



**Melrose Promenade – Pike to Pine Business Meeting Notes**

Monday, January 10, 2022

1:00 – 2:30 PM

**Project Staff**

- MariLyn Yim, Project Manager, SDOT
- Ly Pham, Construction Engineer, SDOT
- Robert Hallowell, Project Construction Engineer
- Laurentiu Dusciuc, Design Project Engineer, SDOT
- Candace Goodrich, Communications and Outreach Lead, SDOT
- Katherine Wellens, Outreach Intern, SDOT
- AJ Cari, Small Business Advocate, Office of Economic Development
- Chris Ruiz, Solid Waste Compliance and Inspections, Seattle Public Utilities
- Jason Lorenzetti, Recology
- Drue Nyenhuis, Melrose Promenade Outreach Team

**Attendees**

- Bruno Lambert – 1510 Melrose Ave building
- Forest Eckley – Glasswing
- Greg and Julie Boehm – Boehm Design Associates
- Jerry Everard – 300 E Pine St and 300 E Pike St buildings
- Jen Kligerman - Mamnoon
- Linda Di Lello Morton – Terra Plata
- McKenna Lynch – Scotch & Soda

**Meeting purpose and overview**

The Melrose Promenade project team hosted a virtual meeting with businesses in the Pike/Pine block of Melrose Ave to share updates about upcoming project construction, the contractors preliminary schedule, preliminary traffic control plans, and anticipated construction impacts. The meeting included a presentation and opportunities for attendees to submit questions or comments directly to project staff.

**Presentation slides:** [http://www.seattle.gov/Documents/Departments/SDOT/BikeProgram/2022-0110-MelrosePromenade\\_PikeToPineBusinessMeetingPresentation.pdf](http://www.seattle.gov/Documents/Departments/SDOT/BikeProgram/2022-0110-MelrosePromenade_PikeToPineBusinessMeetingPresentation.pdf)

**Video recording:** [www.youtube.com/watch?v=mQeL8GGvg2g&ab\\_channel=seattledot](http://www.youtube.com/watch?v=mQeL8GGvg2g&ab_channel=seattledot)

**Q & A**

Question/Comment	Response
Can the location of the proposed commercial loading zone in front of Terra Plata be moved to allow for better visibility and ease of access? Will noncommercial load zones need to be removed to accommodate for curb bulbs?	The location of loading zones is ultimately determined by the SDOT Public Space Management team. The project team will contact PSM and request an assessment be done to determine the best location and use of loading zones, making sure they are aware of businesses’ preferred locations.

Question/Comment	Response
Traffic often becomes backed up on Melrose due to double-parking. Can parking enforcement be improved to encourage proper use of streets and loading zones?	Parking enforcement activities have recently resumed, and the project team will contact parking enforcement about this area.
Will traffic remain two-way on Melrose Ave once the project is complete?	<p>Melrose Ave between E Pine St and E Pike St will remain a two-way street for vehicles and bicycles. During active construction, traffic will occasionally be restricted to one-way.</p> <p>While changes to the channelization of Melrose Ave are outside of this project's scope, we have asked the Pike Pine Streetscape and Bicycle Improvements Project to evaluate the channelization of Melrose Ave as part of their project.</p>
Will the entire raised intersection at E Pike St, Melrose Ave, and Minor Ave be painted, or just the crosswalk?	The raised intersection will be a colored concrete stamped to resemble brick. The crosswalk will be remarked with the existing design.
Is there an opportunity to include connections to the electric conduits on the westside of Melrose Ave for future lighting projects when sidewalk work is done?	The project team is evaluating if these connections can be added to the project scope from a cost and constructability standpoint.
Can signage be placed to prevent vehicles from turning on red when coming west on Olive Way toward I-5?	Our plan is to improve safety of this intersection by shifting and straightening the angle of the I-5 on-ramp. This realignment should slow down drivers and make it more visible to drivers that they need to travel through the intersection to enter the on-ramp (not make a right turn). Once this is done, we can evaluate if additional signage is still needed.
Will existing curb ramps be removed?	Some existing curb ramps may be replaced but the project does not remove any curb ramps.
Will existing driveways and entrances remain the same?	Yes.
Will notices be sent prior to street closings during construction?	Yes, SDOT will send weekly updates to our project email list to notify the public in advance of any closures. We will also send updates to adjacent properties beforehand.
During temporary street closures on Melrose Ave during construction, can there be temporary parking places on Pine	SDOT will try to accommodate continued vehicle access on Melrose Ave and will consider utilizing space on E Pike St or E Pine St when this is not possible.

