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# June 27, 2013 Olympic Hills Neighborhood Greenway Open House

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Meeting Summary

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Seattle Department of Transportation

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## Contents

Overview .....	3
Comment Summary .....	3
Meeting Demographics.....	3
Appendix A: Written Comments.....	4
Appendix B: Flip Chart Summary .....	6

## Overview

On June 27, 2013 the Seattle Department of Transportation (SDOT) hosted an Open House at Lake City Library from 6:30 to 7:45PM. A presentation was held at 7:00PM followed by a Questions and Answers session. Notification included a flier mailed to 2,924 residents and businesses between 15<sup>th</sup> and 30<sup>th</sup> Avenues NE to the west and east and NE 125<sup>th</sup> and NE 145<sup>th</sup> Streets from south to north. A postcard mailed to 422 contacts along the potential greenway route. The meeting was also announced on the Lake City Live web site.

Lake City Greenways, Seattle Department of Neighborhood Coordinators, Feet First and the North Seattle Chamber, local neighborhood advocates, the City of Shoreline and Seattle School District received an invite via email. Approximately 49 people attended the Open House.

## Comment Summary

The following information summarizes input from the comment sheets. In total, 40 comment sheets were turned in. To see the raw data from the comment sheet results, read Appendix A and to review flip chart notes, read Appendix B.

Of the 40 respondents, 95 percent walk and bike in their neighborhood; primarily for exercise, pleasure and shopping. The majority of the responders also implied they would walk and bike more often if improvements were made (safer intersections, slower car speeds, and fewer cars on the street), which is supported by question five, with 61 percent strongly agreeing their block needs traffic calming and 6 percent disagreeing. Furthermore, from the general comments, the overall take is a majority support improvement for pedestrian and bike safety with little to no opposition against greenways.

## Meeting Demographics

The Full Inclusion Sign-in Sheet was used to help measure how inclusive SDOT's outreach for the Open House was. Below are the results.

- 63 % of attendees signed the voluntary Inclusion Sign-in Sheet

Of those that signed the Inclusion Sign-in Sheet:

- 70% identify as white
- 90% primary language is English
- 64% are female and 36% male
- The largest age group in attendance was 50 and up (61%)
- 96% owned their own home

Demographics based on 2010 census data for the Olympic Hills neighborhood show that about 67 percent of residents identify as white with the next highest ethnic group identified as Asian (15 percent). Approximately 51 percent are female and 49 percent are male; and about 48 percent own their home.

Note: this demographic information is based on the wider zip code 98125, not just the project area and comes from the U.S. Census Bureau, American FactFinder web site.

## Appendix A: Written Comments

1) Do you walk or bike in your neighborhood?

	Count
Yes	38
No	2

2) What are the reasons that you walk or bike in your neighborhood? (check all that apply)

	Count
For exercise	32
For pleasure	32
To visit friends/family	11
To exercise the dog	12
To get to work	9
To get to bus stop	16
To get to school	4
To get to shopping areas	27
Other	9

3) What improvements would increase your likelihood to walk in your neighborhood or walk more frequently? (check all that apply)

	Count
Safer intersections*	21
Slower car speeds	28
Fewer cars on the street	20
Signs that tell me how to get to neighborhood destinations	8
Other	13

4) What improvements would increase your likelihood to bike in your neighborhood or bike more frequently? (check all that apply)

	Count
Safer intersection crossings*	18
Slower car speeds	17

Bike parking	7
Other	13

5) On a scale of 1 to 7 with 1 being 'not at all' and 7 being 'very much', how much does your block need traffic calming?

	Count
1 Not at All	2
2	1
3	2
4	3
5	6
6	8
7 Very Much	14

**\* Safer intersection crossings and location comments**

Respondents were asked to identify where safer intersection crossings were needed. Below is a list of locations.

- New stop sign south of Fred Myer helps. Would be nice to have crosswalk at NE 125th at 33rd Ave NE
- 130th at 25th and 27th/30th at 133rd and 143rd/Lake City Way at 123rd
- Stops signs (4-way) at 27th NE and NE130th
- 137th and 23rd Place (traffic circle slows traffic, but reduces visibility on hill and narrows passage way--nowhere to get off pavement on NE and SE corners
- NE 123rd and Lake City Way/NE 125th and 35th Ave NE/NE 123rd and Sand Point Way and block crossings Lake City Way above and below 125th
- All intersections along 130th and 127th between 25th and 30th avenues
- 27th and 133rd
- 35th and 125th / 123rd and Sandpoint
- 127th and 27th/130th and 27th
- 145th and 25th NE/140th and 30th
- Crossing Lake City Way
- 130th and 25th/27th and 130th
- 127th at 28th and 30th/120 and Lake City Way

What Else

Do you have other comments you would like to share with us?

