: No, not associated directly with this project.

Q: Do we know the number of contractors that will be in the area during the time of this project? What and what parking or transit options are being given to them?

A: They constantly move around within the project area, so it is hard to say with certainty. One time they might be working towards the south end, and then the next week the north. With regards to numbers, I am not sure, just based on the jobs I've seen sometimes as few as five; sometimes it's more like 20 people. They'll be parking in the area, but we haven't seen contractors give workers bus passes to the sites.

Q: What does the modeling show for the operations of 15th Ave NE and 80th? And what backups will be during the AM and PM peaks? Does the modeling show traffic backing from 15th Ave NE and 80th to and through the intersections of 15th Ave NE and Lake City Way and 15th Ave NE and 80th? What will be the effect of this work on operations of Routes 77 and 520?

A: We did some traffic modeling during the design of the project to analyze how we could channelize these intersections without impacting traffic flow that much. And so, I believe our consultants came up with a design that does a good job of maintaining traffic flow and preventing most severe backups.

Some of the options that we did look at did cause backups to occur throughout most of the peak rush hour. But we tried to find an option that did the best job of balancing the needs of providing a safe bike lane and provides a traffic flow that doesn't cause too severe backups.

Q: What does the work being done by Seattle Public Utilities (SPU) involve? Will there be impacts to my home during this work?

A: As a part of the 15th Ave NE project, a new water main will be installed between NE 70th St and NE 75th St. Some residential water service pipes will also be upgraded. The water main work will improve the resiliency of the drinking water system and increase fire flow capacity.

Yes, there will be impacts to some homes. To safely complete this work, there are approximately 4 scheduled temporary water outages required. If your home is one that will be affected by a watermain upgrade, you will be notified directly by Seattle Public Utilities at least 2 days in advance of a water shut-off.

Q: Will there be additional safety measures (like signage) in place as drivers adapt to the new flow of traffic around Roosevelt High School?

A: Yes, we'll have temporary signage when traffic flow directions are switched. In addition to installing permanent signage on NE 66th and 68th streets for the changes around Roosevelt High School, we'll put up supplemental temporary signage to help drivers get used to the new flow of traffic. More signage can also be added as needed.

Q: When is the closure of NE 68th St scheduled, and how long will it last? Will this work be noisy?

A: This plan for this work is still being finalized with the contractor. We'll send this information out via our project email list as soon as there are details to share.

Q: Are you adding any parking to help with the impacts of construction?

A: The Curb Space Management Group at SDOT is conducting a planning study to determine how to better manage parking in the neighborhood in advance of the opening of the Roosevelt Light Rail Station. Several options will be explored including time limited parking, expanding areas of pay parking, and expansion of residential parking zones.

Q: When is construction going to begin and how long will it last?

A: Construction begins late summer 2020 and is scheduled to last until early 2022.

Q: Will there be new trees to replace the dying elms?

A: We'll need to contact another department in our agency about this and get back to you. If you could send us your email in the chat or project inbox, we'll be able to contact you directly.

Q: Why is this project needed?

A: Our paving program repaves arterial streets to make them safer and more comfortable to travel on and to extend their useful life. Projects are prioritized based on pavement condition, traffic volume, opportunities to improve street operation, equitable investment around the city, and opportunities for grants or coordination with other projects in the area.

15th Ave NE was identified for this project because there have been 143 collisions, 48 injuries, and 1 fatality on 15th Ave NE over the years. After engaging with stakeholders, we also received feedback including:

- Concerns about speeding
- Desire to cross street more easily

- Interest in using more transit and biking
- Interest in maintaining parking
- Discouraging cut-through traffic
- Desire for turn pockets and signals at key intersections
- Preference for "protected" bike lanes
- Interest in maintaining current operations of the University District Farmers Market

The 15th Ave NE Paving project will enhance safety for all users. Elements such as left-turn-lane pockets and signals, flashing beacon crossings, protected bike lanes, and ADA-compliant curb ramps will help us meet our Vision Zero goal of zero traffic deaths and serious injuries by 2030.

Q: Which improvements are a part of this project?

A: Final design elements include:

- New protected bike lanes
- New exclusive left-turn lanes with signal changes
- Sidewalk repairs and curb ramp upgrades
- New crosswalks
- New bike crossings
- Removal of peak-hour parking restrictions to make parking available 24/7 on 1 side of the street
- Stormwater drainage improvements
- Parking removal on 1 side of the street
- Safe Routes to School and neighborhood greenway crossing improvements at Roosevelt High School
- Changes to one-way streets around Roosevelt High School
- Bus load zone and parking changes at Roosevelt High School

Q: Who do I contact about the SPU work?

A: For questions about the water main work, please email 15thNEpaving@seattle.gov or by calling (206) 775-8718. For questions about your water service, please contact SPU's 24/7 Operations Response Center at (206) 386-1800

Q: Who do I contact if I have questions or concerns during construction?

A: You can contact Darrell Bulmer, Communications and Outreach Lead, and the project outreach team by emailing 15thNEpaving@seattle.gov or by calling (206) 775-8718. This construction hotline will be monitored during typical construction hours of 7 AM to 5 PM, and any time work is taking place.

Q: What's the best way to stay updated during construction?

A: Please visit our webpage at www.seattle.gov/transportation/15thNEpaving and sign up for email updates.

Q: NE 69th St already has an RPZ; but people on NE 68th St are not eligible because we are outside of the zone. With the bus routes being moved, can we talk how parking is being addressed on NE 68th St? Even during COVID-19 on many days all parking is taken up with no time limits. I am worried about light rail also adding to parking issues in this area.

A: We have been working closely with teams within SDOT to share the concerns that have been raised. Our colleagues are looking at various options to address parking needs for the future.

Q: I'm concerned about bus traffic on NE 68th Street and about where buses will be parked on 68th St. It's a narrow street and may cause backups and traffic when buses are parked there. Also, while buses are idling on 68th Street, I'm worried about the exhaust and the respiratory health of children and adult residents of 68th Street. Wouldn't a bus load zone on NE 66th or 12th Ave make more sense?

A: The bus load zone has been set up to provide safe and convenient access for students with disabilities. The access from the buses will lead directly into the school on a level surface and reduces the need to navigate slopes and turns in often wet and slippery conditions. The idling of buses would be no different to the idling should the zone remain on 15th Ave NE, but we can certainly work with the school's transportation department to minimize the impact.

Q: Where are you creating new spots to compensate for these losses? I live on the corner of 56th & 15th Ave NE and parking is difficult enough as it is, and your proposed removal of spaces will make life increasingly difficult for residents like myself who must rely on street parking. Why not open parking on both sides of the street on 16th for the same length as the spots you are removing? There are other streets you could also implement changes that would help your residents. This proposed parking removal will really impact us and isn't fair, especially with the new apartment constructions which will bring even higher demand for parking from NE 55th St thru Ravenna Blvd. Please consider creating new parking spots for your residents

A: We are working with our parking team to explore options for parking. We will look to see if we can add parking in areas such as 16th Ave NE to help mitigate some of the parking loss. We will provide updates to the community as our efforts develop.

Q: I'm very concerned about the permanent elimination of parking between the Cowen Park Bridge and Ravenna Blvd. What is being done to help residents deal with this major change? Can parking be rezoned?

A: As we have mentioned earlier, we will be working to find ways to mitigate parking losses by looking at other streets to see if there are areas where we can add parking.

Q: With bike lanes already existing through the neighborhood along 12th, Roosevelt Way and a good bike option along 20th, how is this project considered a priority for extension to the citywide cycling system? Is the rest of the City's bike system so well built out and in such good condition - particularly with pavement condition, that this is the best investment in the city of very limited transportation resources to add a cycling facility?

A: The City implements voter-approved projects that factor in a balanced approach to meet the future needs of people that travel throughout the City. On 15th Ave NE we are providing safety improvements and part of that is providing a safe space for people riding bikes. To ensure safety, protected bike lanes are essential but there is not enough room on roads such as 20th Ave NE. To implement safe bike lanes on those roads would require the removal of all residential parking.

Q: In the section of 15th Ave NE that doesn't have a protected bike lane, why not have the parking protect the bike lane on the one side of the road that does have parking instead of having parking by the curb? Is it because drivers will just park in the bike lane instead of the designated parking area?

A: We only put the bike lane against the curb if we have sufficient width to provide a buffer between the parked cars and the bicycle lane.

Q: With light rail coming and Seattle's population growing, what are your plans for accommodating more traffic, since you are doing away with the extra lane each direction during commute times?

A: The City is working to provide safe and convenient transportation options for people moving throughout the City in various ways. As traffic levels increase, we are focused on moving people along their journeys safely, as well as providing alternate forms of passage, whether that be by light rail, bus, bike, walking or by driving a car.

Q: Any consideration to reclassify Park Vista Coop to RPZ zone 6 since we're losing several parking spaces and the other parts of zone 10 means walking longer distances?

A: We are looking into the zoning around the Park Vista building in order to assist residents with their parking concerns. We will contact the residents and work with them in the coming weeks.

Q: We are concerned about rush hour traffic only having one thru lane available north and southbound and having cars cutting through side streets, which we already have issues within the triangle area between 12th and 15th, north of 75th to Lake City Way. What mitigation has been planned for this?

A: Some of the issues along 15th Ave NE have been caused by people driving cars and trying to make left turns at intersections without a turn pocket or green arrow. The new configuration at NE 65th, NE 75th, and NE 80th Streets will clear traffic into designated turn pockets and allow cars to travel through or turn right in a separate lane.

Q: What about parent loading zone for the school. Currently the school does not enforce student loading area and often parents often block driveways or pulls up into people's yards as temporary loading.

A: This is an interesting idea and we will investigate this before we finalize the markings along NE 68th St.

Q: Did you state that the signals will be protected-permissive? Won't that open the door to bike left hook collisions?

