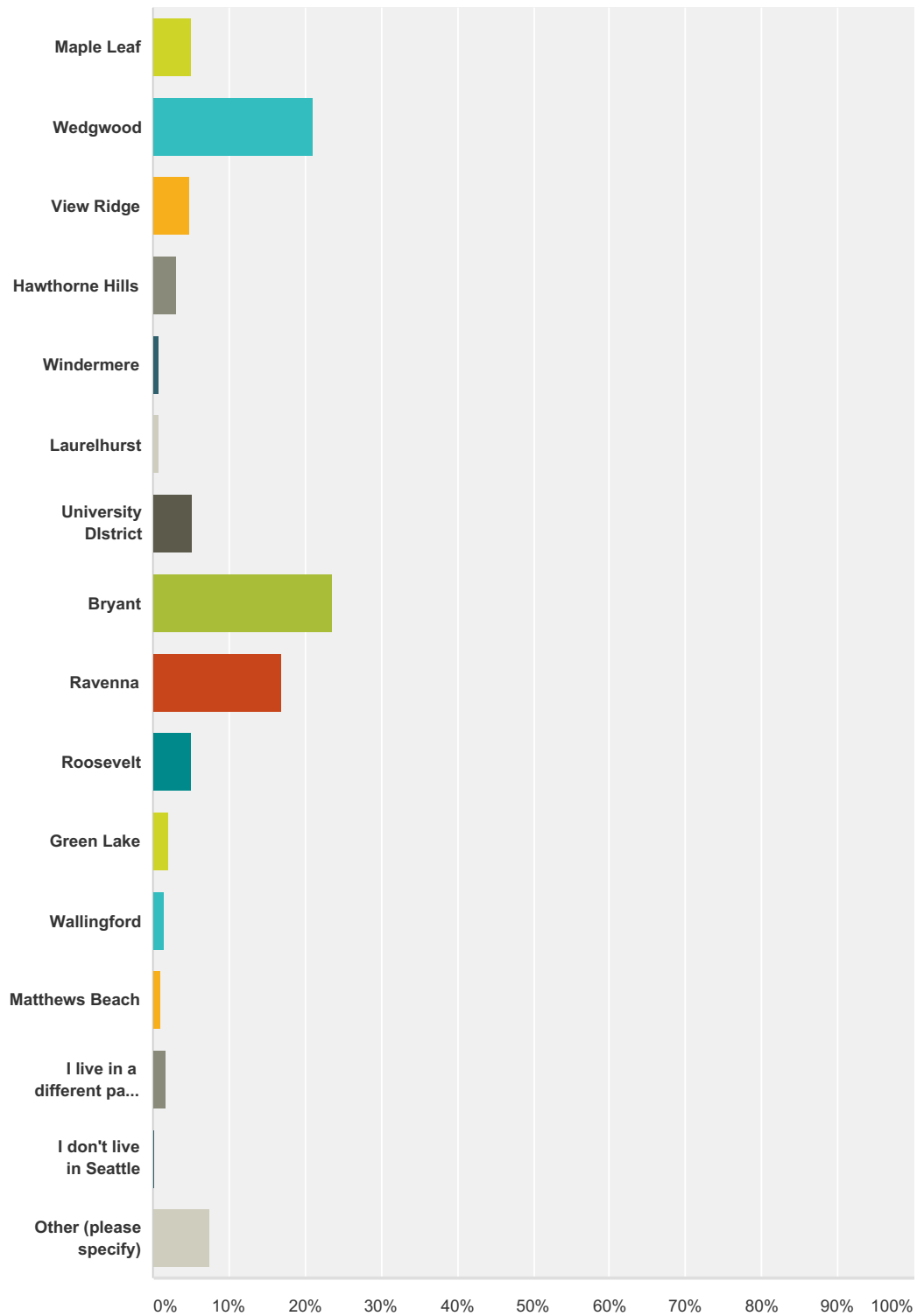


Q1 What northeastSeattle neighborhood do you currently live in?

Answered: 650 Skipped: 0



Answer Choices	Responses
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2018 Arterial Paving Questionnaire - Northeast Seattle

Maple Leaf	4.92%	32
Wedgwood	21.08%	137
View Ridge	4.77%	31
Hawthorne Hills	3.08%	20
Windermere	0.77%	5
Laurelhurst	0.77%	5
University District	5.23%	34
Bryant	23.54%	153
Ravenna	16.92%	110
Roosevelt	4.92%	32
Green Lake	2.00%	13
Wallingford	1.54%	10
Matthews Beach	1.08%	7
I live in a different part of Seattle	1.69%	11
I don't live in Seattle	0.15%	1
Other (please specify)	7.54%	49
Total		650

#	Other (please specify)	Date
1	Olympic Hills, Lake City	9/18/2016 1:07 PM
2	Lake forest park	9/18/2016 11:21 AM
3	Lake City	9/17/2016 9:47 AM
4	Lake city	9/16/2016 10:39 PM
5	Combo: West of Wedgwood, North of Ravenna	9/16/2016 12:28 PM
6	Pinehurst	9/16/2016 12:11 PM
7	Lake City	9/16/2016 9:19 AM
8	Lake City	9/16/2016 7:51 AM
9	Pinehurst	9/15/2016 11:07 PM
10	Olympic Hills/Lake City	9/15/2016 8:35 PM
11	Lake City - why isn't lake city listed? It's larger than several neighborhoods mentioned.	9/15/2016 7:58 PM
12	Lake City	9/15/2016 7:37 PM
13	Fremont!	9/15/2016 4:24 PM
14	overlap of Roosevelt, Maple Leaf	9/14/2016 3:54 PM
15	Meadowbrook	9/14/2016 1:53 PM
16	North Ravenna/Hayes Park	9/14/2016 12:27 PM
17	Cedar Park	9/14/2016 10:56 AM
18	Meadowbrook	9/14/2016 9:10 AM
19	Lake City	9/13/2016 7:00 PM

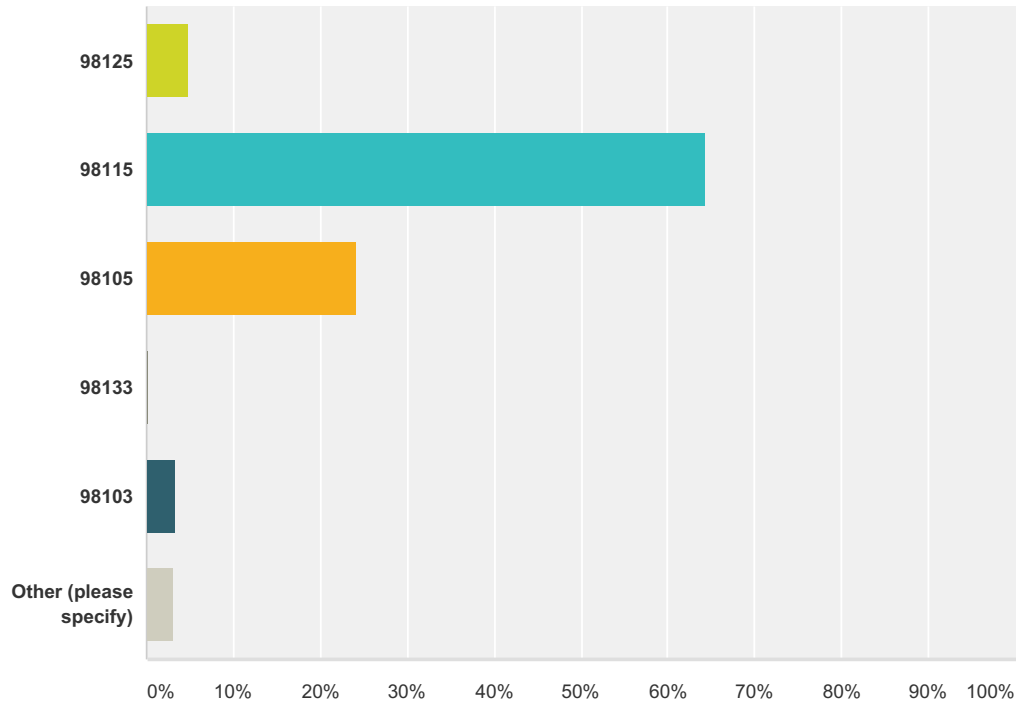
2018 Arterial Paving Questionnaire - Northeast Seattle

20	Queen Anne	9/13/2016 6:47 PM
21	Ravenna/Bryant/View Ridge	9/13/2016 4:10 PM
22	Sand Point Country Club	9/13/2016 3:04 PM
23	Hawthorne Terrace	9/13/2016 12:59 PM
24	I live part time in Laurelhurst and work all over King County and I need to use my car!	9/13/2016 8:36 AM
25	Lake City Hub Urban Village--why not listed????	9/13/2016 1:06 AM
26	Sandpoint	9/12/2016 9:49 PM
27	Licton Springs	9/12/2016 9:25 PM
28	Meadowbrook	9/12/2016 8:37 PM
29	Meadowbrook	9/12/2016 8:17 PM
30	Lake City	9/12/2016 7:59 PM
31	Pinehurst	9/12/2016 7:33 PM
32	meadowbrook	9/12/2016 7:04 PM
33	Sand Point Country Club	9/12/2016 6:16 PM
34	Lake City	9/12/2016 6:05 PM
35	I'm kind of at the crossroads between the U-District, Roosevelt & Ravenna (58th & 17th)	9/12/2016 5:11 PM
36	Sand Point	9/12/2016 5:07 PM
37	Cedar Park	9/12/2016 4:56 PM
38	Lake forest park	9/12/2016 4:49 PM
39	Cedar Park	9/11/2016 10:26 PM
40	Triangle below Calvary Cemetary	9/10/2016 10:17 PM
41	What about Lake City. we are never on your list	9/10/2016 9:12 PM
42	Montlake	9/10/2016 1:03 PM
43	We live on 15th and 77th - we're in the middle of Maple Leaf, Roosevelt and Wedgewood neighborhoods	9/10/2016 11:28 AM
44	Ne 92ND St off Lake City way	9/9/2016 11:47 AM
45	Magnolia	9/8/2016 10:56 AM
46	Ravenna	9/7/2016 6:41 PM
47	Ravenna	9/7/2016 5:39 PM
48	Victory Heights	9/7/2016 3:59 PM
49	Ravenna	8/29/2016 12:33 PM

Q2 What is your homeZIP code?