Question/Comment	Response
St to allow better access to Melrose Market?	We will continue to take input from neighbors throughout the project so we can best accommodate access needs during construction.
When can we anticipate parking being restricted during construction?	<p>The preliminary traffic control plans (TCPs) fully restrict parking on Minor and Melrose Aves during active construction of the raised intersection and construction of the east and west sides of Melrose Ave. However, we understand that parking restrictions can be very impactful to businesses, and we will work with the contractor to minimize parking impacts when possible.</p> <p>We will post notices of parking restrictions 24-72 hours in advance that detail the applicable dates and times. As parking restrictions can change with project needs, we advise people to read the posted notices carefully.</p>
How long can we anticipate streets being closed during construction?	<p>Preliminary plans for construction of the raised intersections at the Melrose/Minor/Pike intersection will restrict through traffic on Melrose and Minor Aves for 2 consecutive weeks from Monday – Thursday. Local vehicle and delivery access will be maintained.</p> <p>Closures of other surrounding streets will take place periodically throughout the project, and we will post regular updates and notices on our project webpage and in our weekly project email updates. Pedestrian and delivery access will be maintained throughout the duration of the project.</p>
How will customers access businesses during construction?	Pedestrian access will be maintained throughout construction. When the sidewalk is widened on the westside of Melrose Ave, portions of the existing sidewalk will remain open to allow for pedestrian access. We will also place “Businesses are Open” signs in the area.
Can evening construction take place on Sunday to minimize disruption to business hours? Can evening construction be paused from 5-9 PM to minimize impacts to restaurants’ dinner service?	In response to preferences for limited weekend closures, availability of the construction team, and citywide nighttime noise ordinances, nighttime construction activities are scheduled to take place Monday through Wednesday and end no later than 12 AM. However, SDOT will work with the contractor to

Question/Comment	Response
	identify ways to minimize construction noise and impacts from 5-9 PM. The noisiest work (e.g., concrete breaking) will occur during the daytime.
Can SDOT provide something we can give to our suppliers with information about loading zone locations/sizes and how to navigate the area during closures for larger and smaller delivery vehicles?	Yes, we can provide this information prior to street closures with on-site contact information for delivery drivers. Flaggers and uniformed police officers will be on-site during active construction and street closures to assist delivery vehicles access and exit the project area.
Can the planned curb bulb in front of Terra Plata be relocated to outside of the Melrose Market entrance?	The focus of the Melrose Promenade project is to improve walking and biking experiences along Melrose Ave through traffic calming devices such as curb bulbs. The mid-block curb bulb at this location will provide a safer pedestrian environment and, combined with the raised intersection and crosswalk, will naturally slow vehicle speeds. Relocating the curb bulb would not serve the intended traffic calming purpose.

**Next Steps & Action Items**

- Once project construction begins, the project team plans to host weekly virtual meetings with the Pike/Pine businesses to share the contractor’s 3-week look ahead of the construction schedule and related activities. The purpose of these meetings is to share current information with businesses and work through any potential concerns and impacts.
- **Action item:** The project team will work with SDOT’s Public Space Management group to determine if the commercial loading zone on the west side of Melrose at Minor Ave can be switched with the passenger loading zone in front of Glasswing.
  - **UPDATE:** The Public Space Management group approved converting the commercial loading zone on the west side of Melrose Ave at Minor Ave in front of Terra Plata to a passenger loading zone. The commercial loading zone will be relocated north to replace the passenger loading zone on the west side of Melrose Ave in front of Glasswing.
- **Action item:** The project team will work with Parking Enforcement to address concerns from businesses about improper parking in the area, including double parking and improper use of loading zones. We plan to notify nearby properties when Parking Enforcement begins enforcement efforts.
- **Action item:** To assist suppliers and delivery personnel, the project team will develop materials with information about accessing the project area during active construction and street closures. This will include:
  - Location of flaggers and uniformed police officers
  - Suggested delivery routes
  - Vehicle type and other limitations/restrictions
  - Potential options to reserve loading space on E Pine St or E Pike St to provide better access to Melrose Market

- **Action item:** In response to concerns about evening construction activities' impact on restaurant operations, the project team and contractor will, when possible, identify ways to minimize construction noise and impacts from 5-9 PM
- **Action item:** To support potential future pedestrian lighting projects in the Pike/Pine block, the project team will evaluate inclusion of electric conduit connections in this project