- I would like a curb in front of my house. Water from sloping sheet runs down my driveway and collects there
- If possible to incorporate safe crosswalks on 30th between 145th and 127th. That is a concern in Olympic Hills
- 27th needs to be widened. It's too narrow for cars and people, there are deep ditches on the west side between 134th and 130th that are dangerous
- Let us create sidewalks, they could be gravel. Cut the flower bed on the eastside of 130th-135th block two feet from inside so people would walk there.
- Build it! Build it! Build it! I used to bicycle that route to visit my mother when she was in Anderson house rehabilitation center in Shoreline. It is a nice ride between Lake City and Shoreline centers, except for the complication of crossing NE 145th. It would humanize the Little Brook area also for everyone's benefit, or so I would hope
- 143rd and 25th east to 15th a walkway is needed due to heavy traffic. 130th westbound to freeway, bring back two lanes eastbound to Lake City
- Reduce speeds on 130th
- Thank you for coming out and providing this information. I have lived in the neighborhood for 13 years and am very excited about the prospects of this change
- Get rid of traffic circles and fire the city employees who insist on them. Circles do not slow traffic, they are used as a sham and they force traffic into pedestrian paths, they are very dangerous and waste tax payer money
- Why not help all traffic, bikes on 30th which has the width for bikes, cars, sidewalks?
- A successful crosswalk scheme when cars can easily see the crosswalk on approach is making sure there are flashing lights across the road and possibly audible sounds, depending if neighbors would be disturbed. Good examples of "good" crosswalks are at Seattle University on Capitol Hill and Lake City way near 125th
- Four way stop signs at 27th Ave NE and NE 130th, 27th Ave NE and NE 127th. Traffic calming chicanes on 27th Ave NE modified to accommodate fire engines
- Our neighborhood really needs a solution. My kids 7 and 5 have to walk in the street every day to get around in this community it is dangerous!
- The choice of a north-south route attention puzzles me. The heaviest pedestrian traffic is east-west to get to the bus stops, the bus routes in the neighborhood run N-S on 15th, 20th, and 30th. The hills are steepest E-W which reduces a walker's ability to maneuver quickly. We pedestrians need help on 135th Street and 137th Street, for two examples. Also neighborhood as a whole needs enforcement of pedestrian right of way adjacent to pavement so we don't have to be in the street.
- Need education for drivers (direction or arrows) to show drivers how to navigate traffic circles. Water pours down 133rd across 27th to yards on east side of Street. Low spot outside our house on 27th and rain pours off the two driveways across the street and pours down our driveway.
- Yes on greenways in Lake City environs.

- If there is a way to enforce cars go the right way around a roundabout? That would make bicycling especially safe on roads that include roundabouts. Maybe stop sign is the only way?
- Move from humps to bumps

#### Comments from the maps

- Cut through traffic speeds up the hill going north on 25<sup>th</sup> Ave NE
- More bike parking at library please
- (NE 130<sup>th</sup> St from 28<sup>th</sup> Ave NW to 30<sup>th</sup> Ave NE) REALLY BAD!
- Connect sidewalk to 23<sup>rd</sup>
- Sidewalk on 42<sup>nd</sup> Ave NE
- Little Brooke Park – Crime Issues / NO sidewalk! / Speed Bumps
- At 25<sup>th</sup> Ave NE and NE 143<sup>rd</sup> St – Traffic Circle Needed
- Speed Bumps and New Signs (25<sup>th</sup> Ave NE between NE 140<sup>th</sup> and NE 143<sup>rd</sup> St)
- Speed Bumps Please (25<sup>th</sup> Ave NE between NE 140<sup>th</sup> and NE 143<sup>rd</sup> St)
- Hard to get to Burke-Gilman Trail from NE 125th on bike
- Undersized insufficient traffic circles (Located at NE 130<sup>th</sup> St and 25<sup>th</sup> Ave NE / NE 130<sup>th</sup> St and 27<sup>th</sup> Ave NE)
- Speeding, hard to walk kids to school (Located on NE 130<sup>th</sup> St from 23<sup>rd</sup> Ave NE to 30<sup>th</sup> Ave NE)
- Sidewalks on south side but lights are on N side (Located on NE 130<sup>th</sup> St from 23<sup>rd</sup> Ave NE to 30<sup>th</sup> Ave NE)
- Buses need to run more often
- Better access to Burke-Gilman Trail from 145th

## Appendix B: Flip Chart Summary

Below is a summary of questions and comments made during the questions and answers portion of the event.

- Door to door project outreach would be helpful
- Is 27th wide enough for a greenway? It has puddles and ditches
- Need dedicated space for pedestrians/sidewalks (5)
- Complete the planned bicycle network (2)
- Meadowbrook Apartments --wheel chair access, parking and crime are concerns
- Do more youth bicycle training
- Bicyclists need licenses
- Speeds are high on 125th and 25th
- Good topography to Meadowbrook
- Potential diversion at 25th

Olympic Hills Neighborhood Greenway

June 27, 2013 Open House

Comment Summary

- What is the track record for neighborhood greenways in Seattle, Vancouver, BC and Portland?
- There is a lot of cut-thru traffic during rush hour
- 27th is used for walking and biking by people on other streets
- 27th is used to access library (2)