Answered: 645 Skipped: 5

2018 Arterial Paving Questionnaire - Northeast Seattle



Answer Choices	Responses
98125	4.81% 31
98115	64.34% 415
98105	24.19% 156
98133	0.16% 1
98103	3.41% 22
Other (please specify)	3.10% 20
Total	645

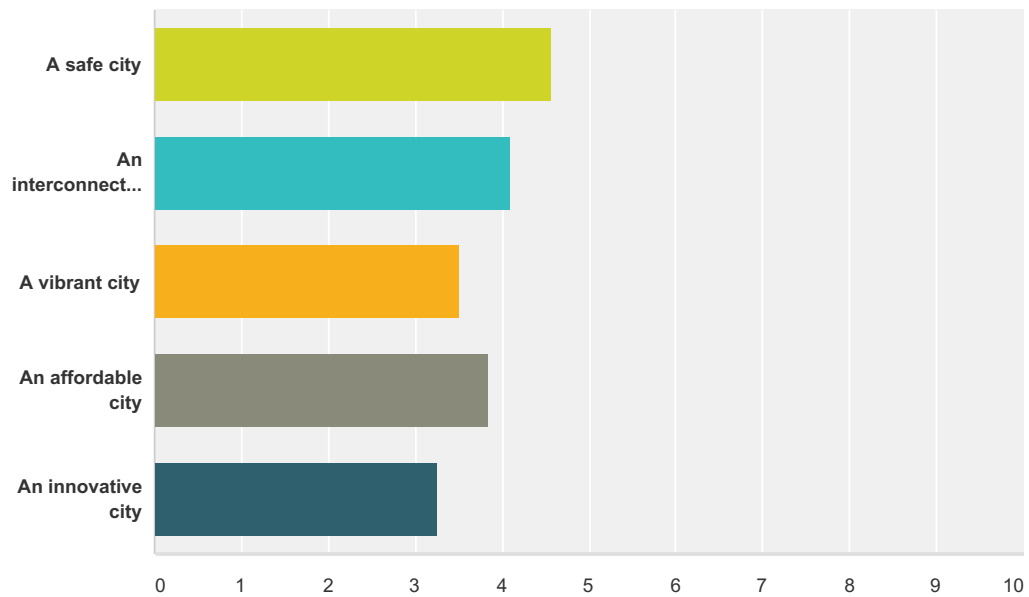
#	Other (please specify)	Date
1	98122	9/19/2016 10:38 AM
2	98133	9/18/2016 8:04 PM
3	98155	9/18/2016 11:21 AM
4	98122	9/18/2016 10:11 AM
5	98125	9/16/2016 7:51 AM
6	98112	9/16/2016 12:03 AM
7	98107	9/14/2016 1:01 PM
8	98107	9/13/2016 10:15 PM
9	H	9/13/2016 8:35 PM
10	98109	9/13/2016 6:47 PM
11	98144	9/13/2016 5:59 PM
12	98105	9/13/2016 4:21 PM
13	98122	9/13/2016 1:38 PM

2018 Arterial Paving Questionnaire - Northeast Seattle

14	I have lived and/or worked in Laurelhurst for over 36 years.	9/13/2016 8:36 AM
15	98155	9/12/2016 9:05 PM
16	98125	9/12/2016 7:04 PM
17	98155	9/12/2016 4:49 PM
18	98105	9/11/2016 1:24 PM
19	98112	9/10/2016 1:03 PM
20	98199	9/8/2016 10:56 AM

Q3 At the Seattle Department of Transportation (SDOT), we have 5 core values. We're focused on creating a safe, interconnected, vibrant, affordable, and innovative city for all. Please rate our 5 core values based on how important they are to you:

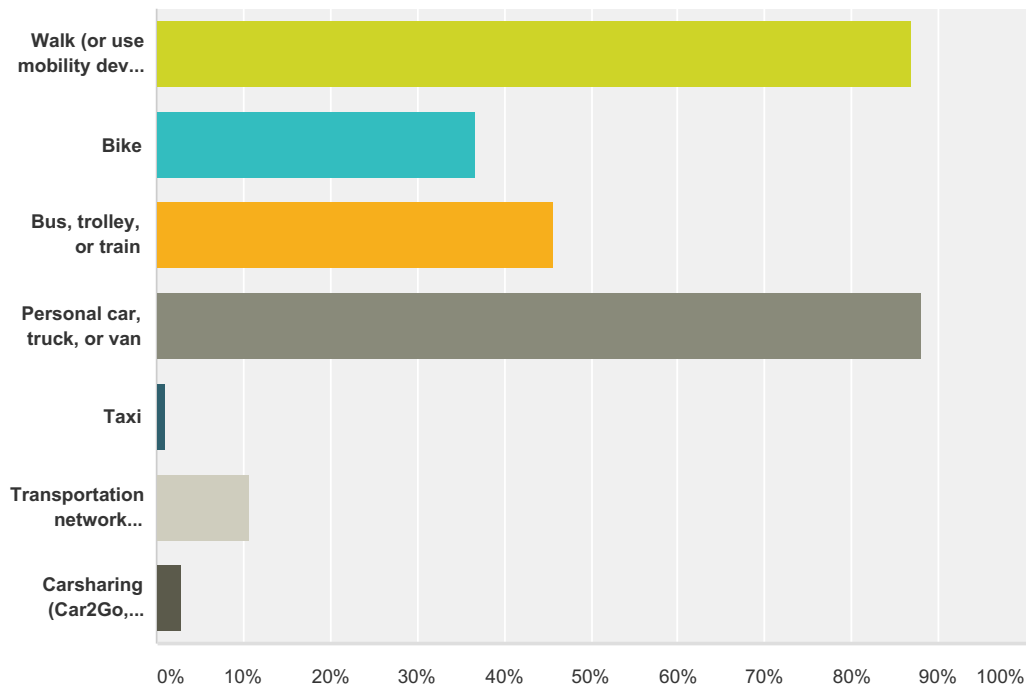
Answered: 643 Skipped: 7



	Not at all important	Slightly important	Moderately important	Very important	Extremely important	Total	Weighted Average
A safe city	0.31% 2	0.94% 6	5.46% 35	26.68% 171	66.61% 427	641	4.58
An interconnected city	1.56% 10	2.96% 19	14.04% 90	46.65% 299	34.79% 223	641	4.10
A vibrant city	4.10% 26	10.41% 66	32.97% 209	35.96% 228	16.56% 105	634	3.50
An affordable city	2.50% 16	6.10% 39	25.67% 164	35.05% 224	30.67% 196	639	3.85
An innovative city	7.19% 46	13.91% 89	37.19% 238	28.75% 184	12.97% 83	640	3.26

Q4 How do you currently get around your neighborhood? (Pick your top3)

Answered: 648 Skipped: 2

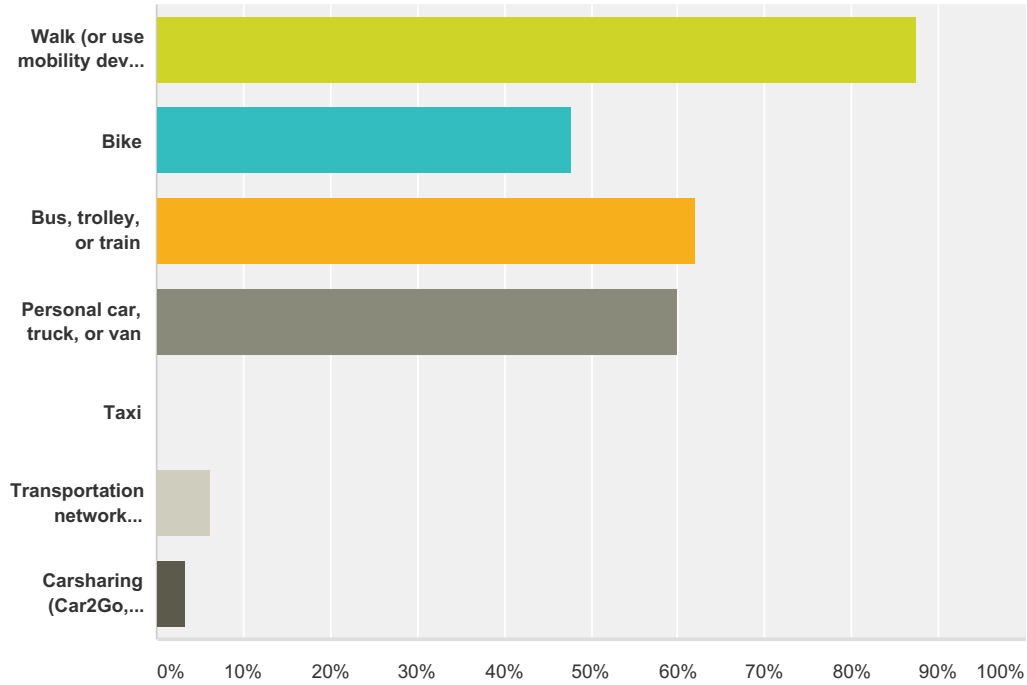


Answer Choices	Responses
Walk (or use mobility device like a wheelchair)	86.88% 563
Bike	36.73% 238
Bus, trolley, or train	45.68% 296
Personal car, truck, or van	88.12% 571
Taxi	1.08% 7
Transportation network companies (Uber, Lyft, etc.)	10.65% 69
Carsharing (Car2Go, Zipcar, etc.)	2.93% 19
Total Respondents: 648	

Q5 How would you prefer to get around your neighborhood? (Pick your top3)

