

N 34th St Mobility Project

January 23, 2018

Drop-In Session Summary

Overview

On Jan 23, 2018, we hosted a drop-in session at Fremont Brewing to introduce the scope of the N 34th St Mobility Project and hear initial comments and concerns about the project corridor from the community. Jason Fialkoff, Rachel McCaffrey, and Ryan Cote staffed the event for the Seattle Department of Transportation (SDOT). Twenty-four people signed our sign-in sheets, but approximately 40 people participated in the drop-in session.

We notified the community of the session through a mailer to residents and businesses near the project area, an email notification to our project mailing list, an update to the project website, a public City of Seattle calendar update, and emails to neighborhood groups. The Urbanist blog also promoted the event, and copies of the project mailer were distributed at a public community meeting at a stakeholder's request.

Attendees could learn about the project by reading display boards that presented safety and mobility information about the corridor and by speaking with project staff. In addition to the display boards, we also provided factsheets, paper copies of the display boards, and brochures on bike routes and bike safety. Attendees were directed to the online project survey to provide project feedback (printed copies available).

Feedback Summary

Overall, the drop-in session was well-attended, and the public appreciated the opportunity to voice their preferences and concerns. Most attendees came to the brewery specifically to attend our drop-in session and had completed the online survey beforehand. Attendees had various stakes in the corridor and included those who work in the area, property owners, and residents. The President of the Fremont Neighborhood Council attended.

Many of the attendees support the project and are very interested in the redesign at the two ends of the project: the intersection of Stone Way N and N 34th St (specifically the southwest corner where the Burke-Gilman Trail enters the intersection), and the intersection of Fremont Ave N and N 34th St. People who drive wanted to ensure that the westbound right-hand turn from N 34th St onto Fremont Ave N will remain; people who bike want to see clearer separation of bikes and motorized vehicle at this intersection. A common thread from people biking was that they feel unsafe entering the Fremont Ave N intersection from N 34th St: turning right, with traffic, onto Fremont Ave feels unsafe, and continuing straight or turning left on to the Fremont Bridge does not feel convenient. From the discussions overall, it is clear this intersection will receive the most attention from people interested.

People biking were clear that N 34th is an important connection for people who are commuting to and from work. While the Burke-Gilman Trail is nearby, the connection to the Fremont Bridge is N 34th St, and the path can be slower, especially during summer months. Many who currently bike on N 34th do not feel unsafe but do feel that the intersections at Fremont and Stone are inconvenient and not intuitive.

The intersection at Stone Way was also a popular discussion topic, particularly the southwest corner. Conflict is common at the intersection because of the merge between the Burke Gilman trail and sidewalk as they cross the south end of the intersection, where eastbound right-turning vehicles cross their path. Due to the location of the Solsticio Café near the intersection, it is a difficult location for vehicles to see pedestrians and people biking. People who walked and biked through the intersection noted that even with signals they feel unsafe due to the perceived blind right turn that many vehicles make at this intersection. Some stakeholders also mentioned the need to preserve a wide turning radius for freight vehicles, particularly the movement between the west leg of N 34th St and the north leg of Stone Way N. In addition to the concerns about intersection safety many attendees brought up drainage concerns at 34th/Stone as well.

Another common topic was the sidewalk on the south side of N 34th St. Some attendees asked that we increase the size of the sidewalk on the south side of Fremont Ave between Troll Ave N and Albion Pl N. Sidewalk widening is outside the scope of the project grant.

In reference to the concepts, many attendees support better separation between bike and vehicle modes, but are anxious to see the designs for the entire corridor, particularly the intersections. A fair number of attendees did not express concern about eliminating parking, while many realize loading zones are essential on this street.

Next Steps

We will continue to receive feedback via the project survey through February. We will then use these survey results along with traffic data and analysis and our modal plan recommendations to develop a project concept.





Appendix A: Notifications Mailer and Mailing Area:



YOU'RE INVITED
N34th St Mobility Improvements

Share your feedback!
 Take our survey from now until Jan. 31, 2018
www.surveymonkey.com/r/N34Mobility
 Ask questions at our drop-in session on Jan. 23

Translation and interpretation services available upon request.
 Servicios de traducción e interpretación disponibles bajo petición (206) 684-4617.

Seattle Department of Transportation

P.O. Box 34996
 Seattle, WA 98124-4996

This project is funded by the 9-year Levy to Move Seattle, approved by voters in 2015. Learn more about the levy at www.seattle.gov/LevytoMoveSeattle.

