

Comments from Fall 2014 meetings				
Please provide your thoughts on the potential engineering treatments	What are the key locations and/or corridors where increased enforcement efforts are needed?	What educational efforts are needed in this area? Are there community groups that would be willing to partner on an outreach effort?	Do you have other comments you would like to share with us?	
What about a middle turn lane the entire length? Or wider bus pull offs? And right turn lanes? Switching to one lane in each direction a LA Delridge and Fauntleroy would facilitate it.	At the crest of the hill at Edmunds (Southbound) and Morgan (Northbound)	I'm not sure what this would do? The speed limit is posted, but largely disregarded and evasive maneuvers are common place as I'd expect without more bus pull offs, turn lanes, ect.	I appreciate this meeting and the willingness of the City and SDOT to facilitate it.	
I'm in favor of any engineering treatments for traffic calming. Road diet, avenue with center greenery, more trees especially from Morgan up the 35th hill south.	Up & down randomly from the bridge to Burien!	35th is 35 miles per hour" that's an easy slogan.	No more bike accidents "pedestrian"	
I'm for re-engineering with a trade off of rapid transit capacity. le: BRT. Light rail/street car, ect.	Slogan junction	WWRRAH WSTC		
Better street lighting in Morgan-Avalon corridor. Signal time for pedestrians on Avalon corridor	295 last 3 years, 40 injuries, 40 pedestrian			
	35th SW & Dawson - camp long dsers, No pedestrian signal. No one will stop.			
Left turn lanes at most intersections median for pedestrians- even if narrow speed limit protected bike lane.	Hudson to Morgan			
Dedicated left turn lanes even if only 1-2 car lengths long would reduce blind spots created by left turners stoped facing you. It's difficult to see oncoming traffic when people que up- in the opposite left lane. Reflective lane markings (especially in wet conditions) slight channelization ground left turn lanes would force people to make small corrections & keep the more attentive.	Right in front of the enterane to west seattle stadium, especially during sporting events.		Left arrows are needed. Better coordination at Holden is needed.	
Left turn lanes, stop lights at 35th/Juneau, marked crosswalk at 35th/Juneau. Extend sidewalks to include bike lane users including into roadway. As a driver it's scary to be next to a bicyclist. Move Findlay red light to Juneau. Delridge west-east traffic better for turning. I know it's a no-no since Raymond has one at the Library, but I'm saying it anyway.	Good job catching asosciated driving! 35th/Juneau-why not? It's my corner.	Distracted driving awareness campaign. Pedestrian education (schools, community groups) Social (local TV/radio) campaign about pedestrian safety.	Good! Tree trimming increased visibility at intersections. Very noticeable at 35th/Juneau.	
Don't need a light on Findley. 35th Ave SW and Juneau needs a traffic light with a left turn arrow/or lane.				

## 35th Avenue SW Road Safety Corridor Project

## Public comments (updated 7/14/15)

Left turn lanes if single. Road diet-allow for cross traffic.	Photo/camera of drivers on phone.		Thank you for asking us!	
I would like to see a reduction in lanes and more crosswalks. I want crosswalks that can be lit up with flashing lights.			Safer ped and bike in trastructure.	
			You need to point out that no matter how fast you transit 35th, the bottle neck is usually to west seattle bridge.	
Change crosswalk signalization to reduce pedestrian wait times.				
	Photo/Camera			
Road diet with bike lanes! The amount of parked cars does not justify using the street for private vehicle storage! Alley or drive way improvements may be needed to help folks put their car on their own property.	More photo enforcing & speed enforcement! Lower speed to 30 MPH	Have folks retake the driving test every 4 years.	Fix pavement where bikes ride. Fill cracks with tar.	
Separate bike tracks. Rechannelization (3 lanes). Lower speed limit (20-30 MPH).				
Do not reduce 35th to one lane each way! Delridge is a nightmare get behind a bus, or trucks, school buses, the lane backs up significantly! 34th is already designated for bikes, but is not advertised. Back up 34th instead of adding bikes to 35th. Better left lane pockets- Thistle, ect.	35th & Thistle- coming down hill west on Thistle- left turners often don't slow for pedestrians before they turn. Pedestrian lights- way too long after pushing button before light changes to walk. People don't wait that long, jay walk makes ped lights responsive to peds. Red light camera rarely flashes any more, even though people running light(Thistle & 35th) never seems to flash when running light on Thistle.	Bike route on 34th		
Please road diet this corridor. Consider consent protected light turns the Barton & Morgan & Avalon intersections. Can the Signals be syncronized to keep speeds lower like 2nd Ave downtown?	The hill locations- "surprise" Heavy pedestrian locations.	Signage for things" like parks, schools, post office that is highly visible on 35th. Gateway symbols.	I am willing to speak for road diets.	
Please don't put 35th on a road diet!			I think we have enough light cameras. Lets focus on road resurfacing.	
Traffic lights need to be safer- left turn lights and pedestrian controled crossing signals.	Parks & playgrounds need to be included in low speed limits & cameras. Also extend school lanes.	Bikes need to be licensed and tested on road safety & laws.		
Try to improve visible on street with better lights.	Try to slow down speeders that are going way too fast.		Install some kind of warning sign aprroch west seattle bridge.	

Longer left turn lane needed heading north on 35th to turn left onto Alaska. Only room for 4-5 cars. Any additional cars stick out and block lane going straight to W.S. Bridge. Longer left turn also going south to turn from 35th onto Morgan. Block off Antiana into walgreens from 35th when heading south. Have school buses turn off 35th to empty or load if bus is going to turn anyway. Need less transit stops on 35th. In favor of road diet as long as room for transit to pull over and clear roadway, same for school buses.	North end of 35th as cars quickly changing lanes while speeding. Ticket drivers using phones while driving. Speeders at major intersections. More red light cameras are needed. Thistle is only intersection where people don't tend to run red lights because of camera.	Educate people living near 35th to not run across street in middle when there is a controlled crosswalk at the end of the block.	Need stronger police enforcement. Even parking empty patrol cars along 35th would help as people always slow down when they see a police car.	
More left turn signals, better crosswalks, maybe even lower speed limit, but please, please, please no 3 lane road diet solution! Get stuck behind a bus, truck, or slow moving vehicle, especially on the hills, and traffic mobility will be severely impacted.	Better speed enforcement from Morgan to Alaska. Better enforcement everywhere of pedestrian right of wrong.	Better education on alternate designated bike roads(i.e. 34th Ave.)		
Smooth out the ruts between lanes- they grab tires & make driving difficult. More pedestrian operated crosswalks for camp long, the water tower park & bus stops. Use reflective paint for lane dividers.	Red lights are entirely run through- often by two cars.	Not sure I understand what your after here?	People who live on 35th should be ticketed for parking with two wheels on the curb or parking strip. It's really scary getting out of your car with traffic whissing by.	
Where ever possible put in light turn signals.	All of 35th			
Please think at traffic calming like on Fauntleroy. I cross 35th on foot and it is much more difficult than 35th, Fauntleroy. Fauntleroy I can cross safely with my 4 year old and 35th I can not.	Speed from Myrtle to Avalon (I live on Raymond). I used to bike on 35th, but I've had too many close calls & be comfortable.	Cascade bike club. WS Bike group, a way to reach out to drivers at pedestrian/bike safety.	Thank you for coming out! It is great to be able to contribute.	
Clearer lane markings	All of 35th	Wear lighter clothes in the dark, turn lights on when it's raining		
Reduce speed limit to 30 entire length, lots of hills between Avalon & Roxbury- easy to increase speed. Need more stop lights as a way to slow down.	At golf course- impossible to cross street either direction.	Work with block watch captains- they are hiked into all homes with in their area.	Good Luck!	
3 Miles is a long stretch, hoping to not see a "one side fits all" approach to the corridor. Consider 3 lanes from Avalon to Myrtle, and Barton-Roxbury landscaped, Median from Myrtle to Barton with turn pockets at key intersection.	Continue enforcement as is with rechannelization efforts, (i.e. narrower streets) it will be harder to speed through the corridor.		Would like info on how this will effect congestion after sechan, is 35th still the primary corridor? How will that impact mobility during commute times?	
Take away parking for 1/2 a block on major cross streets to create 5th left turn lane.	Keep photo enforcement at Thistle. Include photo enforcement at Avalon & Barton	Educate 34th Ave as designated bike lane.	No road diet on 35th Ave.	

		Fauntleroy after the street diet is so much better as a driver & as a pedestrian. I can walk safely across Fauntleroy at any intersection.	I am in full support of a street diet! This would make left turns so much safer plus crossing the street. Please do this for us on 35th Ave SW.	
Turn lane at Webster, more turn lanes, better lighting and restricted parking during peak hour.	Webster St.		No road diet. Lower the speed limit.	
Slow traffic down- flashing speed indicator is helpful "slow down" Red lights. Keep fast drivers on restricted streets to avoid traffic circles.	Are lights synchronized?		There is more housing on 35th where cars park yet no one take ownership of garbage in road-leaves in road-clogging storm drains. Park on westside Fridays so street cleaners can clean park on Eastside on Thursdays so streets can be cleaned	
			The southbound light on 35th & Holden should remain green when the eastbound light turns green. The crosswalk (north & south bound) lights should be converted to a countdown type. The northbound lane between just south of Alaska & just after "Bertha" need to be permanently repaired to end the constant erosion that creates huge pot holes.	
<b>Comments from Spring 2015 meetings</b>				
Please provide your thoughts on potential engineering treatments.	Which engineering alternative do you prefer?	What are the key locations and/or corridors where increased enforcements are needed?	What educational efforts are needed in this area? Are there community groups that would partner on an outreach effort?	Do you have other comments you would like to share with us?
West seattle connections supports: Construction of greenways on 34th SW, 36th/37th SW along the whole corridor. Rechannelization with center turn lane each way, parking & bus stops in curb lane, No parking near intersections, safer crosswalks. Reducing speed limit to 30 MPH.	Alternative A	Intersections without signals	Yes! Us! West Seattle bike connections.	Good work!
Would like to see pedestrian benefits extended all the way to Edmonds for camp long, Mt St Vincent & students at Fairmont Park.	Alternative A	Morgan to Edmonds	Fairmont Park PTA	
	Alternative B			SW Morgan & 35th safety shall have high priority.