Answered: 646 Skipped: 4

2018 Arterial Paving Questionnaire - Northeast Seattle

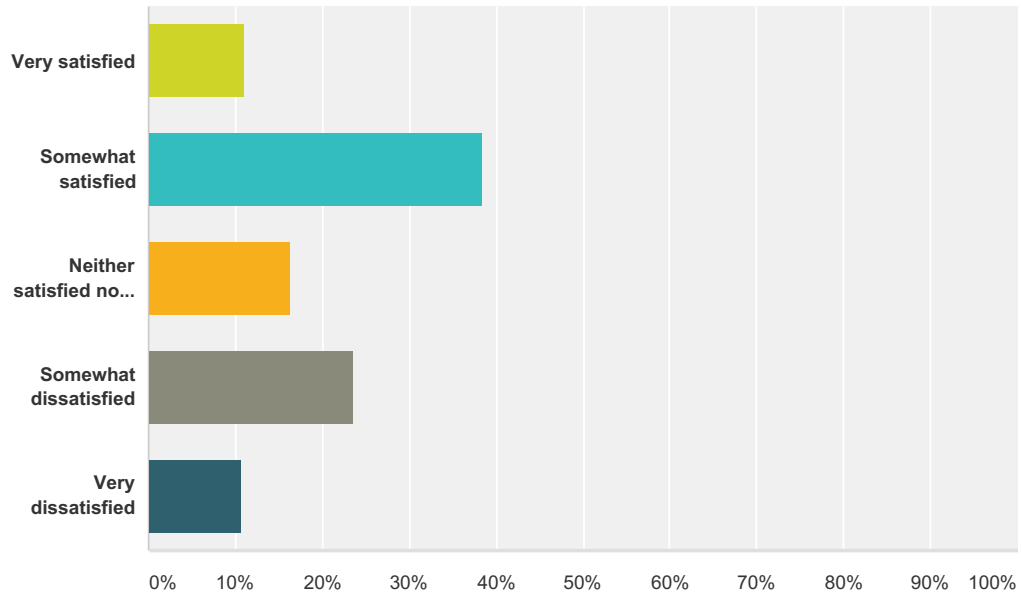


Answer Choices	Responses	Count
Walk (or use mobility device like a wheelchair)	87.46%	565
Bike	47.83%	309
Bus, trolley, or train	61.92%	400
Personal car, truck, or van	59.91%	387
Taxi	0.00%	0
Transportation network companies (Uber, Lyft, etc.)	6.35%	41
Carsharing (Car2Go, Zipcar, etc.)	3.41%	22
Total Respondents: 646		

Q6 How satisfied are you with the pavement quality of arterial streets in your neighborhood?

Answered: 647 Skipped: 3

2018 Arterial Paving Questionnaire - Northeast Seattle

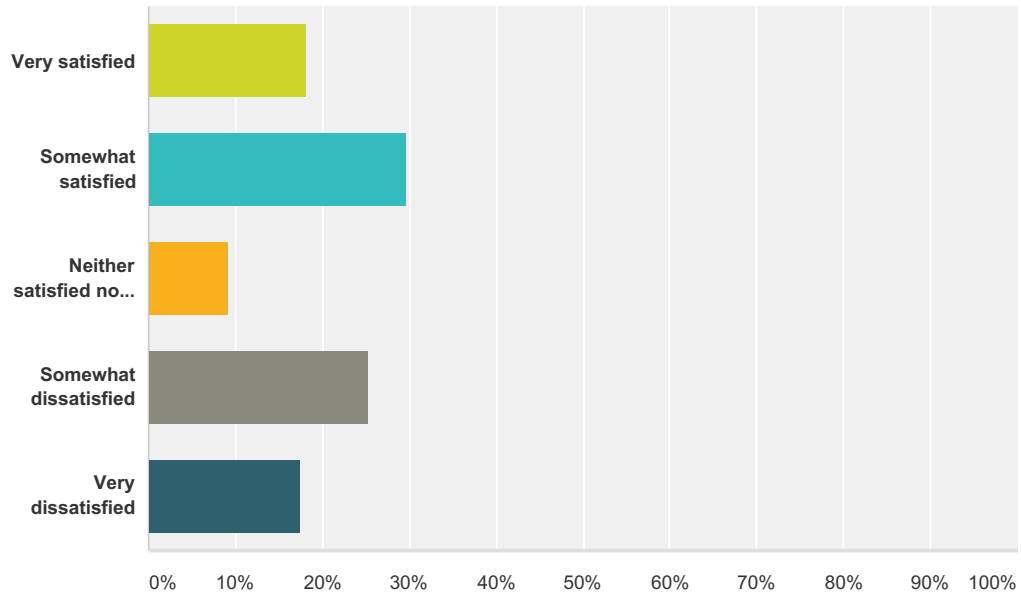


Answer Choices	Responses
Very satisfied	11.13% 72
Somewhat satisfied	38.49% 249
Neither satisfied nor dissatisfied	16.23% 105
Somewhat dissatisfied	23.49% 152
Very dissatisfied	10.66% 69
Total	647

Q7 How satisfied are you with the overall walking environment in your neighborhood, including sidewalks, shoulders, and curb ramps?

Answered: 647 Skipped: 3

2018 Arterial Paving Questionnaire - Northeast Seattle

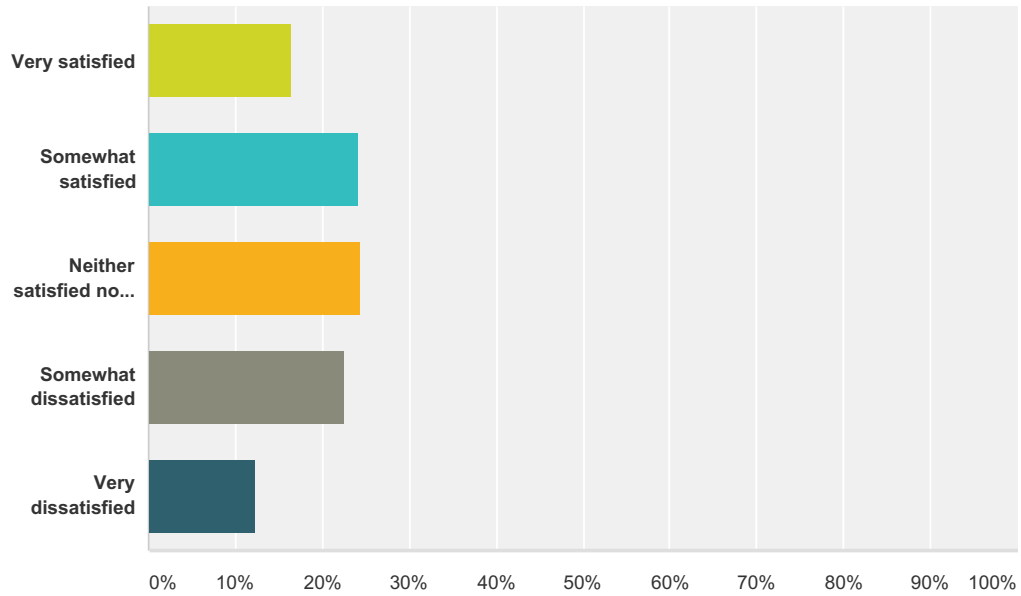


Answer Choices	Responses
Very satisfied	18.24% 118
Somewhat satisfied	29.68% 192
Neither satisfied nor dissatisfied	9.27% 60
Somewhat dissatisfied	25.35% 164
Very dissatisfied	17.47% 113
Total	647

Q8 How satisfied are you with the overall biking environment in your neighborhood, including bike lanes, neighborhood greenways, and shared streets?

Answered: 637 Skipped: 13

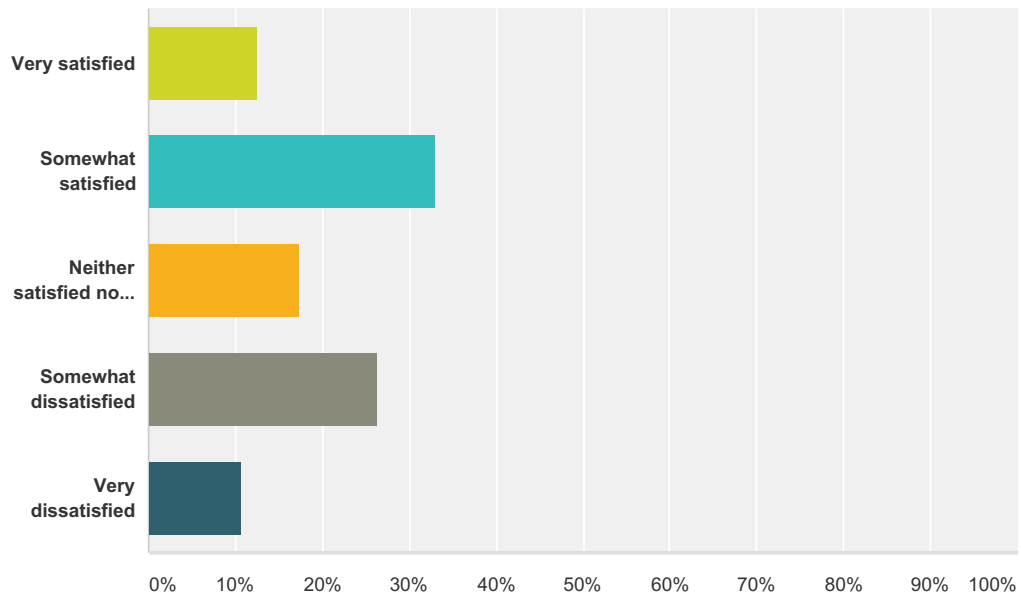
2018 Arterial Paving Questionnaire - Northeast Seattle



Answer Choices	Responses
Very satisfied	16.48% 105
Somewhat satisfied	24.18% 154
Neither satisfied nor dissatisfied	24.49% 156
Somewhat dissatisfied	22.45% 143
Very dissatisfied	12.40% 79
Total	637

Q9 How satisfied are you with the overall driving environment in your neighborhood?

Answered: 644 Skipped: 6

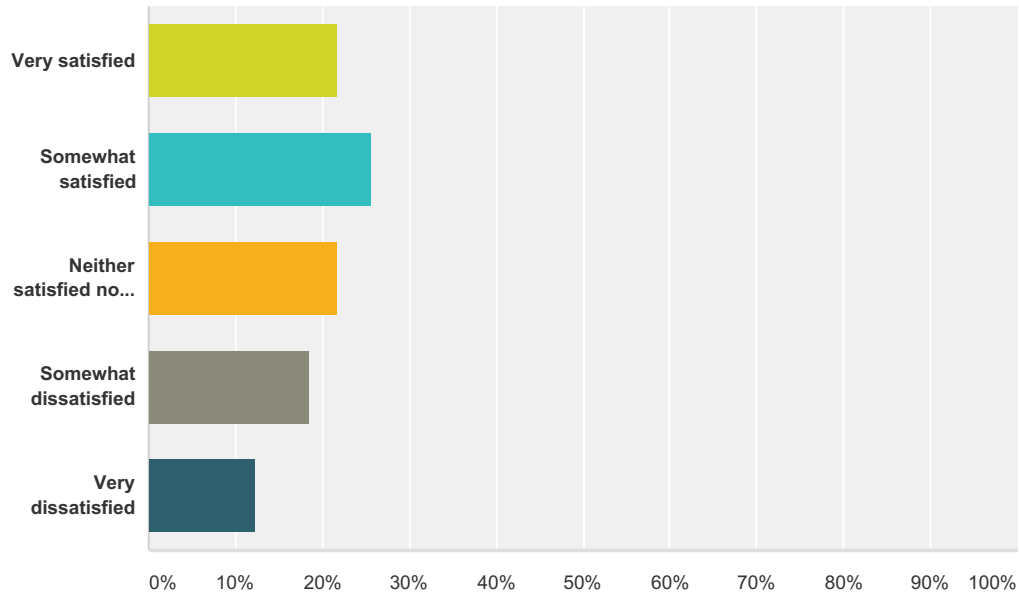


2018 Arterial Paving Questionnaire - Northeast Seattle

Answer Choices	Responses
Very satisfied	12.58% 81
Somewhat satisfied	32.92% 212
Neither satisfied nor dissatisfied	17.39% 112
Somewhat dissatisfied	26.40% 170
Very dissatisfied	10.71% 69
Total	644

Q10 How satisfied are you with available parking at destinations on arterials in your neighborhood?

Answered: 642 Skipped: 8

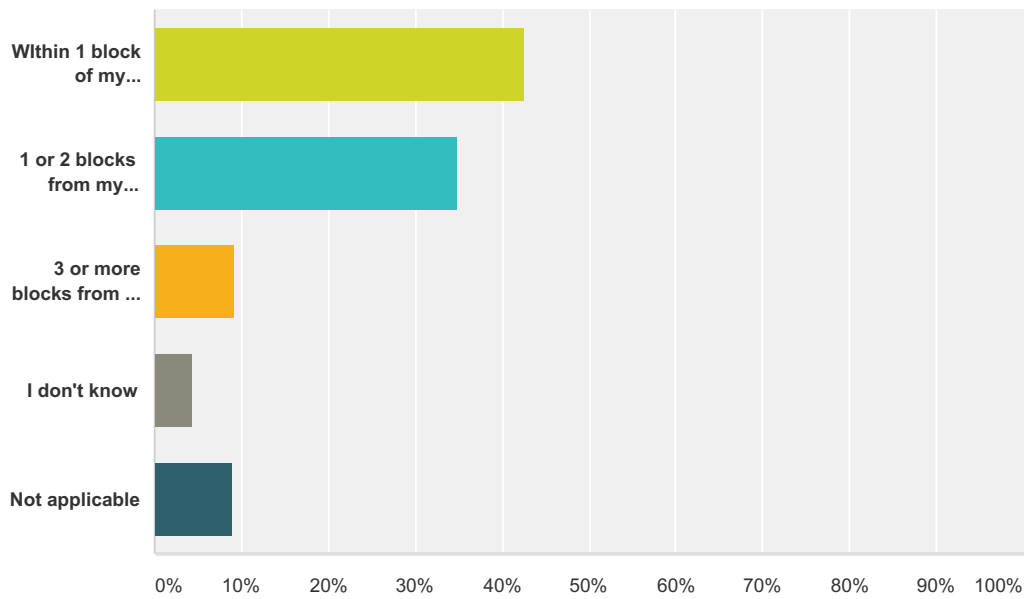


Answer Choices	Responses
Very satisfied	21.81% 140
Somewhat satisfied	25.70% 165
Neither satisfied nor dissatisfied	21.65% 139
Somewhat dissatisfied	18.54% 119
Very dissatisfied	12.31% 79
Total	642

Q11 How far do you usually have to park from destinations on arterials in your neighborhood?

Answered: 644 Skipped: 6

2018 Arterial Paving Questionnaire - Northeast Seattle

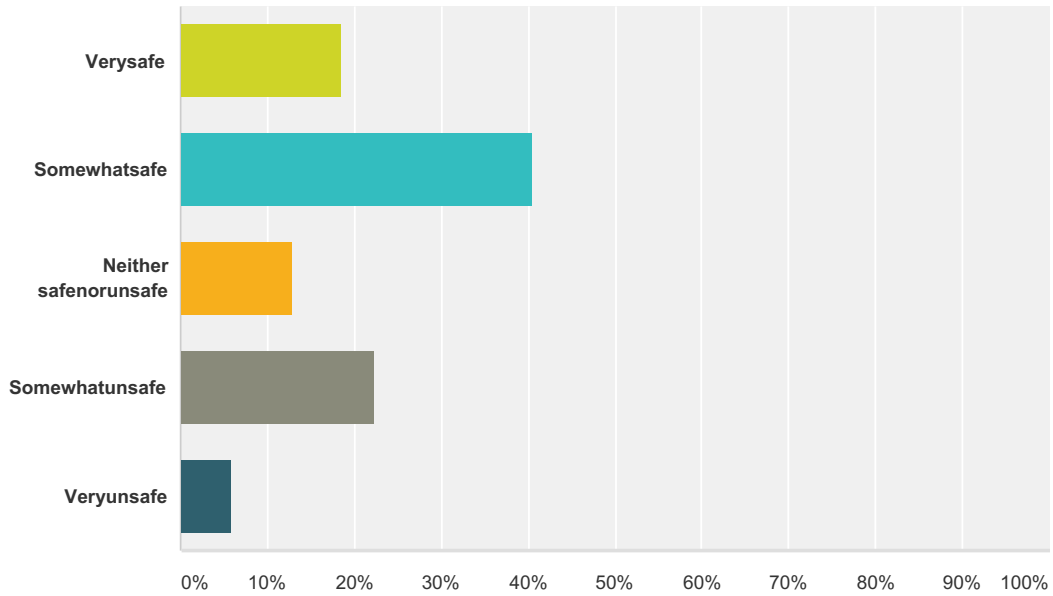


Answer Choices	Responses
Within 1 block of my destination	42.55% 274
1 or 2 blocks from my destination	34.94% 225
3 or more blocks from my destination	9.16% 59
I don't know	4.35% 28
Not applicable	9.01% 58
Total	644

Q12 How safe do you feel when driving, walking, biking, or in transit on arterial streets in your neighborhood?

Answered: 643 Skipped: 7

2018 Arterial Paving Questionnaire - Northeast Seattle

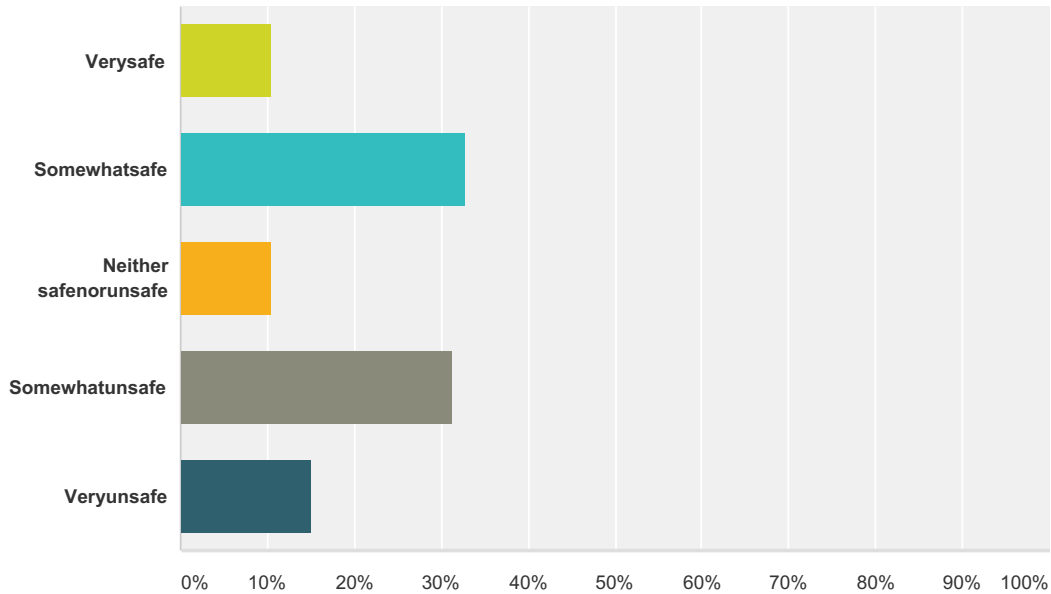


Answer Choices	Responses	
Verysafe	18.51%	119
Somewhatsafe	40.44%	260
Neither safenorunsafe	12.91%	83
Somewhatunsafe	22.24%	143
Veryunsafe	5.91%	38
Total		643

Q13 How safe do you feel crossing arterial streets while driving, walking, biking, or in transit in your neighborhood?

Answered: 645 Skipped: 5

2018 Arterial Paving Questionnaire - Northeast Seattle

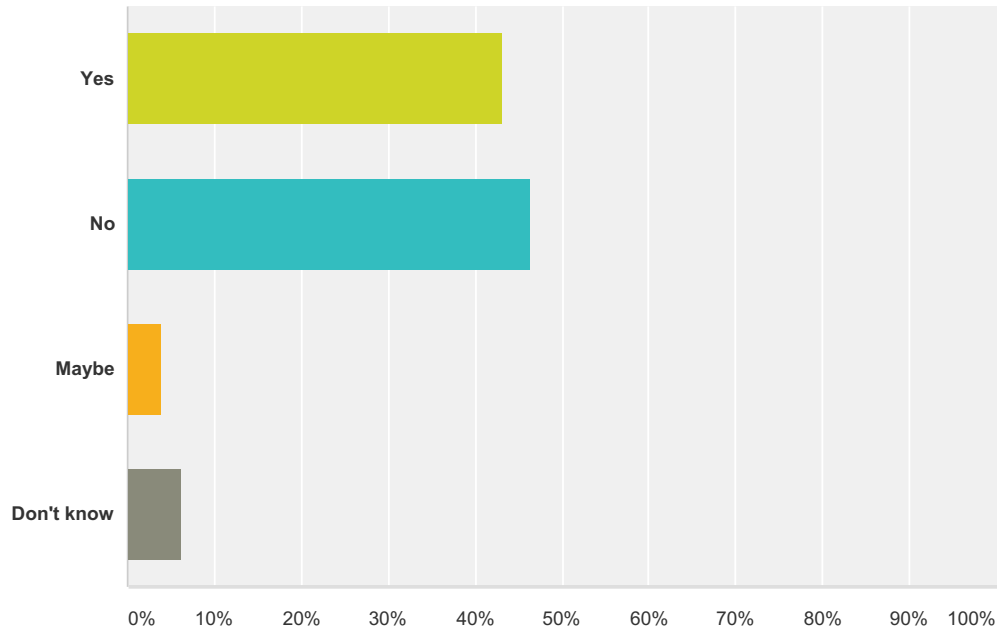


Answer Choices	Responses
Verysafe	10.39% 67
Somewhatsafe	32.87% 212
Neither safenorunsafe	10.39% 67
Somewhatunsafe	31.32% 202
Veryunsafe	15.04% 97
Total	645

Q14 Have you or someone you know ever been involved in a crash or collision on an arterial street in your neighborhood, whether while driving, walking, biking, or in transit?

Answered: 640 Skipped: 10

2018 Arterial Paving Questionnaire - Northeast Seattle



Answer Choices	Responses
Yes	43.28% 277
No	46.41% 297
Maybe	4.06% 26
Don't know	6.25% 40
Total	640

Q15 Please share how you feel about transportation safety related to the arterial streets in your neighborhood.

Answered: 437 Skipped: 213

#	Responses	Date
1	Bike lanes on NE 12th as currently marked have made the driving lanes too narrow for cars, making it hard to avoid the parked cars on the left and the cars in the right lane. On Lake City Way, there are an increasing number of drivers using the middle turn lane as a passing lane, usually at high speeds. When putting streets on a "diet" please be aware that it increases idling/air pollution as cars wait their turns for passage.	9/21/2016 11:23 AM
2	We live right by the intersection of Lake City Way and 80th NE. This is terrible intersection. There have been frequent car accidents and sometimes car/bike or car/pedestrian accidents. My kids used to cross this everyday walking to Eckstein and Roosevelt and I always worried about them since drivers are so clueless at the intersection. The entrance to I-5 is right here (Lake City runs into it) and people drive as if they are on 1-5. Also, people frequently make illegal turns off of Lake City northbound through the parking lot of Changs' Gourmet and Glo Cleaners, since they can't bear to wait for the traffic lights, this causes even more traffic distress and sometimes accidents. People have driven through our fence into our backyard twice since we bought the house 20 years ago. The city should regulate this intersection a lot more!	9/21/2016 9:28 AM
3	This survey is so general and superficial it is useless. Questions are left for different interpretations,	9/20/2016 9:28 PM
4	How safe I feel depends on the transportation mode. On a bike or on foot, I feel less safe	9/20/2016 10:24 AM

2018 Arterial Paving Questionnaire - Northeast Seattle

5	I want driving effectively to remain a high priority on arterial so. I want flows of traffic including pedestrian and biking to be predictable (ie red light, stop signs and crosswalk enforcement for all -- bikers and drivers), I want gridlock intersections to be addressed so traffic can move consistently. I want limited land switching.	9/20/2016 6:28 AM
6	I live a few houses away from 15th Ave NE, and it is extremely dangerous for all modes of transportation. No designated crosswalks between Lake City Way and 115th, and drivers exceed the speed limit by 15+ miles on a regular basis. Only a matter of time before there's another serious crash.	9/19/2016 9:50 AM
7	Drivers need more education about how to drive safely and respectfully in areas full of kids, elderly, and all walkers and cyclists. They go too fast and are too aggressive.	9/18/2016 1:07 PM
8	Way too many uncontrolled intersections. All arterial streets should have 4-way stops at intersections, and we also need more flashing lights and flags at crosswalks.	9/18/2016 11:21 AM
9	Biking is a bit scary - some narrow streets with inattentive drivers and no bike facilities.	9/18/2016 10:11 AM
10	Cite and arrest law-breaking drivers. They are not obeying the existing speed limits, stop signs, and traffic lights. I see walk to and from work and see drivers run red lights 2-3 times each week.	9/18/2016 10:10 AM
11	I wish that it felt safer to walk along arterials. Traffic moves quickly.	9/18/2016 9:16 AM
12	The unrealistically low proposed lower speed limits will create more congestion if they are widely obeyed (unlikely) or will turn the vast majority of Seattle drivers into law-violators (more likely). This is not something that the majority of Seattle's population has asked for. Also, I bike to work (SLU) occasionally (but I don't bike "around the neighborhood") and I don't think we need any more bike lanes in this neighborhood. In general, we would have more money for transit if we installed turnstiles at Link Light Rail stations--we make it too easy for users not to pay their "fare share." Finally, single survey questions that ask about walking, biking, driving and transit, all in one question, will reveal no information that can usefully inform government policy and are a waste of time.	9/18/2016 8:49 AM
13	Speeds too high. Too many buses on 65th (three routes now). Too many bus stops on 65th, which slows traffic. Buses drive too fast and are forced to weave through traffic.	9/17/2016 5:08 PM
14	we need more flashing crossing lines. NE 65th st at 15th ave NE needs a left turn signal	9/17/2016 2:34 PM
15	35th Avenue is extremely unsafe to cross when walking (even when crossing in a crosswalk with a 'walk' sign). 35th Avenue is very unsafe for driving during rush hour. This is particularly true of the 65th St and 75th St intersections. 75th St in particular is terrible and is deaths waiting to happen. This is partially due to the ambiguity as to whether there are one or two lanes on the road, as well as inadequate left turn arrows/lanes at the 75th St intersection when heading north. It is also due to parked cars blocking the right lane during rush hour even though this is technically illegal.	9/17/2016 1:47 PM
16	The arterial streets in Lake City are not very safe and certainly not enjoyable for pedestrians. They are downright scary for cyclists.	9/17/2016 9:47 AM
17	65th needs a road diet and bike lanes	9/17/2016 8:29 AM
18	Cars often exceed the speed limit on 30th ave NE	9/16/2016 10:39 PM
19	People go much too fast on 55th St and there is absolutely no shade. It makes it both unpleasant and unsafe to walk along it. Narrowing the street and adding shade trees would be an immense improvement. There are also no sidewalks along 50th St, which should be fixed.	9/16/2016 9:42 PM
20	I would like to see more crosswalks with flashing lights available. I would also like to see traffic revisions on NE 65th St at 15th Ave NE to have dedicated left turn light.	9/16/2016 9:33 PM
21	I live in the Pinehurst neighbourhood and the few larger arterials closest to me have generally been plagued with speeding since I moved here. The road diet on 125th and 15th has helped but speeds are still generally too high on them and 5th leading to a few high profile injuries and deaths of pedestrians that I've read about. It also doesn't help that many of our residential streets do not have sidewalks and people use them at high speeds to bypass traffic on arterials.	9/16/2016 7:58 PM
22	NE 65th is so hard to cross! Between the hills and the vehicle speeds, it's hard to find a gap.	9/16/2016 5:00 PM
23	Transit situation is getting better in my neighborhood with the bike lanes and greenway. Still, with distracted driving and when cars go too fast it can be a challenge to feel safe on the streets and crossing the streets. I am often walking. I would not bike at this point in my life. With the blocks being occupied with light rail construction, cars trying to beat the traffic have not been taking my street as often. Not sure how that will change once light rail is finished.	9/16/2016 4:57 PM

2018 Arterial Paving Questionnaire - Northeast Seattle

24	35th Avenue NE between NE 45th and NE 65th Street is extremely unsafe due to an undersized street width. In 2003-04 SPU reconstructed 35th from 55th to 65th but did not make street width wide enough to support parallel parking and two travel lanes. On daily basis side mirrors are destroyed on on-street vehicles, two Metro buses cannot pass in opposing directions. The list goes on and on relative to the narrowness of the street. It is obscene that the street was reconstructed to an unsafe width. 35th south of 55th to NE 45th is also at an unsafe width but due to poor platting and planning. Before any paving is done street width must be increased to make the street safe for all transportation modes. Paving now is like putting icing on a collapsed cake.	9/16/2016 3:34 PM
25	Crossings of arterial streets need better facilities for people walking and biking. Curb bulbs to shorten crossing distances and cue drivers to slow down are extremely helpful. Arterials that have 4 traffic lanes without a turn lane (NE 65th St, 15th Ave NE) are unsafe for bikers, drivers, and pedestrians due to speeding cars and frequent merging to get around turning cars. Road diets are fantastic and need to be more widely rolled out.	9/16/2016 2:20 PM
26	You don't put your money where your mouth is. I.e., the greenways should have speed humps to deter fast traffic; streets designed in 1950 should be updated to shorten the distance to cross them; bike lanes on arterials should be separated, period. Commercial truck deliveries in Seattle should be limited to between 3AM-10AM and not using the city streets all day long (but I guess you'd have to negotiate that with your union buddies, probably not high on your list since the unions own you too??). There should be better lighting at all intersections within 3 blocks of all schools. Shall I continue??	9/16/2016 1:35 PM
27	Arterial streets are currently too wide and the speed limits are too high. Car drivers are wrongly prioritized above all other uses, despite the fact that cars are the most dangerous and most environmentally harmful mode of transportation. Vehicles need to be slowed down and the public right of way needs to be reallocated to make walking and biking safe for people of all ages and abilities.	9/16/2016 1:29 PM
28	SPEED, SPEED, SPEED of autos and BICYCLES	9/16/2016 12:28 PM
29	I believe that bike and pedestrian safety need to be prioritized. Current road designs appear to prioritize movement and storage of personal vehicles over all else. Those really should be the lowest priority. Cycling, walking, and transit are far better ways to get around the city and the road designs should reflect that.	9/16/2016 12:24 PM
30	I live just across 15th Ave NE from Roosevelt HS. I take the bus to work from the Greenlake P&R under the freeway at 65th. Crossing 15th, 12th, and Roosevelt in the morning is scary on foot or on a bike. Need more lit crosswalks and better visibility for peds/bikes crossing arterials north of 65th and south of 75th. The bar should be--would you let your 8 year old ride from house at XX address to Greenlake? To the P&R? To the core business district? If not, why not? Our arterials are so scary, we have had one death of a bike racer at the corner of 65th and 15th, and the serious, serious injury accident of another racer on his way to the P&R one morning at the corner of Ravenna and 65th. He is still recovering and not at work six months later. We have to improve.	9/16/2016 12:15 PM
31	Too many speeding drivers in school neighborhoods. There should be more cameras and stiffer penalties.	9/16/2016 11:37 AM
32	Crossing the street is far too much of a hazard in my neighborhood. The walk signals switch to don't walk without enough time to finish crossing, and drivers are constantly turning without slowing down or ceding right of way to pedestrians. In addition the sometimes two lane, sometimes one lane streets cause confusion among drivers and lead to accidents. The pavement itself seems decent enough, it's the overall environment that is the issue.	9/16/2016 10:12 AM
33	I think there should be a crosswalk on the corner of NE 50th St and 35th Ave NE. NE 50th St has become a very busy street with lots of cars. There is currently no sidewalk on NE 50th St between Union Bay PI NE and 35th Ave NE. It is imperative a sidewalk be put in on this street. There are too many children living nearby and the cars on NE 50th drive very fast in and out of U Village.	9/16/2016 9:54 AM
34	NE 55th Street between 25th Ave and 35th Ave needs some work. the paving is bad / loose, and the ability to cross is difficult especially at 27th, and 30th. 30th should be a 3 way stop or at least have pedestrian safety improvements such as not allowing cars to park so close to the corner or extending the corners into the parking lane to add safety.	9/16/2016 9:21 AM
35	Traffic is very busy on 30th Ave NE. There needs to be a sidewalk/walkway. People from Shoreline and farther north use 30th Ave NE to bypass the traffic on Lake City Way. There is much pedestrian traffic along 30th Ave NE as well as school buses picking up children. People park their cars along 30th Ave NE in places that aren't really parking spaces. Pedestrians walk around these cars to avoid walking on the street. It is unsafe.	9/16/2016 9:19 AM
36	We can expect more traffic density as the Roosevelt light rail station comes on line - cars, bikes, peds. This 2018 work should account for that.	9/16/2016 9:19 AM

2018 Arterial Paving Questionnaire - Northeast Seattle

37	I have two major pedestrian concerns in my neighborhood. 1) The crosswalk at 15th Ave. NE and 68th St. near Roosevelt Highschool should have a crosswalk light. Only 10% of cars stop for this crosswalk and it is used by a lot of students and residents in the area. 2) The street crossing at the corner of 20th Ave. NE and 68th Street is unmarked and very dangerous. A lot of residents use this crossing to go to the Rav./Ek community center etc. Cars move very fast heading North and South on 20th Ave. NE. There is parking on both sides of the street that make this a relatively blind crossing for pedestrians especially children. There should be a crosswalk at this crossing to improve safety. Many of my neighbors and I have discussed this and feel strongly that there is going to be a major accident at this sight. Thank you	9/16/2016 9:12 AM
38	It's hard to negotiate. The streets are narrow, made narrower by parked cars, and everyone is jockeying to get through. Left turns are almost impossible at times to add to frustration.	9/16/2016 8:23 AM
39	Transportation can be much safer.	9/16/2016 7:51 AM
40	Pavement condition on 30th Ave NE between Lake City Way NE and NE 135th St is deplorable. More sidewalks desperately needed. Need sidewalk along Sand Point Wat NE north of NE 123rd St to complete pedestrian friendly connection from Lake City HUV to Burke Gilman Trail.	9/16/2016 12:47 AM
41	We have NO SIDEWALKS in the Lake City and Matthews Beach area. There is very little that is pedestrian friendly around here, even though we have HUGE schools (Nathan Hale and Jane Adams). It's ridiculous. We understand that Lake City was incorporated into Seattle City back in the 1950s, with the promise that it would get sidewalks and other infrastructure needs and upgrades after joining Seattle... Those never came, and the neighbourhoods continue to suffer as Lake City gets busier and busier and grows fast. Please help!	9/16/2016 12:22 AM
42	Drivers drive way too fast, which is the most unsafe part of our street system. The fast cars are the biggest loser in a threat	9/16/2016 12:03 AM
43	We need sidewalks north of 90th. We all have to walk in the street.	9/15/2016 11:49 PM
44	Many of us would love to see more sidewalks and bike lanes/bike trails in Northeast Seattle. There are almost no sidewalks on the side streets around my home, and it feels very unsafe to walk after dark. My family supports greenways, safe routes to schools, transit, traffic calming, and walking paths for many levels of mobility. Please help our neighborhood be more connected and safe.	9/15/2016 11:07 PM
45	It is absolutely shocking to see how many drivers don't stop when someone is trying to cross at a legal crosswalk; whether it's with a baby stroller, a child in hand, a dog on a leash or just walking alone, you take your hands in your life sometimes. My main crosswalk is on 15th at 68th right across from Roosevelt HS.	9/15/2016 9:37 PM
46	Some people speed on Sand Point Way NE and it's a bit scary.	9/15/2016 8:50 PM
47	You made 27th NE from 125th to 145th a Greenway but left it half done. There are almost no speed signs on 27th. Cars still go 40 MPH when there are walkers and/or bikers. Cars rarely stop at the 4 way stops on 127th and 140th. The 2 way stop on 130th is a disaster waiting to happen. It is not marked very well and cars going East and West barely slow down let alone stop for the thru traffic on 27th NE. When Olympic Hill School opens next year NE 130th at 27th could be even worse with parents running the stop to get their kids to school. And the bus barn on 137th and Lake City Way needs to tell it's drivers to slow down when using 27th NE. SDOT has done a half ass job with this particular Greenway. I hate to think that they will do another half ass job on any other North End streets when they can't seem to fix 27th NE. Try sitting or walking along 27th NE from 7 :30 AM to 9 AM week day mornings (or ask a cop to sit at about NE 136th at 27 NE) and watch traffic. Or try 5 PM to 6 PM in the evening. You can tell the speeders cause their brake lights come on at the speed humps when they go over 20 to 25 MPH (unless they are driving pick ups or 4 WD. 27th NE has NO sidewalks. We have about 12 young children living on the 2 blocks on 27th where I live. Those kids will be in real danger next year when the school opens and they have to walk to school on sidewalk less roads because they are too close for the bus. Fix what you started SDOT. Then ask my opinion.	9/15/2016 8:35 PM
48	Nil.	9/15/2016 8:05 PM
49	Would like to see the "unofficial" passing on right stopped by fixing lanes like was done on 75th btwn 35th and Roosevelt -- turn lane added and bike lanes.	9/15/2016 7:52 PM
50	Arterials are loosely regulated with long distances between controlled intersections and 35-45 mph. General low safety for pedestrians and bicyclists. Large arterial widths without vibrancy so tendency to "fly through". Drivers do not self regulate well, so alternate modes are third class.	9/15/2016 7:37 PM
51	i understand the introduction of bike lane painting and barrier installation but it is excessive and makes for worse congestion without improving safety.	9/15/2016 6:42 PM
52	Visibility for crossing/turning arterials needs to be maintained/improved (for example, shrubs trimmed, vehicles parking too close to cross street)...drivers should not need to get in the street in order to determine if it is safe to turn or cross the street. Bikes do not always adhere to the same speed limits and rules as vehicles, creating dangerous situations for pedestrians, bikers, and drivers.	9/15/2016 6:25 PM

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53	More pedestrian and biking infrastructure please, and better parking sight lines, so that driving is safer. I don't want to hit anyone! One of my kids has been hit by a car...the other 2 are now driven to school, which is stupid, but people rip through our neighborhood, and the city won't repainted the crosswalks or fix parking so walkers can be seen. I have a husband who bike commutes. I drive a minivan and am sick to death of this city being unsafe for me as a driver and my family whether they are in or out of my car.	9/15/2016 5:59 PM
54	This part of the survey has ambiguous. I live on the corner of Bryant but walk to destinations in Ravenna and Roosevelt. I drive in my neighborhood do destinations outside the area.	9/15/2016 4:55 PM
55	Crossing arterials is dangerous. Would like more painted crosswalks and pedestrian crossing points.	9/15/2016 4:52 PM
56	There are some streets I think should not operate like speedways, such as Leary and 46th. These roads are difficult to cross. Unfortunately, daily I bike on 46th/45th to get from Fremont to the U-District. Because there are such limited crossings under/over Aurora and I-5, in forced on to unsafe roads. I'd also like to see Fremont Ave, a heavily trafficked road for all users to be repaved and improved from a safety standpoint. I know many people who have been in collisions on Fremont Ave. You pick up a lot of speed going down hill when biking or driving. With a school right there, it makes it even more imperative to improve this arterial. I also fully support lowering speed limits on arterials and non-arterials.	9/15/2016 4:24 PM
57	More safe pedestrian crossing are needed. More bike lanes are need.	9/15/2016 4:20 PM
58	I live near an elementary school and feel that transportation safety at the arterial streets is "mandatory."	9/15/2016 4:11 PM
59	With U Village expansion, NE 50th St has become a heavily-used connector between 35th Ave NE and NE Blakeley St/Union Bay PI NE. The lack of sidewalks on NE 50th St west of 33rd Ave NE makes walking difficult for most pedestrians, especially parents with strollers, who most often walk in the eastbound roadway. The street is narrow and traffic typically ignores the 20 mph signage at either end of the street. In addition, traffic routinely fails to stop for pedestrians waiting to cross at the intersection of 35th Ave NE and NE 50th St. Traffic also fails to yield for pedestrians at the crossing of the Burke Gilman Trail and NE Blakeley St, despite the raised crossing that was installed recently. There is angle-in parking along the south edge of Calvary Cemetery, just west of the intersection of 35th Ave NE and NE 50th St; very often larger cars and trucks don't pull in far enough, which constricts the available roadway for two-way traffic, creating a hazard for traffic on NE 50th St.	9/15/2016 2:20 PM
60	Unhappy and frustrated. Surfacing on 25th NE by Dahl Playfield in terrible shape: potholes, tons of repaired uneven potholes, uncontrolled speeding on 25th NE going up/from Lake City Way. No caution light at 83rd & Ravenna Ave NE.	9/15/2016 12:53 PM
61	Take the bike lanes off major arterial street & use "minor" side street for bike traffic. Traffic in NE Seattle has been made so much worse by the recent "improvements". Like it or not, the majority of people drive. Quit putting the "rights" of the minority of bike riders ahead of the majority.	9/15/2016 12:04 PM
62	Sidewalks and drainage is lacking along Union Bay Place and NE 50th Street which forces pedestrians and those with strollers into the traffic roadway. This is unsafe.	9/15/2016 11:57 AM
63	As long as both drivers and pedestrians obey our laws (particularly at intersections where walkers often do not wait for the "walk" sign or are too distracted by electronic devices to even look up) then our streets will be safe for all of us.	9/15/2016 10:53 AM
64	Intersection at sand point way and Princeton is very dangerous due to cars running red lights. 4-way stop intersection at Princeton and 55 st. is very dangerous for cars and pedestrians. Cars are impatient waiting for pedestrians to cross Princeton. Cars heading east on Princeton seldom wait for cars on 55th heading north.	9/15/2016 9:59 AM
65	A stop light or much clearer signage is needed at NE 65th & 49th Ave NE/Princeton/Ann Arbor.	9/14/2016 10:28 PM
66	We need a road diet on NE 65th. It is very dangerous! We need to narrow the lanes on 35th Avenue NE between 65th and 85th to slow cars down. We need more on-demand walk signals, like at the intersection of 35th Avenue and NE 68th Street.	9/14/2016 10:03 PM

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67	<p>I don't feel safe biking on arterial streets in my neighborhood at all. This makes it really hard to get anywhere! Schools, soccer practice, library, grocery stores, restaurants and our home are all on arterials. We travel as much as we can on low traffic streets and greenways, but at minimum need to cross arterials every 4 blocks, often at an un signaled crossing, or ride on the sidewalk of arterials when we are close to our destination (also not a very safe option, but I don't feel safe as an adult riding on 35th, let alone if my children are riding on their own bikes.) 35th ave ne is one of the few places I've been honked at by an aggressive driver, trying to get just a few blocks from the grocery store to library. Elevation change is another thing that makes 35th so essential for safe bike and walking routes - going down to the greenway at 39th means a huge climb up the hill every time I want to go to a business, and routing people on bikes off of the retail street means I do the bare minimum of shopping there - for example, I would stop for coffee on my errands if I felt safe riding down the street instead of slipping into the neighborhoods in between essential errands. My kids attend Bryant elementary and the Ravenna co-op preschool, which means we need to cross 35th many times a day. Preschool and any after school activities (or even spending a few minutes on the playground) mean crossing without a crossing guard. So many cars speed by without even noticing us, even if we have stepped off the curb and are waiting to cross. I don't feel safe at signaled crossings, like NE 55th St/35th, either, because I've had to scream and pull my kids out of the way of left and right turning cars where drivers are so focused on getting through that tricky intersection that they aren't looking out for people crossing. One of the reasons that we walk and bike so much is that our parked car was hit and totaled on our street (NE 55th St) a few years ago. Most of my neighbors on 55th have also had parked cars hit, so won't park directly on 55th, making the street feel even wider which I believe makes people driving speed up even more. (And means that if hypothetical parking is removed to calm the street or create bike lanes, it is parking residents are too scared to use anyway.) Protected lefts would be a huge increase in driving safety I believe, and also cut down on aggression and risky behavior that builds up when people are stuck behind someone waiting to turn left. In short - there's a lot of great things about transportation in NE Seattle. But the arterials are no go zones for people not in vehicles, and pretty stressful from a car too. This is a great chance to fix up 35th, make it a safe road that people could get to stores and schools ON, instead of scurrying across after the 6th or so car finally stops. We're biking to Eckstein for soccer practice tonight, and are going to use a much steeper route than I'd otherwise be able to, so that we can avoid arterials, and either hop on arterials or sidewalks when we need to cross. If we can fix this in the 2018 repaving project, my kids will be able to safely bike to Eckstein by the time they are students there. That is my hope, and it is completely achievable if this project is done well.</p>	9/14/2016 9:57 PM
68	<p>I travel 35th Ave NE almost daily to and from SR 520 to my home near NE 82nd Street. The volume of traffic traveling north during rush hour has increased over the years and is creating a bottleneck at the intersection of 75th and 35th. A traffic revision to create a left hand turn lane from 35th to 75th should be investigated.</p>	9/14/2016 9:53 PM
69	<p>35th Ave NE is too narrow for cars, parked cars, buses, and cyclists to safely navigate. Also, when I leave from our alley parked cars often obscure the view and it is dangerous to pull out.</p>	9/14/2016 9:31 PM
70	<p>Not enough crosswalks on 65th or 55th to go to u village. Old faded ones on 55th and 27th and 29th.</p>	9/14/2016 9:24 PM
71	<p>The crosswalk at 35th Ave NE & NE 55th St needs to be improved for pedestrians. This is a main cross walk for families walking to Bryant Elementary. My family has been hit by a vehicle turning left and I have personally seen several near misses. Vehicles travel too fast on both streets and try to race to turn left. A child will be seriously injured in the future if this corner is not addressed.</p>	9/14/2016 9:21 PM
72	<p>Just today on NPR they were talking about adding tons of more apartments buildings. As of this moment traffic is "ok" but with of the additional buildings now coming into the neighborhood. There will be way more traffic and less parking. Also most of the streets need to not be prepared but repainted. I am always seeing people parking in fire zones because the painting is not clear.</p>	9/14/2016 9:02 PM

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73	<p>Biking or crossing arterial streets in my neighborhood is very unsafe. People driving speed and do not yield at crosswalks. I usually have to step out into traffic to get cars to yield. There are not nearly enough marked crosswalks across arterials. This is especially true along Wallingford Ave N, N 34th St, N 40th St, N 45th St and N 50th St. When biking I am often passed at high speed by people driving at an unsafe distance. People driving are aggressive and don't yield the right of way when I am biking in the opposite direction on residential streets. We have a greenway in progress along 43rd/44th, but there is frequent cut-through car traffic that makes it an unsafe route for biking and walking. Additional speed controls and traffic diverters are necessary. At the intersections of arterials and residential streets, parking is allowed right up to the intersection making sight lines very poor. This is an issue for all road users and makes crossing or turning onto arterials unsafe. Bridge Way N is wide and poorly marked. People driving speed and pass, and it is unsafe to bike on or cross by foot. The intersection at N 50th St, Stone Way N, and Green Lake Way N is horrible for people walking and biking. They are left stranded surrounded by endless traffic waiting for lights to change. The gigantic intersection serving 15 (!) lanes of vehicular traffic encourages speeding, passing and merging near and through the intersection. This intersection needs a diet to shorten crossing distances, eliminate right on red, and possibly eliminate left turns as well to shorten light cycles. The intersection of Stone Way N and N 34th St needs to be redesigned to be a protected intersection with all-way walk and dedicated bike signals. Right now it is chaos with heavy pedestrian use sharing right of way with primarily bike traffic on the Burke-Gilman trail. This intersection also serves bike traffic on Northlake Way, the bike lane on Stone Way N, and the bike lane on N 34th St. The intersections of the Burke-Gilman trail with N 36th St and Latona Ave N are unsafe. People driving northbound have to cross both the Burke-Gilman trail and Pacific Avenue, and sight lines are poor so they pull up across the trail blocking trail traffic, or worse go through without yielding to trail traffic. I suggest closing N 36th St. between N Northlake Way and Pacific Ave. to vehicular traffic. There is no way to safely cross I-5 by bike at N 45th St or N 50th St. Either you have to bike on the road with poor pavement quality while merging with long queues of cars for I-5, or bike on a narrow sidewalk shared with heavy pedestrian traffic and bus stops. A bike and pedestrian overpass at N 47th St has been proposed, or removing a lane of traffic at N 45th St to create a safer bike and pedestrian corridor.</p>	9/14/2016 8:36 PM
74	Distracted drivers are the biggest safety problem in the city for users of all modes of transportation.	9/14/2016 8:24 PM
75	We have a young biker in our family and it stresses me out to ride bikes with her due to traffic and lack of ramps on the sidewalks to get easily up and down.	9/14/2016 7:44 PM
76	What don't you make a distinction between the mode of transportation. In my opinion the war on cars is affecting Seattle and will just make it worst. Like for safety, you much the people in cars to be stuck and slow down to crawl but for bikes everything is done and when biking your a actually yelled (by other cyclist) at when you stop on my bike in the gilman trail and for example 65th. This is what is not safe and with the new proposal from the thief in chief (Kubly) to reduce the speed limit is another try to push people to just toward his corrupt Pronto failure. 94% of people drive and this is how the money should be spend and traffic should be improved. Safety will improve with it because people will be less frustrated.	9/14/2016 7:14 PM
77	Sidewalks in terrible shape--I've tripped and fallen many times and I'm still young. Road re-paving done a couple of months ago already showing wear--horrible job done/material used. You take your life in your hands as a pedestrian trying to cross 75th Street in Ravenna--why so much attention to bike lanes when there are so few bicyclists on that street? We've had pedestrians killed by drivers on 75th St NE--and the city's response was to add a bike lane? Insane.	9/14/2016 6:28 PM
78	Too crowded. Poor pavement. SDOT is prejudiced against vehicle drivers. Road diets, etc. Most people drive, not bike.	9/14/2016 6:14 PM
79	Too many cars using neighborhood streets for commuting and driving too fast. I use a great deal of caution and attention in my driving.	9/14/2016 5:38 PM
80	Slower speeds help reduce collisions. I live across from a HS and SDOT has done a better job with signage for crosswalks.	9/14/2016 5:35 PM
81	I would love to see a crosswalk at 35th and 50th. We have to cross this street several times a day with our 2-year-old son and it is getting more and more challenging.	9/14/2016 4:33 PM
82	Cars often speed and fail to observe one-way streets. Having streets painted with diagonal white strips at the entry to one-way would be a big help.	9/14/2016 4:16 PM
83	I think cars drive much too fast on 35th Ave, and I feel unsafe crossing while walking with my kids or having my kids cross on their bikes (with me there.)	9/14/2016 4:14 PM
84	Except for all the potholes, I am pretty satisfied.	9/14/2016 4:02 PM
85	Bicycles do not enhance safety for anyone, especially for bicyclists. Arterials are for motorized vehicles. All bicycle routes should be on non-arterials streets (such as 39th Ave NE.) Parking on arterials must be preserved in order to support businesses.	9/14/2016 3:57 PM