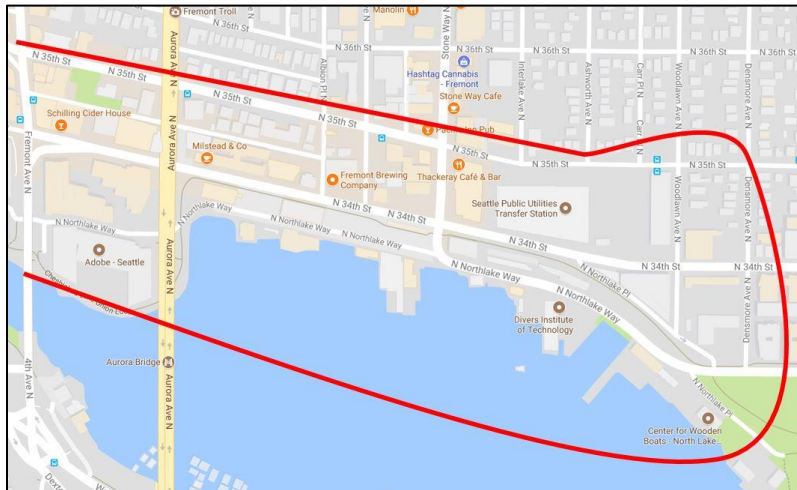
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Overview
 In October we went door-to-door to local businesses to discuss upcoming transportation investments being planned for your neighborhood and to listen to your concerns and needs for getting around Fremont. We heard you, and we are ready to share our proposed street design concepts to enhance safety for all modes on N 34th St between Fremont Ave N and Stone Way N.

Learn More & Tell us What You Think
 Review the proposed design concepts and share your feedback via our survey. www.surveymonkey.com/r/N34Mobility

You can also join us at Fremont Brewing (1050 N 34th St, Seattle, WA) from 4:30-6:00 PM Tuesday, January 23, 2018 to learn about the N 34th St Mobility Project, share your experiences, discuss ideas for improving safety and keeping people and goods moving. Drop in any time and together we'll determine the future of N 34th St. *This location is wheelchair accessible.*

Questions or comments?
 SDOT Project Manager: Jason Fialkoff
 (206) 684-4617 | N34Mobility@seattle.gov
www.seattle.gov/transportation/N34Mobility.htm



Appendix B: Drop-In Materials

Display Boards:

N 34TH ST MOBILITY IMPROVEMENTS PROJECT

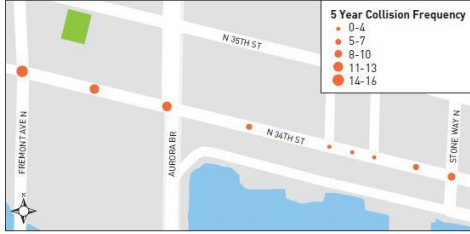
PROJECT GOALS

- Enhance safety for all modes of travel
- Maintain freight access to support Seattle's demand for goods and services
- Provide a comfortable and predictable bike connection between the Fremont Bridge and the Burke-Gilman Trail

SCHEDULE
 Develop a project recommendation by the summer of 2018.
 Design in 2019 and construct in 2020.

COLLISIONS IN THE LAST 5 YEARS [2012-2016]
 For the last five years (2012-2016), there have been a total of 74 collisions along N 34th St between Fremont Ave N and Stone Way N. Within that period, there have been 2 serious injury collisions.

Seattle has a goal of zero traffic deaths or serious injuries by 2030.



The Bicycle and Pedestrian Safety Analysis identifies safety hot spots at three intersections:

- N 34th St and Fremont Ave N
- N 34th St and Trolly Ave N
- N 34th St and Stone Way N


TELL US WHAT YOU THINK

ONLINE SURVEY
 Please visit our online survey to weigh in on potential street design concepts.
Survey Website: www.surveymonkey.com/r/N34Mobility
Available: Until January 31


STAY INFORMED
 You can sign up for the project mailing list on our project webpage:
www.seattle.gov/transportation/N34Mobility.htm

N 34TH ST (FREMONT TO STONE) ALTERNATIVES (LOOKING WESTBOUND)


Existing




Alternative 1 – No Parking / Wide Lanes




Alternative 2 – Protected Bike Lanes / Preserve Parking



Alternative 3 – Protected Bike Lanes / Preserve Parking



www.seattle.gov/transportation/N34Mobility.htm



VISION ZERO TOGETHER WE CAN
MOVE SEATTLE