	None	Emphasis patrols on distracted driving, the leading cause of accidents. Separate hight phases for east and west bound traffic at Barton. Shouldn't take much more time than currently as both sides would clear out quicker.		
	None			I understand that people want to feel that they are part of a neighborhood and can walk everywhere with little or slow moving traffic. If this is what is desired then don't live on or near a main arterial road! There are plenty of other streets that meet their desires. We need main arterial streets to get to our destinations & we live in a largeish city.
Rechannel Dawson crosswalk.	Alternative A	Barton/Morgan/Hills		
Concerned that it will be hard to get onto 35th from side streets, since will be long lines line of "continuous flow". Hard enough to get out now, finding a gap in traffic, when have to cross north and south lanes.	Alternative B. I think alternative B will be confusing, but I like idea of more rush hour capacity. Less confusing if were full time additional lanes.			Up hill bus and truck lanes will make rechannelization more palatable.
I think they're great and I'm very excited. Thank you for your hard work towards making our neighborhood safer!	Alternative A	At the crest of the camp long/ws golf course hill and 3-4 blocks south where cars will often continue to accelerate.	Seattle neighborhood greenspaces seems great and willing.	Thank you again! A is great, but I'd even be happy with B or A mix of the two!
Please do signal timing studies. I had to run across 35th at Raymond next to the library after I got the 21 bus.				

Safer ped crossings.	Alternative A	Morgan	I am a member of west seattle bike connections and have been bike commuting in seattle since 1996, I would be happy to mentor new bike commuters.	I would like to see neighborhood greenways on side streets like 34th for bikers and pedestrians, but I am also glad that you plan to have bike lanes on 35th because some bikers will still choose 35th as the most direct/fastest route. Alt. A would best support this scenario.
Why not make left turns only at intersections with light.				
	Alternative A			
	Alternative A			
Provide turn arrows both directions at Barton. Do not change sodium vapor street lights to LED. Sodium vapor have superior light diffusion without glare. LED are direct lighting with much glare especially in rain.		None. We need more road capacity i.e lane-miles, not less. Particularly with the coming influx of traffic due to new construction in west seattle.		I truly appreciate reducing the speed limit to 30 MPH and providing bicycle travel off 35th Ave, also Jim did an excellent job presenting the alterations.
Light at camp long-there is one on Fauntleroy that is always green unless Acted by individual wanting to cross street.		From Edmonds going south after 1-2 blocks cars are really moving.		
	Alternative A			
	Alternative A			

A sounds good.	Alternative A. Sounds simple to have one configuration in place all the time, plus B provides parking difficulties for 35th Ave residents, especially those on the east side of the street without alley access.	I can't think of a specific area, but hills seem to attract speeders. Also if distracted driving is a huge problem, is there a way for SPD to put some teeth into reprimanding offenders? Is there a way to give distracted driving some of the negative stigma "drunk driving" has?	I would guess that the Westwood/Rexhill/Arbor Heights neighborhood council would partner on this.	Install turn signals at Barton & 35th.
I think there are improvements but not all is solved. Look into the timing of Holden signal lights.	Alternative A	Just past Raymond heading north.		Please put a crosswalk in at dawson. It is a crime the city is not supporting our community having safe access to the park!
Where you make a road diet, extra lane on WP Hill for buses.	Alternative A. Move stop light from Findlay to Juneau.	Between Morgan & Edmunds	Waste of effort.	Look at what properties usually are using parking in front of their homes and which ones don't.
	Alternative A	On the flat between Morgan & Edmunds drivers speed a lot my guess is because of incrementally less lights & congestion.	Don't think that education does that much. Concenous people already abide. Other types don't educate .	Before any implementation or B determination or impact on residents alley/street parking impact.
Please do something to smooth out the road surface. The grooves between unseen lanes make it difficult to keep your car steady.	Alternative A	Once Alt A is implemented I wish parking would spend more time ticketing cars parked too close to the side streets intersections w/35th Ave SW. Cars parked too close make right turns off of 35th harandious because the street is often blocked w/2 parked cars (facing east & west) and a car in motion trying to get out onto 35th = getting rear ended on 35th.	Make good use of the west seattle blog.	I really want a crosswalk at camp long so hope you go with Alternative A.
	Alternative A			

Treating symptoms, not cause. Until people take driving test more often than once a lifetime, will not drive defensively. Biggest concern: South from Morgan to top of hill north from Thistle to top of hill, must find way that buses, slow truck's do not block the one lane you are proposing. Drivers will speed around them in that center lane or from 3-4 minute speeds not real when behind one or other.	Alternative B	10 fast lanes are a problem now, consider a bit wider so not going over the crime all the time		It seems from your comments that Alternative B has already been decided.
	Alternative A			Traffic circles along 36th Ave SW and SW Raymond street please!
	Alternative A			Bus only lanes on hills to keep traffic flows consistent.
	None	35th and Webster, the east light takes forever. Pedestrians jaywalk to catch buses. Vehicles blow light after waiting for a ridiculously long time.	There are 2 crosswalks with lights in a 2 3 block chunk. Tell pedestrians to stop trying to cross at Graham when Morgan & Raymond are so close.	Do not have dedicated bus lanes . Not enough traffic to warrant dedicated lane, do not let metro have curb lanes. The ones at California are a nightmare.
Bike greenways 34th Ave SW. No parking within 30 feet of an intersection.	Alternative A	35th and Barton, 35th and Roxury, 35th and SW Dawson. SW Dawson no island, round about.	West Seattle bike connections- Marge Evans 206-399-8154, cyclingmarge@msn.com	
Road diet for better automobile turning lanes and crosswalks with faster less wait times, more responsive crosswalk times for pedestrians and neighborhoods. Better transit pullouts.	Alternative A		Educate drivers on neighborhood connectivity.	Reduced wait times & pedestrian crosswalks.
Fairly good, but would love to see 25 mph and reduced width travel lanes for the entire corridor.	Alternative A	35th & Morgan, 35th & Thistle, 35th & Kenyon		Great work! Very positive things. Looking forward to more.
Generally positive, but is it not possible to redesign the lanes to calm traffic without imposing 30 mph everywhere and at slack/empty times e.g late night or pedestrian newset stops.		Following the data in the best rational approach.		

	Alternative A			
	Alternative A			
	Alternative A	Morgan, Holden		Thank you for delivering a patient presentation. This redesign is greatly needed. I am a daily bicycle commuter on 35th (and driver) and am so happy to hear about the greenway.
Alt. A, just go for it!	Alternative A	35th & Dawson/ Camp Long		
Very thoughtful, I agree almost 100%	Alternative A	Graham & Raymond		
	Alternative A	Maximum, Ruthless, Everywhere		At Juneau & Graham do option A not B.
	Alternative B			
More lights needed!	Option C, 4lane major arterial			Fix potholes & repaint center lines. I think a road diet is a terrible idea. Keep 35th at 35 mph!
	Alternative A	MorgAan & 35th, watch for cell phone & eye makeup distractions.	Get bikes to obey laws	
<b>Email comments</b>				

Hi Neighbors,

I hope you're not upset by my several communications on this subject. Most recently I've been looking over the Collisions Report for 35th. They had reported in the meetings that more than 1000 had occurred over the last 10 years -- one every 3rd day. I commented that I \*certainly\* hadn't experienced anything like that number. (I only remember maybe one.)

Well BLOW MY MIND! Here is the data for the last 10 years for the section from Holden on the south to up to, but not including Othello on the north. That's the 1-1/2 block portion that each of us would likely have experienced in our day-to-day comings and goings.

104 (one hundred four) collisions from 2004-2013. Can you believe that?! One per month, roughly. I sure didn't see that many!

That said, given that roughly 29 million vehicles passed though that corridor in that period, that's one event in 280,000 or a 'success' rate of 99.9996%.

I still believe we need to keep 35th as an arterial and not choke it down to one lane each way. My petition has nearly 700 signatures, but sure could use another 1000 or so. Fingers crossed...

Thank you for your presentation at the library yesterday. I was there and thought you did a pretty good job in the face of what seemed to me, a fair number of grumpy old men (and a couple of grumpy old ladies too)! What can I say.... we get that way ;-)

I filled out a comments sheet, but realized I forgot to put down WHY I think Option A is the best choice:

- Simple is better in my opinion. Changing requirements on 35th Ave SW throughout the day seems to me to be more trouble than it's worth, i.e. it would require extra signage and extra enforcement. Both of these items' costs would seem to me to far exceed their value.

