Contents
Overview ....................................................................................................................................................... 3
Comment Sheet Summary ............................................................................................................................ 3
Meeting Demographics ................................................................................................................................. 4
Photos ........................................................................................................................................................... 5
Appendix A: Written Comments ................................................................................................................... 7
Appendix B: Verbal Comments .................................................................................................................... 15
Appendix C: Open House Materials ............................................................................................................ 18
Appendix D: Notifications ........................................................................................................................... 22
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 forgo 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 Pl 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:
  o Safety improvements in the area
  o Expanded bike facilities in the City
  o 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

**Potential Project Features**

- **Pave the Street**
  - Make lane repaving uniform. Apply new asphalt or concrete.

- **Update Street Design**
  - Consider community desires, and use-any-use, transit, bicycle, and pedestrian master plans. Access design to safely and efficiently move people and goods.

- **Stripe Lanes**
  - Apply new and visible lane markers.

- **Upgrade Curb Ramps**
  - Meet Americans with Disabilities Act standards, improving access for pedestrians and everyone.

**Draft Cross Sections:**

**15th Ave NE, University Way NE**

**35th Ave NE, NE 45th Pl**
WHAT WE’VE HEARD SO FAR

Survey results – 650 community members

Travel preferences:
- 11% want to use transit more, 16% want to bike more, and 26% want to drive less

Satisfaction:
- 60% with pavement condition, 48% with walking environment, 41% with biking environment, 46% with driving environment

Parking:
- 77% of neighbors can park within 2 blocks of destination

Safety:
- 59% feel safe traveling on the street, 63% feel safe crossing the street

Crashes:
- 43% of neighbors have been in or know someone involved in a crash

Comment themes:
- 1. Sidewalks needed
- 2. People drive too fast
- 3. More crosswalks, maintain existing ones

Opportunities for change:
- Make it easier to get to transit
- Improve walk and bike choices
- Remove peak period parking restrictions
- Redesign for safer streets, slower speeds, more comfortable crossings

What’d we miss? LET US KNOW.

NEXT STEPS, STAY INVOLVED

Project timeline

<table>
<thead>
<tr>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>Design</td>
<td>Construction</td>
</tr>
<tr>
<td>Public Involvement</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

When you’ll hear from us

- Open house feedback: early 2017
- Design updates: late 2017
- Pre-construction communications: 2018
- Construction communications and close-out: 2018

Contact
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(206) 684-5189
2018 PAVING PROJECTS
NORTHEAST SEATTLE

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 85th 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.

For translation services, please call 206/684-5189

SDOT
Seattle Department of Transportation

For Seattle Transportation Issues, please call 206/684-5189

The Levy to Move Seattle
Transportation improvements for all.
Let’s Move Seattle fact sheet:

- **Bridges and Structures**: Keep our bridges safe
  - Bridge and Structures Maintenance: Eliminate the backlog of needed bridge spot repairs
  - $120M

- **Light Rail Partnership Improvements**: Improve connections to light rail
  - Light Rail Connections: Provide City funding contributions for a new Link Light rail station at South Seattle College
  - $21M

- **Bike Replacements**: Rebuild the Sawyer Antennae and Fairview Avenue
  - Bridge Replacements: Plan and design high priority bridge replacements or begin construction
  - $72M

- **Pedestrian and Bicycle Improvements**: Make streets safer for pedestrian and bicycle traffic
  - Pedestrian and Bicycle Improvements: Reduce and/or mitigate crashes and injuries
  - $13M

- **Urban Forestry and Landscape**
  - Tree Trimming: Add new trees to our network, improve critical pruning
  - Urban Forestry and Landscape: Increase tree canopy and urban green
  - $33M

- **Comprehensive Plan**
  - Comprehensive Plan: Update the plan to reflect new priorities
  - $100M

- **Mass Transit Improvements – Moderate Streets**
  - Bus Rapid Improvements: Complete 7 more projects, modern corridor projects, redesign major streets with more frequent and reliable bus, upgraded par奇异ities
  - Mass Transit Improvements: Reduce congestion and emissions
  - $160M

- **Safety Improvements**: Implement programs to eliminate crashes and fatalities
  - Safety Improvements: Implement programs to eliminate crashes and fatalities
  - $71M

- **Neighborhood Projects**: Improve neighborhood projects
  - Neighborhood Projects: Improve neighborhood projects
  - $20M

- **Pavement Improvements**: Improve streets
  - Pavement Improvements: Improve streets
  - $15M

- **Operational Improvements**: Improve operations and reliability
  - Operational Improvements: Improve operations and reliability
  - $13M

- **Sidewalk Improvements**: Complete more than 300 miles of sidewalk improvements
  - Sidewalk Improvements: Complete more than 300 miles of sidewalk improvements
  - $120M
Appendix D: Notifications

Mailer and mailing area: