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# June 2013 Fremont Avenue N Open Houses

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Meeting Summary

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Seattle Department of Transportation

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## Overview

On June 18 and 26 the Seattle Department of Transportation (SDOT) hosted Open Houses to share planned safety improvements along Fremont Avenue N from N 77<sup>th</sup> to N 110<sup>th</sup> streets. The first meeting was held at the North Seattle Boys and Girls Club and the second at the Greenwood Senior Center. Display boards showed where existing traffic circles were located and the distance between them; street characteristics and traffic data; and where speed humps would be added. Boards can be viewed on the project web site at [www.seattle.gov/transportation/FremontInterurban.htm](http://www.seattle.gov/transportation/FremontInterurban.htm).

Meeting notification included a flier mailed to 2,257 residents one block east and west of the project parameters. Meeting dates were also distributed via the Greenwood Aurora Improved Neighborhood (GAIN) North Yahoo Group, Daniel Bagely School family listserv, Vision Greenwood Park site and Greenwood Community Council blog. The second open house was announced on PhinneyWood.com.

Email invites were sent to the Broadview Community Council, Denice Hunt property managers, Seattle Department of Neighborhood Coordinators, GAIN, Greenwood Community Council, Greenwood Phinney Greenways, Greenwood Senior Center, North Seattle Boys and Girls Club, Phinney Neighborhood Association, Provail Adult Family Home and Vision Greenwood Park Steering Committee. Twenty people attended the Open Houses.

## Summary of Verbal and Written Comments

In general, feedback was positive about the safety improvements being made along the corridor. Attendees supported a 20 mph speed limit and calm street.

**Speed Humps.** Some voiced concern about bicyclists being able to move across speed humps and wondered if they would slow down emergency response. Staff shared that speed humps are designed to help calm all traveler's speeds to the posted speed limit (soon to be 20 mph) and that SDOT works with emergency providers prior to making street changes, like adding speed humps to ensure there are no conflicts.

**Rules of the Road.** Many meeting attendees expressed the need for educating people on the rules of the road; as well as all travelers having more empathy when interacting together. Staff agreed these are important points and shared information about the city's Road Safety Action Plan. The plan is available at <http://www.seattle.gov/besupersafe/>.

Other. A local group is working with residents and the City on a draft concept trail alignment called the Greenwood Interurban Trail Extension. The project location is from N 90<sup>th</sup> to N 105<sup>th</sup> streets. Concern was expressed that implementation of safety improvements along Fremont Avenue N would impact the feasibility of funding and ultimately construction of the trail extension. Staff assured participants this was not the case. Both projects are complimentary.

## Comment Cards and Emails Transcribed

- I would like to see ADA issues/disability take more prominent role in SDOT planning and review of capital projects both large and small
  - Many missing curb cuts on consecutive intersections--eve if its residential this should be higher budget priority (how does disabled person get home from the bus?).
  - Not just curb cuts but walking distance for folks with canes and walkers, smooth/easy route for blind pedestrians. Long distances=bad. There should be a point person at SDOT who advises all projects for ADA issues and compliance. Should start at planning/conceptual level and be carried through the design process. Great to engage disabled community members for advisory roles, but this needs to be headed up by someone on staff who is in charge-perhaps in the bike/pedestrian group, but who clearly has the advocacy role--not just blended with generic pedestrian issues.
- Evanston and N 102nd Street needs a traffic circle or stop signs
- Between approximately N 90th and 95th streets there are parked cars on both sides of the street so traffic is already very slow. No bumps are needed in those situations
- Speed bumps are dangerous for inline skates (most days in summer)
- The pedestrian buttons on the street lights should cause the light to change. At present they do eventually. At non-peak hours, pedestrians should have higher priority than cars
- Prioritize the N 90th and 105th Street Utility Corridor Trail instead
- After the speed bumps are installed removed the traffic circles. They are a real hazard
- I'm strongly opposed to the addition of the speed humps -slowing emergency response will kill more (many more) people than are saved by lower speed limits. No speed bumps
- We would like to see stop signs on N 76th and N 75th at Fremont. N 76th both eastbound and westbound is already a cut through street especially since there is no parking on the north side of 76th between Greenwood and Dayton. Linden funnels to 76th. At very least you could collect data by counting vehicles on 76th and 77th between Greenwood and Dayton and between Fremont and Linden. Call me with questions
- Please make every effort to go ahead with improvements to slow traffic to 20 mphs. Can we consider speed cushions to address concerns over emergency access?
- Curb ramps should be built along the eastside of Fremont Avenue N between N 78th and N 85th streets
- Can bicyclists be taught to give the disabled the right of way?
- I saw the flier for input and Q&A regarding the Fremont Ave Safety Improvements (adding speed humps along Fremont Ave). This is great! I live off of 94th between Fremont and Linden so I am

often walking, running, biking, and driving along that road up from 85th. There are often times many cars zooming around and it can be difficult to be and feel safe when running, biking, and walking along. What I'd like to suggest is that some, if not most, of the speed humps be placed on the side streets (going east to west, not north to south). The reason for this is that cars are able to see the pedestrians and cyclists when driving north or south (and vice versa for the people seeing the cars). It's more of the side streets and them zooming through the roundabouts without looking or even yielding properly (this includes when you're driving too). What I think would be beneficial is that the majority of the speed humps be shifted to make vehicles slow down as they head into or are planning to cross Fremont Ave. I say the majority, because it would still be helpful to have an occasional speed hump between the more major intersections. Thanks for listening/reading! Please confirm receipt of this email message when you get it as I imagine your email inbox gets flooded. I look forward to your thoughts and comments.