- Crosswalk at Dawson! Option A allows that greatly needed crosswalk in front of Camp Long and also for the bus stop located there

- Speeding will continue to be a problem along the flat part of 35th if the street opens up to 4 lanes before it hits the "down slope" near Mt. St. Vincents. As a matter of fact it might get worse along that "Option B" stretch as the people frustrated at having to drive single file will come whipping around to access the second lane and maintain a higher speed until traffic stops them.

Thanks again and I am REALLY looking forward to the changes being planned for my street.

Good presentation and thanks to all of you for the hard work.

I have several points I'd like to comment on:

1. We all seemed to agree - no bikes on 35th, and no designated bike lane(s) on 35th. Routing them onto 34th/36th makes incredibly good sense. Vulnerable bikes/bodies vs 2500 lb vehicles is just not a good mix. And no future bike lanes on 35th either. Some places are just better left to motorized vehicles.

2. I agree with the gentleman suggesting a traffic light at Juneau.

3. No Metro bus RapidRide bump outs as there are on California. That move was dumb, it impedes traffic, and they should be removed.

4. I like the idea of more dedicated left turn lanes.

5. More traffic enforcement - GREAT idea!!! Way too many people blow thru red lights, exceed 35mph, tailgate..... I'd also support some traffic cams, though I'd probably be in the minority. And more enforcement coming down the hill toward Alaska and on through the light at Avalon.....I see so many drivers blow through those lights.

6. Change the law to dis-allow J-walking on 35th. Cross in designated cross walks only.

7. I don't see the need for a 30 mph limit, IF, all of the other improvements are implemented, especially enforcement. But I'm not wholesale against it either.

8. Optimize signals....YES.

9. In my opinion, today at least, with the limited understanding of it that I have, Alternative A is better than B.

Hope to see you at the June meetings.

## 35th Avenue SW Road Safety Corridor Project

## Public comments (updated 7/14/15)

Attended the review meeting Tuesday night and wanted to say "thank you" to you and your team for all your hard work on the design alternatives on 35th Ave SW. Great to see you in action, handling difficult audience members and emotional viewpoints with calm and respect. As someone who consulted for 10 years, I appreciate seeing those qualities in others!

I live on 35th, across from Camp Long at Dawson. I'd like to take this opportunity to cast my "vote" for Alternative A, which rechannels the road all the way North to Edmunds.

I want a safe crossing to Camp Long so I don't hesitate when my 7 year-old nephews visit and want to go to the park. I want visitors to my house to feel safe parking their cars out front. I want to start using the front door of my house, rather than having all coming-and-going through the alley and backdoor. Finally, I want to feel safe walking the .8 miles South on 35th to Walgreens where I catch my vanpool to Kent.

For these reasons, I support Alternative A!

Thanks for listening,

I live on 35th Ave SW outside the limits of the current road safety project and I just want to go on record as strongly supporting Design Alternative A. I will gladly trade a few minutes of travel time for greater safety.

My only concern is that the design not impede the movement of buses.

They could get stuck at intersections where there is a nearside stop unless they have some type of signal priority to get in front of traffic waiting at the light. I'm sure you are already working on this.

Thanks,

As I was unable to attend the community meetings, I would like to submit a few comments to SDOT regarding the 35th Ave SW corridor project.

Please reinstate the marked crosswalk at 35th and Kenyon.

I live on Kenyon St and take transit (the 21X, which runs down 35th) to work every day. There used to be a marked pedestrian crossing at 35th, however it was removed several years ago (likely due to the speeding, visibility, and safety concerns this program seeks to address). Now I, and several others, must dart across 35th every morning at Kenyon to catch the bus. If the roadway is to be reduced to 2 lanes, I fear that rather than dodging sporadic speeding cars, I will instead be trying to cross a long line of slow moving cars. If this is to be the case, I would plead that a marked crosswalk be reinstated at Kenyon Street. Over the past couple years, there is now a popular sports bar, craft beer store, and restaurant at 35th and Kenyon as well, and the number of people darting across the street has increased dramatically, a marked crosswalk is in dire need.

Please consider how this change will affect bus delay

The design board's alternative indicates a 4 minute increase in vehicle delay (which is considerable considering it currently takes 6 minutes to travel from Roxbury to Edmunds). However no indication was provided as to what the delay increase would be like for buses. Please consider bus accessibility, but also bus travel time, as I would argue travel time on buses is one of the biggest barriers to ridership. As it stands now it takes 27 minutes to get downtown from Kenyon, which is comparable if not better than taking a car alone. I fear that this road diet will increase bus travel time as well. We should be striving to decrease bus travel time (e.g. bus only lanes during peak period, bus priority signals, etc.) in order to make transit a more viable option.

Consider making pavement improvements in conjunction with restriping

The pavement quality on 35th is an abysmal patchwork of decades old concrete and asphalt. I think SDOT will receive less pushback from West Seattle residents on this road diet proposal if repaving occurred simultaneously. "Hey it takes me longer to drive places, but at least I don't have to get an alignment this month." Just a thought.

Thank you for hearing me out. Feel free to reach me by email or phone if you would like to respond, otherwise no response is necessary.

I wanted to pass on my personal comments to you on this project.

Engineering: I'm glad to see the proposed alternatives. I support Alternative A. I am a true fan of road diets. I'm also glad to see the speed limit dropping to 30 MPH. I've been 'practicing' driving 30MPH on Fauntleroy and while it seems super slow, many times due to volumes, it IS the speed of traffic.

Enforcement: This is a KEY KEY KEY component to the road diet and speed reduction as many drivers who believe they are going too slow confuse the center turning lane for a passing lane. I believe that any straight stretch warrants enforcement. Also both directions of the hills and around HAL intersections, schools and libraries.

Education: Do you count signage as education? If so, big signs are needed at the base of hills, and blinking "this is your speed" on straight-a-ways. The signs should "shout-out" the SAFETY aspect of the project. As far as partnering with community groups, I will offer the Morgan Community Association, whose eastern border runs along 35th Ave SW, as a partner on outreach efforts.

Some outreach possibilities are:

- Morgan Junction Community Festival on Saturday, June 20, 2015 - We will have neighborhood vendor tables at the Festival, and we'd be glad to make one available for the 35th Ave SW Safety Program outreach.
- The West Seattle Junction Festival in early July makes a good outreach gig. Count me in if you need volunteers to staff this booth.
- Speaking at MoCA meetings: July 15 or October 21, 2015
- Updates to the West Seattle Transportation Coalition meeting monthly and on their website
- SW and ND District Councils meet monthly

Thanks for the opportunity to comment on this project Jim. You are doing a great job!!!

First of all, thanks for your work on the Safety Corridor Project and hope it works out for us West Seattle residents.

Secondly, as one who resides on 35th Ave SW in the vicinity of Morgan, I'm very concerned about the peak hour restrictions on 35th Ave SW parking from SW Roxbury St to SW Edmunds St. Many residents on 35th Ave SW, including myself, who don't have parking garages and driveways, have no choice but to park on 35th Ave SW. If the cars go away from 35th Ave SW, they will not disappear. They will move to side streets and other nearby streets, e.g., 34th Ave SW and 36th Ave SW and end up taking away parking from the residents of those streets, causing extra parking problems and issues on those nearby streets. Imagine the rude surprise for those residents of those nearby streets when they come home from work and find those extra cars in those locations where they used to park.

Other than that, I have no objection to speed reductions (which would protect cars parked on 35th Ave SW) as well as extra turn lanes if the end result is more safety for pedestrians in either of the options.

Thanks for taking my views into consideration.

## 35th Avenue SW Road Safety Corridor Project

## Public comments (updated 7/14/15)

I was unable to attend the last two meetings that were held in West Seattle for this project, although I read the coverage in the West Seattle Blog.

I am grateful that this project is being undertaken, the area is in need of attention.  
I've been a homeowner in West Seattle since 1976, and I've seen many changes here.

I do want to express a concern I have based on the re-channelization of Fauntleroy.  
That is, consideration must be given to traffic that is seeking to either cross the arterial, in this case, 35th Ave SW, or to enter the traffic flow.

Single threading the volume of traffic that 35th now accommodates would make for very long wait times for traffic that is not entering the flow at one of the ends or at one of the few signalized cross streets.

Currently, Fauntleroy usually has the single thread volume only one way, depending on the time of day, and there is limited cross traffic because of the park and few thru streets.

Also, it is not that far from California Ave which I imagine takes some of the flow as well.

None the less, wait time for over 30 cars to pass at speeds below 25 mph is significant.

And at that volume of vehicles, the traffic does slow to below 25 mph according to the radar display sign.

Now, if the same single-thread is introduced onto 35th Ave. SW, I am wondering how many cars are going to be in the line? If I'm going to cross 35th, will the single-thread Northbound give me a break only to be stopped by the single thread Southbound?  
Traffic volume IMO, is a lot more equal in both directions on 35th.

I've read that you don't want to add signals because of an 80 second delay.  
But, I would ask that you please consider carefully the length of the right of way,

As a resident of Arbor Heights, I strongly support the proposed channelization of 35th Ave SW (proposal A). I was not a proponent of the similar project on Fauntleroy, but my experience has been that it is not significantly slower and it is definitely safer and less hectic to drive.

Thank you for listening.

I think the changes being proposed for 35th AVE SW will be a good thing;  
option A looks better to me because it's simpler!