A: The team considered not allowing a permissive phase for left turn movements. A permissive phase is when left turning vehicles must yield to opposing traffic. When making the decision to allow a permissive phase the traffic operations staff reviewed pedestrian counts, bicycle counts, accident data, and traffic delay. The traffic operations staff determined that allowing a permissive phase was the most appropriate option at the 65th St., 75th St., and 80th St. intersections with 15th Ave. NE.

Q: What's going to happen to operation of 15th Ave NE when buses stop in the zones just north and south of 65th and they block the only lane in their direction? These stopped buses will be blocking other buses, general traffic, and bikes in their direction.

A: We are not certain if buses will continue to run along this stretch of 15th Ave NE, but if they do, we calculate that there is enough room to pass the stationary bus without entering the opposite travel lane. We do understand that there are areas where buses and bikes may mix, and these will be appropriately marked to enhance safety. This is not uncommon in Seattle and people riding bikes have learned how to navigate this system.

Q: Why is the parking that isn't being removed being converted from Zoned to unrestricted? There are no businesses nearby, so it would be great to preserve this parking for residents. Why is the Zone 10 restriction being removed for parking on the southbound side of 15th Ave NE between Cowen Pl and Ravenna Blvd?

A: Yes, we will convert the parking on the east side of 15th Ave NE to zone 6 north of 55th St.

Q: I'm concerned about bus traffic on NE 68th Street and about where buses will be parked on 68th St. It's a narrow street and may cause backups and traffic when buses are parked there. Also, while buses are idling on 68th Street, I'm worried about the exhaust and the respiratory health of children and adult residents of 68th Street. Wouldn't a bus load zone on NE 66th or 12th Ave make more sense?

A: These buses are dropping off students with disabilities and the load zone on NE 68th St, The level street and placement of the load zone means that students can leave the bus and travel a short, and flat, distance to enter the school through an accessible entryway. We can pass along the concerns relating to the fumes from buses to the school.

Q: What specific objectives were set the operation of the project? Do they include objectives for ALL of the transportation modes on which the community relies including: for transit and transit access to and from the light rail, the UW, and I-5: pedestrian access; bike access; ped and bike safety; general traffic access; freight, including delivery to homes; and emergency vehicle access? Does the project have objectives to enhance, or at least maintain the operation of each?

A: The objective of the 15th Ave NE paving and safety project is to replace the worn pavement and to provide safety improvements that align with our Vision Zero goals. As part of any project, we are very conscious of all modes of transit and work to provide equitable transportation options for all people traveling through the corridor.

Q: So why wasn't creating new parking spots to compensate for the losses, part of this project? I'm referring to the length of 16th from 55th to Ravenna that Brian mentioned?

A: The project team has heard concerns about parking losses during our outreach and we continue to explore options. We have found some locations to add parking, and we have worked to zone some areas for residents. We will continue to look for solutions.

Q: Any plans for how bikers can safely access the PBL from the north, or reach the businesses between 80th and LCW? Since Lake City Way intersection won't have bike lanes, 80th St doesn't have bike lanes, the furthest north currently accessible via neighborhood street will be 77th St.

A: The 15th Ave NE paving project does not include plans to provide changes to the existing crosswalks and traffic control across Lake City Way N.

Q: Why is car parking within the scope of this project but not bike parking?

A: During outreach, the question of bike parking only came up once, and we provided connections so that the business who asked could request the placement of a bike parking facility. We can continue to make those connections for people who reach out with requests.

Q: What are the cycle lengths for the AM and PM peaks projected to be for the intersections of 15th Ave NE and 65th, 15th Ave NE and 75th and 15th Ave NE and 80th?

A: 90 seconds

Q: If this project, in effect, predictable and knowingly steers arterial traffic onto 66th, so that it has arterial volumes, what steps are involved in noting this street is now an arterial? Would this require an assessment of traffic flow; presentation/discussion of this change with affected property owners; assessment of the street (like its pavement condition) to accommodate arterial volumes? City Council approval required?

A: This project has no plans to move traffic onto any side roads. We are in fact restricting turns onto NE 66th St to reduce delays for traffic traveling northbound on 15th Ave NE.

Q: How will people who live on the west side of 15th, who are losing their parking, expect to receive the freight we all rely on these days from UPS and Amazon? - particularly when parking will be more fully used and less available in the vicinity of the project.

A: The UPS and Amazon deliveries can park on cross streets of on the east side of 15th Ave NE and cross the street.

Q: I am concerned with the ability for teachers to apply to RPZ when the School continually takes away teacher parking from the campus and does not provide teachers Orca passes for alternate transit options. But kudos on safe bike lanes!

A: Thank you for your comments and we have heard a great deal of support for the bike lanes.

Q: Has SDOT already ordered its signal mast arms for this project? If so, how long ago? I ask this because if they have been ordered, this would be a clear commitment by SDOT to disregard any community input to meaningfully shape the basic design of the project

A: We have not ordered any mast arm poles. We developed a solution that we believe balances the needs from the residents who wanted no changes to the channelization and those who wanted a buffered bicycle lane through the intersections that would have only allowed a single shared right/through/left vehicle lane.