Also, it is my understanding that option A would allow for a crosswalk at Dawson to help pedestrians across the street to the bus stops and Camp Long.

Sincerely,

Apologies but a bit behind on progress and Design alternatives for 35th ave SW.

I live at 5xxx 37th Ave SW and a big issue trying to get across 35th to take advantage of Camp Long. We also walk to the library on 35th and also challenging to walk to crosswalk lights. Also, a number of us commute on bicycles and ride for leisure and 35th is very treacherous for pedestrians and cyclists.

Is there a specific design the city is leaning toward or has chosen for 35th. I do like the way Delridge has been changed to 3 lanes with bike lanes and hope this is the primary design alternative for 35th.

Thanks!

Unfortunately, I will not be able to attend the public meetings for the 35th Ave SW Road Safety Corridor.

I frequently travel this arterial.

I support the mayor's recommendation to reduce the speed limit from 35mph to 30mph on this corridor.

It has been my observation for quite some time that the speed limit is exceeded well above the current 35mph by many motorists.

Some of this is due to the "straightaway" design of the road.

The additional stop lights added over the years have been helpful.

I am a little concerned over the reduction of lanes, as they may add to traffic congestion.

It may be helpful in certain segments of this arterial, but not the entire roadway.

I think a couple more traffic stop lights strategically placed may be just as effective

I just thought I would contribute my input.

Thanks,

I am glad things are moving along.

Fundamentally opposed to option B

Why ?

1) Definitely want unsignalled crosswalks

2) Really want 1 lane each way in our neighborhood. I cross 35th on foot every day to get to Camp Long.

3) People will be itching to get at those 4 lane parts and want to speed up and "to hell with the pedestrians"

4) Really want a lane in the middle ( It has a very calming influence as witnessed by Fauntelroy way)

5) Absolutely hate the idea of lanes that change with time of day. Hate it. Confusion. Cops. Bad feelings.

6) Really do not want people to load up our street 36th when they cannot park on 35th.

Please do not let option B happen.

I have 3 words to say: Traffic calming devices!

Thanks for listening and the very best of luck.

Let's do it.

I am a resident of Arbor Heights. My wife and I have just learned about the changes you folks are now planning for yet another of the 4-lane arterials in Seattle. It is quite disheartening to see that this will be added to almost EVERY other 4-lane arterial in this city and even the county, that have been reduced to two lanes.

I am a contractor, and therefore, drive all over the county in the course of any week. It used to be that we could use the great arterial system to avoid the freeways. But, now you people have almost completely eliminated that option! Do you not see how much more clogged I-5 has become?? This is not only due to growth. I take I-5 much more often than I used to.

If the "reason" behind these proposals are danger on 35th, what is the evidence? Why can citizens not be expected to take responsibility for their own actions? If people are getting killed on 35th (and I wonder why we never hear about this?? Yet, all of sudden it's a convenient problem to allow more control!), is it because they are crossing the street at night, wearing dark clothing and not bothering to cross at a crosswalk? What a concept! Yet, I have had to swerve a few times to avoid hitting some idiot that didn't have the sense to wear brighter clothes, or at least, cross at a corner in the dark!

Cars and trucks need to move around a city with some kind of efficiency. If it gets any worse in Seattle, it will cease to function on any reasonable level! This is reality! Not some professor's theoretical ideas of how a city "Should" be run! I wish you folks would just take some time to look at traffic from an observational point, with a little logic. It is getting very frustrating trying to get anywhere here!!

I hope you all will step back and re-consider this non-sense of slowing traffic more than has already been done.

Thank you for your time.

I had a few observations/questions after attending your presentation yesterday:

- A few people complained that there were no "End School Zone" signs around Our Lady of Guadalupe. While driving past there today, I saw one going southbound but I failed to see one going northbound. Maybe I missed it, but I was looking for one around where the radar speed sign is.

- I was talking with a critic of the rechannelization proposals after the meeting who claimed that it would increase traffic on his side street. (I think he said he lived around 36th and Webster?) I recognized him from earlier meetings, as he was fairly vocal about his opposition. He claimed that when he has asked SDOT for "before" studies of traffic volumes on his street, he has always met with claims that they can't do such studies because of funding limitations.

Before this, I was also wondering how SDOT studies before and after use of side streets when rechannelizations occur. (Especially because of the proposed one for Roxbury.) How does SDOT gather those numbers? Was this particular person (you would probably recognize him) just using more vinegar than honey in his interactions with SDOT or can concerned residents of side streets request that this type of information be gathered? How involved is it to staple those traffic counting strips to the road?

- You mentioned that only a few other streets in the city have had more traffic deaths than 35th. Do you recall what they were?

Thanks,

I am a long time west seattle resident and I drive 35th ave sw at least twice / day.

It is the only remaining full arterial egress from west seattle.

When I moved to west seattle my commute to downtown was on the order of 12 minutes.

It now it never less than 30 and often 45 or more.

Rechanneling 35th is going to add "only 3 or 4 minutes" to the average commute according to your presentation.

I no longer drive on Fauntleroy if I can avoid it, or Delridge, because I routinely get stuck behind a bus or a truck or a slow driver and have no way to get around them.

Please don't do this to 35th. Please leave those of us who drive one reasonably quick way out of west seattle.

Speeding is a problem, as is lane discipline. Enforce the speeding laws.

Put in more lighted crosswalks.

But please leave me 2 lanes each way.

Thanks for all you are doing to improve safety for pedestrians and bicyclists on 35th Ave SW. I cannot make the meeting times you've held but need to get these suggestions off my chest. It would mean the world to me, and the neighborhood, if the following could happen:

- Please have the light at Henderson and 35th (crossing 35th) respond immediately to pedestrian and bike traffic. As it is, it can take up to an additional 5 minutes, or until a car pulls up wanting to cross 35th. I am ashamed to say it but I actually was parked at Bird on a Wire, and GOT IN MY CAR to go over to the library because I knew it would be a heck of a lot faster then waiting for the walk signal and I didn't have the time to wait both times to cross 35th. The library, and Tony's market in the summer, and Westwood are such wonderful reasons to walk but the wait time for the crossing light is a serious deterrent to walking. Another plus is that cars would get used to sudden yellow-then-red lights everytime there's a pedestrian waiting, and would actually start to look for them, and go slower as they approached that intersection! Holden, Barton and Thistle also have maddeningly slow response times.

I can't thank you enough for doing what you're doing. If this could actually happen, we'd all be walking more and driving less!

Thank you,

Thanks for running an informative and civil meeting regarding the 35th SW proposals.

I am not one of the people in favor of the lower speed limit - I think 35 is fine, and I don't like the idea of having only 1 lane in each direction.

The problems with 35th as I see them are:

It is difficult and dangerous for pedestrians to cross 35th, and adjacent side streets at 35th where cars are turning from or to 35th, and

It is often extremely difficult to make left turns from 35th. (If there is not a light nearby, it is also very difficult to turn left onto 35th)

This year I have given up turning east onto Holden from southbound 35th, and turning left onto Webster from northbound 35th as I decided the stress was not worth it, although these are the closest lights for my route to work and home. I knew Holden was a bad spot to turn left, but I was surprised to see the number of left turn accidents at Webster also. If there were left turn signals at eastbound and westbound Holden street, I think that would greatly alleviate the left turn pressure on Webster.

I think more pedestrian crossing lights in general are needed on 35th. Perhaps the pedestrian controlled on-demand lights would be less of a slowdown for traffic. You might also consider an All-Ways crossing at Morgan like the one in the junction - no cars would be allowed to move through the intersection while the pedestrians are crossing. I think it is more important to give pedestrians an opportunity to cross the street when the cars have been stopped by a light, than to give them a better statistical chance at survival by hitting them a lower rate of speed.

Sincerely,

I believe that Restriping 35th ave sw to a 2 lane arterial with a 2 way left turn lane will not make it safer unless we enforce the speed limit. We drive 35th a lot, and observe many people driving 10 to 20 miles over the 35 mph limit. If the current configuration were left in place, and speed and other driving laws were observed and enforced, most of the "problems" would disappear. rechannelization alone is not the solution.

1) I believe that the speed limit on 35th Ave SW should be lowered to 30MPH.

2) Idea: In lieu of a road diet, create HOV-only lanes on the NB and SB outside lanes. The hours of the HOV lanes could be those peak hours; HOV lane monitoring would only need to be in peak times. Cheaper than a road diet maybe?

Thanks again for a great presentation.

Best Regards

Hi Jim,

In a nutshell, I do NOT see the need for drastic safety improvements on 35th. And here is the problem....how do I possibly attend this meeting to voice my feelings? The entire meeting is packed with people OBSESSED with not-even-remotely-achievable safety goals! I am not a glutton for punishment, yet I have no doubt I would be shouted down or possibly even threatened physically. If I show up, there will be problems. It seems to me that what we have going on here is "tyranny by the vocal minority". Please remember there are a great many of us out here who oppose the idea of a "road diet" or speed limit changes, or stepped-up enforcement. You will never hear from us because the "community discussion" format effectively empowers the vocal minority while muzzling the rest of us. Mr. Joe Szilagyi does not speak for me

I cross 35th Ave 5 times per week with my kids. Normally, I don't mind walking the extra 2 blocks to get to a crosswalk, however, some days this working mom has to race across the four-lane road with a 3-yr-old on her hip in order to drop off my kindergartner and make it back in time to drop off my 3-yr-old at daycare before racing off to the bus stop to make it to work by 9:15am. It's a challenge. I am a WA state college graduate that is very active in our community (VP of Giving for the newly re-established Fairmount Park Elementary PTA), but "I-35" is an endangerment to my family as well as other FPE families.

35th Avenue SW crosses the local school boundaries! Families have to cross this 4-lane road in order to get to school!!!!!! PLEASE - consider adding an additional crosswalk at 35th Ave SW and Findley or Dawson - for our children's sake.

Check out the stats on the number of deaths on 35th Ave SW in the past 5 years. It's not pretty.

Thank you,

I'd like to comment on the plans for SW 35th in Seattle. It will be important to put in a traffic light at the intersection of 35th and Juneau. The line of sight in heavy traffic is so bad it's impossible to see whether you can turn left onto Juneau (to head towards Delridge or High Point). It's so common to hear the crunching of an accident at that intersection that we always say, "There's another one."

I'm a long-time resident living on 35th Ave SW (at SW Brandon) and favor Option A because initiating the rechannelization at SW Edmunds St. would help maintain a consistent safe traffic flow through what remains a primarily residential area, with single family homes dominating the length of 35th Ave SW on both sides of the street. I notice many neighbors struggling even to back their cars out of their driveways during the morning rush hour.

I have been at home when several car collisions occurred at my intersection, and all have been related to vehicles turning off of 35th either eastbound or westbound onto SW Brandon. Having a turn lane in this area obviously would reduce or eliminate those incidents.

Also, 35th Ave SW has a consistent residential profile from SW Edmunds southward, so it is only logical to initiate the rechannelization for southbound traffic as soon as possible.

Additionally, many southbound vehicles turn left into Camp Long (at SW Dawson), with many events involving school children, so a dedicated turning lane there obviously makes sense.

I don't know if protected bike lanes are in the plan but if there is room they should also be included as they were on Fauntleroy.

Thank you,

Thank you very much for your time and presentation last night in West Seattle. You did a fantastic job illustrating the facts, the need for improvements and handled response to the public comments very well.

Appreciate all the research you and the SDOT team have done as you work through the public process to make this road more safe for the whole community. Just this morning around 7am there was another accident on 35th involving three cars.

I love the idea of a "road diet" similar to Fauntleroy, Delridge with a lane dedicated for metro/bus. Keep up the great work ! I know it can be frustrating to get some community members to face the facts that change is very necessary.

All the best,

Some background; I bought our home on 35th Ave SW over 19 years ago. We are across from Mt. Saint Vincent Nursing facilities. Of the many reasons we purchased the home was location and the fact that we can park in front of our own home.

So now I am slightly confused about the 35th Ave traffic proposals. I am seeing traffic revisions that would actually change the flow of traffic to one lane in each direction (and a turn lane) from the current 2 lanes of travel in each direction. Is this correct? What percentage of the 294 collisions, 128 injuries and 2 fatalities in the last three years on 35th Avenue accidents were involving "turning"? Curious why miles of turning lane would be necessitated. I am greatly concerned that this will dramatically slow the traffic to the point folks drive the turn lane to get anywhere!

I am ardently opposed to any plan that limits/restricts/removes street parking. A majority of what is on 35th avenue (84%) remains single/multi unit housing. Many homes in my area have no garage or minimal driveway. I do not have any alley and therefore no other access to my property except through the front. It is already a nightmare for us to back out of our driveway as it is common for us to sit 10-15 minutes waiting to be able to back out into 35th. Your proposals will make this worse. In addition, parking is already slim and any removal or restrictions we will fight as neighbors.

In December of 2004 the local newspaper reported that 35th Ave traffic was a challenge and in fact was the second busiest atrial in West Seattle!. This is back when there was 21,211 vehicles per day clocked at 35th Ave SW and Alaska. This number is now up by over 3,000 vehicles due in large part to the unprecedeted amount of apartments being crowded into the junction and other areas south of Alaska street.

Perhaps a closer look would mean taking a larger birds-eye view at what can be done. Why is there no discussion of diverting traffic to other streets? Why cant some side streets share the burden of heavy traffic flow? Since the multi-unit housing is going up at break-neck pace, why not buy up all the homes along one side of 35th Avenue and make a highway (which some call it now). Why does there have to be a bus stop every other block? This actually cogs traffic more than anything else I have witnessed in 19 years on the street. What would happen if a person had to actually walk 2 blocks to a bus stop rather than one?

To me, the root cause for the city just now doing something about 35th Ave has to do with either the speed on 35th, or the accidents. They do not necessarily go hand in hand. Which is it? If it is speed causing the voiced concerns, then lets start with the known basic speed-calming techniques. If accidents are the voice of concern, data needs to point to exactly what their causes were and address those.

Making 35th Avenue a limited/restricted roadway is a problem that will have to be fixed again! Already folks have taken to parking in their front yards as there is not enough parking! What are you doing for the homeowners like myself with limited to no parking? Will a massive lower property tax adjustment be made for us since limiting/removing parking would lower our property value?

On a side note, come over to West Seattle some time and watch the silliness of what the city deemed sensible to Alaska street between 35th Ave and California Ave. Lanes change to turn, then straight, then turn in half block segments. Folks don't even bother to abide by the marked lanes and I see lots of folks making dangerous lane changes once they realize the ground markings say something different than what they should.

I've been following the discussion regarding 35th ave sw on the West Seattle Blog. I live on 34th Ave SW between Brandon and Findlay. At least once daily, I have to make a left turn off on 35th to get to my home on 34th. It is always a scary approach, which I take with great care, slowing down almost a full block away with my turn signal on to give anyone behind me plenty of notice that I will be coming to a stop. It's always scary and often times, cars behind me do not slow down, but instead, quickly dash into the right lane to avoid me at the last minute. There have been times where I felt that it was not safe and I drove on and turned at the light at Raymond instead because there is a turn lane there, then backtracking 4 blocks on 34th to get home. I am aware, as you are, of the number of crashes that occur because of left turns off of 35th, which is why I'm so fearful of it.

I appreciate you taking on the work to make changes. I have been hoping for it for the past 5 years that I've lived on 34th. I also feel that, because it is so difficult for pedestrians to cross 35th, it creates a divide between the east and west sides of 35th, as far as neighborhoods are concerned. Creating a more inviting roadway, instead of something that resembles a freeway, could go a long way. There are stretches of Highway 99 in North Seattle that are more appealing than 35th.

Being impacted on my street by parking problems at Camp Long throughout the summer, I also would like to voice support for providing some amount of on-street parking on 35th, particularly in the area around Camp Long. Installing a light with a crosswalk at Camp Long's entrance could also go a long way towards spreading out the parking options a bit when there are events at the park in the summer.

And, lastly, 30mph is plenty.

Thanks for listening,

First of all, thanks for dedicating some of your time to improving conditions on West Seattle's 35th Ave SW. I'm a homeowner near 35th and Dawson and I often lament the dangerous and unattractive conditions in front of my home.

I was unable to attend either meeting on this topic due to work conflicts, but I've stayed up to speed via the West Seattle Blog. So I'd like to voice my opinion, if that's ok.

One common theme in this discussion seems to be opposition to a road diet. This surprises me as we've seen many successful rechannelizations in the past. Perhaps nobody else is saying it, but I'd like to voice my opinion in favor of a road diet. As it is, both crossing and using 35th is a difficult and unsafe task. This is especially regrettable at the entrance to Camp Long where I've witnessed several groups of children (among others) struggle to cross safely. Additionally, I'm a cycle commuter and have had numerous scary situations along 35th -especially between Hudson and Avalon- where I've quite literally feared for my life.

Of course, traffic volume is important to consider when weighing transitioning a road from 4 to 3 lanes. For this, I defer to yours and the DOT's assessment based on case studies, research and data pertaining to 35th specifically. For what it's worth, my subjective observation has been that 35th has excess capacity and traffic would manage just fine.

So, I'd like to emphasize three things:

1. Calming vehicle speeds on 35th is a must.
2. Pedestrian crossings are needed.
3. Bike lanes (hopefully a two-way protected lane) would be a great benefit to the street users.

On the plus side, I think the sidewalks and grassy medians are amply large, albeit needing some repair. This means no new space needs to be devoted to widening either, and the street space can be repurposed for other things.

Thanks again for your consideration of our community's problematic road. I'd be happy to discuss more if you are interested!

I wanted to share my observations on the potential for making 34th SW into a Greenway.

I commute to work by bicycle daily. I live in Arbor Heights and work on 4th Av at Seattle City Light's South Service Center.

As an older worker, (more than 60 years old) I've tried various routes. My preferred bicycle commute consists of riding 34th SW from Roxbury to High Point where I work my way over to Snake Hill and down to the 26th Av SW Greenway. From the 26th SW Greenway I pick up the Duwamish trail by Andover/Delridge (thanks so much for the improvements taking place at this time!) and cross the low bridge, follow Spokane to 4th and arrive at work.

The ride home is via Spokane to low bridge to Delridge (which has the best grade). I cross from Delridge back to 34th SW via Holden. Then I take 34th SW the rest of the way home.

34th Av SW would make a fine greenway. With traffic calming effect of speed bumps and some possible aids for crossing perpendicular arterials such as Barton, Trenton and so forth the ride would be good.

I suspect that traffic calming on 34th SW would also help with stopping motorists who use the street as a parallel to 35th SW which is something I notice on the ride home.

I've taken 35th Av SW but stopped because it was terrifying dealing with many aggressive motorists who showed so much inconsideration towards a cyclist. I avoid it completely now

I'd also like to inform you that I am multi-modal. I sometimes take the 21 bus. I sometimes drive my automobile and I sometimes ride my motorcycle. But for commuting I use my bicycle more than the others. The calming of 35th Av SW will be beneficial to all forms of transport regardless of what the naysayers may claim. I find motorcycling on 35th SW to be extremely stressful and even in my car I feel harassed if I follow posted speed limits.

Sincerely,

Jim, primarily due to my having gainful employment, I was unable to attend the meetings regarding the proposed changes to 35th Avenue. I transit 35th avenue everyday, and many time multiple times a day as I commute between work and home, and visit local establishments for procurement of necessary paraphernalia such as food. Neither option are in the best interest for the commuter in West Seattle. Like many, I have no good option to take the bus, though I do ride my bike to work much throughout the year. When I drive on 35th, I do not feel threatened. It moves traffic fairly well much better than Fauntleroy or Delridge. The only problem I see are people not following basic traffic rules such as speed limits and signaling your intention to turn. I urge you to focus on the real problem here and not make commuting worse. I do not see a problem here outside of simple courtesy on the road.

I missed your presentation as I was out of town. I wish to state my opposition to your proposed changes. As it is currently, traffic is backed up during commuting hours due to the sheer number of vehicles on the road. Clogging the road further by restricting lanes and lowering the speed limit is a pretty guaranteed path to further bottlenecks. I do not enjoy the changes that were brought about by making Fauntleroy and California Avenues one lane. As a native West Seattleite, I have seen increased traffic and less ability to get through it. I fear your changes will make for yet another mess in West Seattle.

I am firmly OPPOSED to having any 'Traffic Calming' on 35th Ave. SW...if the City does that it will forever constrict North/South access out of West Seattle. There are plenty of things that can be done to make 35th Ave SW safer aside from taking two lanes away!

Please do NOT do this to 35th Ave.!

Regards,

Thank you for presenting to the community the two proposals that your group has so thoughtfully designed. I was not able to make it to the two community presentations but I'd like to put in my vote for Alternative A.

Although I'm an unrepentant speeder, I fully support the 5mph lower speed limit. I also live on 34th Ave. and I find 35th with its 4 lanes to be very tricky to turn onto, turn off of, or cross. I also bike on 35th several times a week and there's barely enough space for a bike to travel next to the parked cars and it's truly scary to be so close to such fast-moving traffic.

Looking forward to whatever changes can be made.

Thank you

I was thoroughly pleased with what I read on the West Seattle blog about the two design options for 35th Ave. SW. Plan A of course is the best in a world where funds are readily available :-) I support every recommendation made and the rationale for them. As someone who once rode his bike down 35th, I quickly realized the street is best left to cars; a parallel street option is better.

One question I do have is about the center lane. Has consideration been given to creating a median with landscaping to include trees in between intersections? As you can appreciate, this would help to further calm traffic by closing in on the peripheral vision of drivers. Obviously, this would cost more money. I am curious what your thoughts are about this.

Thanks in advance for your time.

Hi, reading Seattle Bike Blog about 35th Ave SW. I won't ride a bike on that. It would be suicide. If I need to go that way I use the side walk. I usually ride a mountain bike in town, 99% of the time. 35th has a pretty bumpy side walk in places but it beats being dead. Some people are convinced they need to ride a road bike all the time. They don't use side walks, don't want to slow down or run over the thorns on some of them. I don't know how you can protect them. They may not even own a mountain bike. I want you to know that I have no problem with riding a road bike in Portland, or Salem Oregon for that matter. Seattle is full of aggressive drivers. They think it is their right to speed 10 or 15 mph over the speed limit. You need a 25 mph speed limit on 35th just to keep it sane. Then they will probably only drive 35 to 40 mph. One problem is that they don't slow down around bicycles or pedestrians, they just buzz on by at 1 or 2 feet away when the rule should really be 3 feet below 30 mph and add an additional foot for each 10 mph above 30 mph. There are a lot of really evil or stupid drivers out there. They won't shoot you because they don't want to go to jail, but they will kill you with a car because they won't go to jail. I think that perhaps someone should sue the city for failing to enforce traffic laws, not with cameras, with police who get out of their cars and give real tickets.

Good presentation and thanks to all of you for the hard work.

I have several points I'd like to comment on:

1. We all seemed to agree - no bikes on 35th, and no designated bike lane(s) on 35th. Routing them onto 34th/36th makes incredibly good sense. Vulnerable bikes/bodies vs 2500 lb vehicles is just not a good mix. And no future bike lanes on 35th either. Some places are just better left to motorized vehicles.
2. I agree with the gentleman suggesting a traffic light at Juneau.
3. No Metro bus RapidRide bump outs as there are on California. That move was dumb, it impedes traffic, and they should be removed.
4. I like the idea of more dedicated left turn lanes.
5. More traffic enforcement - GREAT idea!!! Way too many people blow thru red lights, exceed 35mph, tailgate..... I'd also support some traffic cams, though I'd probably be in the minority. And more enforcement coming down the hill toward Alaska and on through the light at Avalon.....I see so many drivers blow through those lights.
6. Change the law to dis-allow J-walking on 35th. Cross in designated cross walks only.
7. I don't see the need for a 30 mph limit, IF, all of the other improvements are implemented, especially enforcement. But I'm not wholesale against it either.
8. Optimize signals....YES.
9. In my opinion, today at least, with the limited understanding of it that I have, Alternative A is better than B.

Hope to see you at the June meetings.

Just found out about the improvements planned for 35th ave SW. Everything I read sounds great. Are there any plans for road improvements for the area south of Roxbury on the east side of the street? Some holes along the road edge were filled in last summer, but they've returned over the course of winter. What the street needs is real gutters and some proper drainage. Is there anything in the plan for this or even down the road a bit?

Thanks for your time,

Just found out about the improvements planned for 35th ave SW. Everything I read sounds great. Are there any plans for road improvements for the area south of Roxbury on the east side of the street? Some holes along the road edge were filled in last summer, but they've returned over the course of winter. What the street needs is real gutters and some proper drainage. Is there anything in the plan for this or even down the road a bit?

Thanks for your time,

I just noticed <http://www.seattle.gov/transportation/35thSW.htm> from a story on West Seattle Blog's Facebook page.

I will most likely not be able to attend the community meeting today because of work.

However, I do want to take a moment and point out the "Facts about 35th Avenue SW" section on top of the project page is missing one important safety fact: The road condition is horrible and in many places doesn't allow for safe lane holding.

As much fun it is to swerve around badly done road repairs, potholes, and rutted lanes, I doubt it is safe. I spend most of my time on 35th Ave SW trying to minimize damage to my car's suspension and back rather than paying maximum attention to other elements on the road. I'd be happy to elaborate on the worst stretches of the road (OLG school zone slope, Holden -> Myrtle, slope from Alaska to Avalon, etc).

If SDOT is serious about making 35th Ave SW a safe road, please consider road surface improvements as a safety priority.

Thanks for listening.

I'm a long-time resident living on 35th Ave SW (at SW Brandon) and favor Option A because initiating the rechannelization at SW Edmunds St. would help maintain a consistent safe traffic flow through what remains a primarily residential area, with single family homes dominating the length of 35th Ave SW on both sides of the street. I notice many neighbors struggling even to back their cars out of their driveways during the morning rush hour.

I have been at home when several car collisions occurred at my intersection, and all have been related to vehicles turning off of 35th either eastbound or westbound onto SW Brandon. Having a turn lane in this area obviously would reduce or eliminate those incidents.

Also, 35th Ave SW has a consistent residential profile from SW Edmunds southward, so it is only logical to initiate the rechannelization for southbound traffic as soon as possible.

Additionally, many southbound vehicles turn left into Camp Long (at SW Dawson), with many events involving school children, so a dedicated turning lane there obviously makes sense.

I don't know if protected bike lanes are in the plan but if there is room they should also be included as they were on Fauntleroy.

Thank you,

Great presentation last night. I was wondering how it would go with some of the initial tension however the manner in which you both delivered the options kept the discussion inquisitive.

It was heartening to hear the group clap. Fauntleroy is so much better than it was before the modifications – we all recognize that. I like the idea of right turns only at Raymond and think this approach may actually help vitalize the small business zone there. Working on the High Point community for 15 years- slowing the traffic has always been the key move to make this a walkable neighborhood. Personally living in West Seattle for 30+ years, it will be great to finally knit across 35th and allow the library, Camp Long and the regional sportsfield to be truly part of a neighborhood.

Finally – good work on Rainier Avenue- I am so happy to hear the planned change.

Thank you

I am unable to make it to this week's meetings regarding the 35th Avenue SW Road Safety Corridor project but have reviewed the slides and West Seattle Blog's recap of yesterday's presentation. I strongly support Alternative A.

My husband and I live in the Gatewood neighborhood and frequently cross 35th on foot to visit various businesses, the community track on Thistle, and the walking trails in Camp Long. Though we consider ourselves conscientious and careful pedestrians, we've both had close calls crossing the street and have heard the employees of local businesses talk about similar experiences by other customers. Employees at Locol and Tap Station in particular have both indicated that they believe slowing down traffic on 35th and adding additional crosswalks would be good for business, as well as for public safety. While Alternative B would help enormously, Alternative A has the added benefit of providing safer and easier access for pedestrians to Camp Long, a safer route to "downtown" West Seattle from the neighborhoods on the east side of 35th north of Raymond Street, and safer access to bus facilities on 35th north of Raymond for bus riders on both sides of the street.

Thanks for all the work you and others at SDOT have put in to this project!

Thanks,

I fully disagree with reducing 35th Ave SW to three lanes.....I understand this would include a turn lane.

As a long time West Seattle resident I feel that reducing the speed is not really necessary. If you patrolled with more radar you would get more income for the city and stop the speeders that make this a more dangerous street. Please...do not reduce the lanes on 35th...bound to cause traffic jams and cause more people to take chances in the turn lane by passing other cars.

I don't want you to be blind-sided. Several of us in the Roxhill Neighborhood "Nextdoor" website community are putting together a petition on Change.org to judge just how much resistance there is to the SDOT proposed changes to 35th. This is largely due to the significant number of very negative comments and sentiments regarding the project on the website. However it also stems from a little survey I did:

I'm a co-captain of the BlockWatch for the 7500 block of 34th Ave SW. So I sent out a survey asking my neighbors a couple of simple questions about their prior knowledge of it. I included links to the West Seattle Blog and this website for them to get more information. Because this is the entire block (minus one), it is a cross-section of young families, retirees, singles, empty-nesters, etc., etc.

Here are the results of my \*very\* informal survey regarding the proposed changes to 35th.

I sent the question to 30 email addresses, covering 21 households.

Received answers from 18. Not all questions were answered by each respondent.

Q: Have you heard of the proposed speed limit change?

A: 6 – Yes; 12 – No 67% HAD NOT

Q: Have you heard about the proposed change from 4 lanes to 3?

A: 4 – Yes; 13 – No 76% HAD NOT

Q: Do you have an opinion regarding the speed limit change?

A: 3 – Pro; 13 – Con 81% WERE AGAINST

Q: Do you have an opinion regarding the lane change proposal?

A: 1 – Pro; 14 – Con 93% WERE AGAINST

Note: Some replied that they had heard of one or the other proposal within the last week. I counted those as "no" since I should have asked if they had heard about it last October, which is when the decision was apparently "made." Hearing about just within the last month (or so) amounts to having missed the period of early, formative, public input.

The intent of the Change.org petition is to see if we can convince SDOT to reverse its decision. The petition should be mounted within the next day or so.

> I am a long time west seattle resident and I drive 35th ave sw at  
> least twice / day.  
>  
> It is the only remaining full arterial egress from west seattle.  
>  
> When I moved to west seattle my commute to downtown was on the order  
> of 12 minutes.  
> It now it never less than 30 and often 45 or more.  
>  
> Rechanneling 35th is going to add "only 3 or 4 minutes" to the average  
> commute according to your presentation.  
>  
> I no longer drive on Fauntleroy if I can avoid it, or Delridge,  
> because I routinely get stuck behind a bus or a truck or a slow driver  
> and have no way to get around them.  
>  
> Please don't do this to 35th. Please leave those of us who drive one  
> reasonably quick way out of west seattle.  
>  
> Speeding is a problem, as is lane discipline. Enforce the speeding laws.  
> Put in more lighted crosswalks.  
>  
> But please leave me 2 lanes each way.  
>  
> Thank you.

I just read a posting from Oct. 21, 2014 on the Seattle Bike Blog regarding 35th Ave SW. Where may I access information about the proposed changes to 35th Ave SW in West Seattle?

I often cycle to work and have typically ridden 35th Ave SW. On Tuesday, February 24th, 2015, I was cycling northbound on 35th Ave SW, wearing a bright orange jacket with highly reflective straps, had a bright yellow cover over the bag at the back of my bike, had bright red flashing lights on both the back of my helmet and the back of my bike. At approximately 6:14 AM, with close to no other traffic and no precipitation or fog, I was clipped by a speeding motorist travelling in the same direction. The side view mirror of the car and other smaller panel pieces smashed off of the vehicle as it clipped my handlebar. Due to the quick pulling force of the bike into the right side of my left leg and the almost simultaneous impact of the car upon the outside of my left leg, I was not thrown under the car, into any parked cars, or onto the adjacent road. I sustained multiple bruises and some impact to my bones, but no break fortunately. And I was very lucky not to be severely broken or worse. The motorist chose not to stop and drove away. The police filed a report but have not identified the driver.

I share this personal testimony as an example of the dangerous condition of this roadway. I encourage revisions to 35th Ave SW to include clearly marked bike lanes or similar. Please let me know what possible revisions are being considered and provide me with any resources where I may monitor the progress of such planning. And please let me know if there are other opportunities to share my input.

I work in the SMT and can stop by the 37th floor if need be to pick up any documents, though I suspect this won't be necessary.

Thanks for your time,

Reduce traffic problems by reducing lanes is as logical as reducing ocean acidity by removing water from the ocean. Yes, reducing the speed limit makes sense but taking a high traffic corridor and cutting the lanes in half is just plain stupid. Concentrating and worsening traffic congestion will force cars closer together, much more impatient and much more likely to hit each other. There will be much less space between cars so pedestrians will have to take more chances just to get across the street.

- Reduce speed limit? OK this makes sense
- Cut number of lanes in half? STUPID, STUPID, STUPID!!!

> Jim: I live in Arbor Heights and haven't yet formed an opinion about the options presented for 35th. However, one intersection that has not been identified as a problem is the intersection to/from 35th from the W. Seattle Golf Course and the stadium with which it shares a parking lot.

>

> All turns from the parking lot onto 35th are at best a thrill ride, especially but not limited to rush hour times. It is especially dangerous exiting the lot and turning left, south onto 35th, with traffic barreling down hill and upon clearing the light at Avalon going up hill quickly to beat the light at Alaska.

>

> I fear that a single lane both directions will make that turn, and likely the right during rush hour nearly impossible and extremely dangerous. Include a bus at the stop just north of the intersection on the east side and sight lines disappear entirely to the north.

>

> I appreciate that the proximity to the light just south of that point, Alaska I think, makes another light unlikely.

>

> At the very least there must be lanes to turn into without traffic to allow for an opening in traffic to make if possible to continue onto 35th southbound, though again, my fear is that traffic will be so backed up from Avalon to the light to form a solid line of likely unyielding traffic. After 3 PM it almost is already.

> One thought if it is possible is to have a "right merge right of way light" as part of the uphill light that gives cars in the "waiting to merge" lane a couple of second to do so before the full lane light turns green. This of course would require the main traffic to stop farther down the hill to allow for a merge route. An allowable merge into the bus lane for a right turning car going north would work great.

>

> One final thought...keep bikes off of 35th please. Creating bike only lanes on busy streets or "sharrows" that encourage cars to move into oncoming traffic are a stupid ideas on busy streets that has to be questioned. Creating safe bike routes on adjacent streets is much saner and much less expensive. I feel strongly that we are creating unnecessary conflict and competition between cars/drivers and bicycles/riders by insisting that bikes and cars share the same roads, especially when alternatives are present. Unlike what bike purists seem to insist, Seattle is not Amsterdam. Except for the pot thing of course.

While I'm not sure exactly what changes are being proposed or considered for this West Seattle arterial, I'd like to give you my perspective. I sincerely hope that the daily commuter doesn't get left out of the equation. There are few enough north-south routes as it is...lowering speeds and constricting lanes on 35th is a terrible idea. Particularly since there are many metro buses on the road there, imagine all of the traffic that would back up behind them if there were only one lane in each direction.

I don't quite know what's behind the push for changes. I personally travel on 35th nearly every day, and I have not seen any dangerous or distracted driving behavior. Having recently moved from Wallingford, I can tell you from firsthand experience that those behaviors are much more prevalent in other parts of the city.

There may be a small but vocal minority raising safety concerns. West Seattle is undoubtedly gaining in population, as are most parts of Seattle. Maybe some folks who've lived here awhile are simply having a hard time adjusting to the inevitable.

Regardless, while I'm sure there are some things that could be done to improve safety on this busy street, please don't take lanes of traffic away or otherwise restrict the flow for commuters. We deserve a say too!

Thank you for listening.

I've heard that some people are actually trying to throw a monkey wrench in the city's thoughtful, deliberative plan to try to place 35th and Roxbury on road diets. Despite the deaths, injuries, and accidents, apparently some people have started some kind of a petition (which I haven't seen) which asserts that these roads are essentially fine as they are, or that maybe they even need speed limit increases, or whatever.

Coincidentally, this comes after Seattle legalized pot. Hmmm.

I don't disagree that Seattle's traffic stinks. I don't disagree that the city's lousy traffic and transportation probably is in part the result of poor transportation and road planning. I also agree that it would be dreamy to be able to just hop in your car and get where you want to go without tons of traffic. But I also think it's pretty clear that Roxbury and 35th have more accidents and injuries and deaths than a heck of a lot of other roads, and that they are seriously scary and dangerous to all but those filled with road rage and travelling at about 60 mph. The current two lanes each way with no center turn lane causes accidents and injury -- and this condition plainly poses a danger to people, property, and vehicles on those roads, and it quite possibly also creates a legal liability to the city for permitting it to stay as it is.

If anyone is actually complaining that placing Roxbury and/or 35th on road diets will essentially cause chaos and havoc, they're obviously just frustrated and irrational. If 35th and Roxbury had one lane each way with a center turn lane, I really do think that life will go on. I think road diets like that could add a whole couple minutes more to my commute during rush hour. Some may finally take the bus instead. It'll be OK.

Sure, some people think the world will absolutely dissolve to powder if 35th and Roxbury get road diets. Those people think those roads are currently just fine as they are, and maybe all they need is a bit of a speed limit increase. I think maybe those people should be made to stand in the middle of 35th right on the yellow center line for a good two minutes during the 8:30 a.m. commute. Apparently they can't see a problem no, but I guarantee though that after two minutes, they will -- if they can even see at all after just a minute.

Please stay on the path to sound planning and public safety: ignore irrational naysayers and place 35th and Roxbury on road diets. The roads are currently a serious danger.

I appreciate that you, your team, whomever else is involved, have your own opinions. It is what makes America a wonderful place - we can all be free to believe/feel what we want. I, however, completely disagree with these plans.

I'd first like to point out, the only people you are hearing from, are the people complaining. Have you stopped to consider that you simply don't hear from the people that have no problem with the road as it is now? You don't hear from them because they don't have a complaint to make. Have you considered that the number of people complaining might be considerably small to the percentage of people that like 35th the way it is?

West Seattle is like an Island - there are only two ways on or off. All traffic exiting West Seattle must take one of these two routes, unless of course you are going South and don't mind a stroll down Ambaum. This creates a major traffic issue, particularly when the traffic is heavy. Do you live in West Seattle? Do you have any frame of reference for how these decisions affect the people living in West Seattle?

There are no other major roads going North-South, which haven't already been dieted. Has there been any consideration placed into how it might affect business? I live on the South-end of West Seattle. I can already tell you, I rarely, if ever, use Delridge. I avoid Fauntleroy as often as humanly possible, but have to take it from time to time. Sometimes I use California, because there are establishments there I choose to visit. I primarily use 35th to head north, because traffic flows faster and is less likely to get bottlenecked.

I can also say that I will significantly reduce my spending in West Seattle as an outcome of the increased traffic issues - partly due to construction/road closures, and partly due to reduced throughput when the changes are completed. Rather than waste at least 40-60 minutes of my life on a round trip drive from Westwood to Admiral or Alki, I'll either go South to Burien, or just not go at all. Has any of this economic impact been studied, or considered? I seriously doubt I am the only one with feelings this way.

I'd like to point out, that these changes are taking place at a time where the City has egregiously wasted our dollars on the Viaduct replacement, which has caused a huge traffic problem for years. Quite a few people I am associated with are at their limit of frustration with the city, due to the continued road work that has even shutdown some of the detour routes due to other projects. Why isn't this put to a community vote?

It would be one thing, if West Seattle had some other road with high throughput...but you are literally trying to kill the last one...

I'm writing now to let you know that I fully support the original safety plan for 35th, now being challenged. I'm disgusted by the new "anti-safety" petition, and view the signers as proof of the problem - not the solution. An arterial is not (necessarily) a freeway, and 35th is currently not safe for any form of traffic, vehicular or otherwise. Even my friends from the Admiral District hate to drive on it.

Please support and proceed with the changes to this corridor.

The cheapest option is to "road diet" 35th like the city did with Fauntleroy. Doing that would finally bring 35th into the realm of a somewhat safer roadway. (Frankly, I am astonished no one has sued the city for its knowledge of the incredibly faulty 35th design, a four lane raceway, knowing people routinely go 50mph or more and doing nothing for years. Sad. But, better late than never...) But I say put a planter strip down 35th's middle. Make the whole damned thing just two lanes, and put trees or greenery in the middle. It will turn a danger and eyesore into a safer place where people will actually want to live again.

I'm a West Seattle resident, and the father of a young son, writing to provide my enthusiastic support for the plans to increase road safety on 35th Ave SW. Pedestrian and bicycle safety should be our top priorities, with increased speed and reliability of transit coming a close second.

Seattle is much too auto-dominated, and any chance to contain and slow down aggressive drivers should be pursued. Reduction of 35th to one-lane in each direction will help greatly. Please pursue this to the maximum extent possible. I hope you can focus your efforts on Delridge Avenue next.

Thank you for your great work.

Crosswalks! There should be a crosswalk for access to places like Camp Long, but also, where ever there is a bus stop; everyone riding the bus is going to have to cross 35th Ave SW at least once, i.e. either leaving or returning home.

I don't understand how some streets that are much less used than 35th Ave SW have painted in crosswalks with buckets of flags to help make pedestrians more visible and 35th Ave SW has NONE? When I first moved to my home 21 years ago, I called the city on numerous occasions about getting a crosswalk to Camp Long and was treated very rudely the first time. The second time I was informed that a study in San Diego, CA indicated more people were hit in crosswalks....which was why the city was not going to paint in a crosswalk! On my last attempt I talked with a polite supervisor type who had some sort of device installed to measure the number of cars....said they needed to get an idea of volume to see if a crosswalk was warranted. I was later informed the volume did NOT warrant a crosswalk at Camp Long.

Insane, don't you think?

I hope to attend your second meeting next Tuesday.

I wasn't able to make it either outreach meeting for this project, so I'm emailing to voice my support for rechannelization of 35th, as well as a lower speed limit of 30 MPH. I would also love to see SDOT try out narrower travel lanes in the city, and I think this stretch of road is a great candidate.

Thanks for the good work that you do.

We've met briefly at two of your meetings about 35th Ave SW, once last year and once more recently when you presented the proposed alternatives at the community center in High Point.

There has been some chatter on the West Seattle blog over the past few days about a counter petition to the work you've been doing, so I just wanted to take a moment to e-mail you and reaffirm that both my wife (cc'd) and I support the plans you presented as well as the continued improvements you and your peers at SDOT have been working on for the entire city.

Thank you for your hard work and if at any time you need input or support, don't hesitate to e-mail us.

## 35th Avenue SW Road Safety Corridor Project

## Public comments (updated 7/14/15)

Am unable to attend any of the public meetings regarding 35TH AVE SW project but I did review the presentation.

I STRONGLY am in favor of Design Alternative A. I feel so much safer driving on California, Delridge, and Fauntleroy than I do on 35th.

Thanks so much for your efforts to make Seattle a better place.

Respectfully,

I am writing to you today to implore you to please not implement the intended "safety" changes to 35th Ave SW.

There are many other ways to implement safety along the corridor. Currently the way it is it is the only viable street to travel on north to south without impediments. I know it sounds like that is the very reason you are wanting it to go to two lanes but your plan is going to create so many more safety issues like road rage murders, vehicle fatalities from passing in center lanes, heart failure, increased stress from having to deal with this and elevated blood pressure.

We have to come together and think about what is best for WS traffic. I implore you to come and stay here for a week and get to know the neighborhood and see what it is like in the trenches. I know it's too late now but the city owned the property just to the south of Kentucky Fried Chicken. They could have built a park n ride there to compensate for the 50,000 new units they permitted to out of state developers but instead they sold it to a developer for an undisclosed amount. Now it's another mega hole.

Please do not implement your plan.

Thanks,

Dear Mr. Curtin. It is my understanding that the City of Seattle wants to reduce the number of lanes on 35th avenue. Without a SUBSTANTIAL increase in Transit, that would be an unwise idea. There is already a large amount of traffic and 35th is the only corridor on the west side that can handle the current and expanding volume. If it is reduced, there will be more problems. Please don't make matters worse. Thanks.

I drive 35th Ave SW almost everyday to and from work. The idea that DOT is thinking of restricting it to a one lane road is a frustrating head-scratcher to me. Have you driven this road during morning or afternoon rush hours [which these days is from 7 am-9:30 am then from about 3:30 till 6:30] ?? Many of us can't carpool. I carry ladders and tools to a different set of jobs each day. 35th SW is already packed, and with buses stopping at every other block restricting traffic in one lane it is already clogged up.[And who thought up the crazy idea of bus stops being extended into the traffic so that it clogs traffic while picking up passengers. I strongly object to the notion that restricting 35th SW could do anything more than make the hardship of driving to work even more significant.

This ,along with many other ideas coming out of SDOT , is so wrong for the citizens of Seattle! The greater percentage of us drive cars!! Many drive cars,vans,trucks!! A smaller percentage ride the bus and a few (very few) ride bikes!

There are four main streets traveling North and South in WS with different destinations. 35th is the main one going the longest way with tons of cars daily!! Why in the World would you possibly change anything to this main road except keep it in good driving condition!! California Ave. SW and Fauntleroy have already been made into two lanes with a large turning and sharing lane in the middle and bike lanes,plus buses use these lanes as well!!What a mess !! (This for a few bike riders)??

And now they want to destroy one of two main ways to get to the Beach (Alki) ! One of the busiest tourist and play areas in Seattle by narrowing Admiral Way, and taking away 200 parking spots in front of homes that have basically no other parking! Small children and the elderly will have to cross an overly congested road from their homes to cars or the bus !! Limiting parking also to the beach???? Why ??? To put in bike lanes on a very busy congested steep hill for a few bikes !! This being totally ridiculous!! One more thing , I am tired of trying to get across Town to Seattle Cancer Care Alliance for treatment at 10:30 AM from WS , presently it takes approximately an hour for normally a 15 minute ride ! We now don't just need that horrible tunnel through our town but we now also need to keep the via duct as well !!