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86	<p>How safe, #12, #13: except Roosevelt Way southbound is greatly improved. 75th St. has improvement except remaining at 25th Ave, right-turning traffic not infrequently fails to signal as well as dangerously cuts directly in front of cyclist traffic. 75th St. needs a protected cycle lane and extension to and along Banner Way, to a safe crossing over the freeway at 80th St. ¶ ¶ 70th-71st over the freeway needs simple, low-cost safety improvements for pedestrians and cyclists. This is a popular access route to and from Green Lake, the library, and Green Lake Village commercial area. ¶ 5th Ave near the library needs pedestrian and cyclist crossing safety engineering. I emphasize research that painted crosswalks alone provide rather illusory actual safety. ¶ ¶ • 35th Avenue NE and 15th Avenue NE are arterials, but they are also direct, not-steep cycling routes (at least excepting the south end toward NE 45th Pl.). These corridors need Vision Zero design as well as facilities for safe cycling and crossing at popular intersections for pedestrians. ¶ • 35th NE at NE 45th Place needs better than mountain bike access with the Burke-Gilman Trail. ¶ • The commendable facilities on Cowen Place NE and the 15th Avenue bridge over the parks should be extended in both directions. ¶ ¶ I recommend including focus on ADA-compliant sidewalks, widened sidewalks with planter strips or amenity zones, planning for better locating utility poles in the sidewalks, and implementing protected bike lanes. As you know, ADA-compliant considerations can be helpful for everyone. ¶ ¶ • Seriously evaluate implementing ending the peak-hour parking restrictions that widen a street from two lanes to three. SDoT said, "E John Street and E Thomas Street are minor arterial streets that traverse Capitol Hill east-west. On both E John and E Thomas Streets, there are currently AM peak hour parking restrictions for westbound traffic. This is meant to facilitate traffic in the morning peaks, however, when reviewed, this second lane is not needed due to lower traffic volumes. As such, curb bulbs, concrete or painted, are feasible on the north side of either E John Street or E Thomas Street." - seattle.gov/transportation/docs/nsf/2016088.pdf ¶ ¶ E John Street has daily traffic volumes of 15,700 vehicles. Between NE 55th Street and Lake City Way, 15th Avenue NE has even less traffic: 11,500 to 10,300 vehicles per day. - seattle.gov/transportation/ffdmaps.htm ¶ Eminently appropriate would be ending peak-hour parking restrictions and making traffic on the street calmer, more predictable, and more safe. Wherever parking is not at capacity, such as near the reservoir for example, parking should be replaced with a planting strip and protected bike lane. ¶ ¶ • University Way needs much better allowance for cyclists as well as increased pedestrian traffic—and pedestrian cross-traffic. (This can be a step toward eventual conversion of central University Way to a pedestrian promenade(!) with PBL. Freight and transit could be accommodated with good design, on U. Way or adjacent.) ¶ ¶ • As you likely know, 35th NE or some corridor will be providing significant transit to the LINK station at UW Husky Stadium. The upcoming paving project could be a great opportunity for allowing such as RapidRide (toward actual BRT). ¶ ¶ Thank you for your consideration. ¶ ¶</p>	9/14/2016 3:54 PM
87	Bike lanes on arterials have reduced safety and parking	9/14/2016 3:50 PM
88	we need to build side walks for people to walk in the neighborhood street - at least one side of the street if not both	9/14/2016 3:49 PM
89	I think we need to create more useful sight lines at corners, both for autos and walkers - i.e., another 20 - 40 feet of 'no parking' at each corner, so that giant SUVs etc don't make pulling out/around into traffic an exercise in prayer. Line of sight is SUPER important.	9/14/2016 3:41 PM
90	People go above the speed limit while driving south on 35th Ave NE. There should be a crosswalk and crossing light at 35th Ave NE and NE 50th St. Since a lot of neighbors cross there but cars don't always stop for them. There should also be a sidewalk along NE 50th between Blakeley and 35th Ave as a lot of people walk along that street but there's no sidewalk so it can be very dangerous with oncoming traffic.	9/14/2016 2:51 PM
91	We need sidewalks.	9/14/2016 1:53 PM
92	Over the past two to three years, there has been an increase in vehicular traffic on 35th Ave NE and NE 50th St during peak commute times. With this increase in vehicle trips, vehicles are less likely to allow pedestrians to have the right of way to cross at corner crossings that don't have signaled controls. A marked, signaled crosswalk at 35th Ave NE and NE 50th St would be highly recommended. There are a number of people who walk to bus stops in the area, or commute by foot to neighborhood schools, University Village, or Children's Hospital that cross at this intersection. A marked, signaled crosswalk would help insure safety for those using this crossing point. Also, there are no sidewalks on NE 50th St. between Mary Gates/Blakely Drive and 33rd Ave NE. Adding sidewalks to this area would complete the link between the 35th Ave NE and University Village. I also suggest a posted, enforced speed limit on NE 50th St. Currently, there are the "Residential Street" signs marking the speed. There was a traffic study performed by our neighborhood recently that showed the current number of vehicular trips is far greater than its planned capacity. Any actions that can be taken to provide safe, multi-modal transit through this portion of the neighborhood would be greatly appreciated.	9/14/2016 1:38 PM
93	35th Ave NE seems very fine and fairly functional other than that it is too narrow with on-street parking south of 65th St and needs a turn arrow at 75th St. 65th Street NE is a complete Mad Max demolition derby, particularly during morning commute hours when Ekstein Middle School parents are adding to traffic. MUCH more than 35th Ave the road on 65th St needs to be fix to add left turn lanes/arrow, remove street parking (particularly between 25th and 20th Aves). 68th Street would also be a good place as well for a bike greenway with button activated crossings to get across the arterial Avenues once Rosevelt light rail opens. 65th St is too narrow and heavily used to ever feel like a safe place to bike, especially as a family.	9/14/2016 1:30 PM
94	Cars reluctant to stop (or even slow down) for pedestrians. Left turning drivers, in particular, are a menace.	9/14/2016 1:17 PM

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95	Many arterials are two car-width wide and I don't think there are clear indications in most places whether you can drive double-wide or not, esp. on 65th. Some drive as if there are two separate lanes, others do not and it gets dangerously confusing. I like being able to go around people turning left or right, but things need to be made more clear.	9/14/2016 1:15 PM
96	Our arterials are fine as are our side streets. Should we have a sidewalk on NE 50th St between 35th Ave NE and Union bay...yes, but I don't actually walk that way. I talk the Burke from my house to U village and beyond. I do not want a slow speed limit.	9/14/2016 1:12 PM
97	Some drive too fast, or are not paying attention	9/14/2016 1:07 PM
98	I'd like more protected bike lanes - not just sharrows - and more crosswalks with lights for crossing arterials like 65th.	9/14/2016 1:01 PM
99	Would like it if drivers were not on phones and did not go over the speed limit.	9/14/2016 1:01 PM
100	Let's get the streets paved, and marked properly. The corner of 75th and 35th needs a left hand turn light. There is one for 75th, not 35th. That is a DANGEROUS intersection.	9/14/2016 12:55 PM
101	It would be amazing to have more separated bike lanes, though at that point we'd probably lose the parking we have.	9/14/2016 12:27 PM
102	I feel most unsafe walking on my street as there are no sidewalks and myself and my children must walk in the vehicle right of way. Sight distance is limited and drivers appear to often travel at high speed.	9/14/2016 12:16 PM
103	1. Some intersections do not feel safe due to a lack of stop signs or yield signs. Specifically the intersection at 73rd street and 24th Ave NE, which has a yield sign that drivers do not always yield because visibility is poor. This intersection should have a stop sign(s) instead. Some intersections have neither a stop or yield sign and drivers are not clear who is at right of way. These situations described above have led to multiple near accidents. 2. Large trees on parking strips have roots that lift up the side walks creating a tripping hazard for pedestrians and difficulty for wheelchairs.	9/14/2016 11:17 AM
104	Bikes are not obeying traffic laws! I have been hit by two of them when I was a pedestrian.	9/14/2016 11:07 AM
105	People drive too fast in the neighborhood streets. There are many children and too many times cars drive up NE 60th between 25th and 35th Ave. NE speeding.	9/14/2016 10:59 AM
106	More newer (and younger) people on the road, stuck in traffic, it made them more entitled not to follow traffic law. I have seen enough drivers ignoring "R/L turn only except for buses/bikes." I can't trust how they act and that makes me feel unsafe biking around them. I don't know how they act!	9/14/2016 10:56 AM
107	There are a lot of uneven sidewalks and pavement depressions which aren't pot holes because the pavement is intact, but are big dips.	9/14/2016 10:30 AM
108	We need to remove obstructions from side walks (cell poles in the sidewalk among other things!) and make wider sidewalks. We need turn lanes and a N/S set of turn arrows on 34th Ave NE, We need to improve connections to the current 39th Ave. Greenway and funnel N/S bike traffic to that to keep everyone safe.	9/14/2016 10:04 AM
109	20th Ave NE needs a bike lane or at the least a sharrow. It is packed with bikers 7-8:30 AM and 4:30-6:30 PM. Also people fly through the 20th and 80th 4 way stop. It's a bus stop for the local elementary too so that is extra dangerous. Signage coming off of Lake city way saying 'residential area, speed 25' might help as would speed bumps on 80th east of 20th (now that it isn't a bus route).	9/14/2016 9:45 AM
110	In North Seattle, arterial speeds are too fast with a lack of sidewalks and marked crosswalks. Pedestrians making instinctive crossings where there are no marked intersections or crosswalks. Particularly NE 110th St between Lake City Way and Sand Point Way. Also where there are sidewalks, there are no curbs and cars can block sight lines, for instance the intersection of 115th and 28th is very dangerous. There are too many to list. 120th doesn't have sidewalks. Someone is bound to get hurt.	9/14/2016 9:10 AM
111	Parking should not be allowed on both sides of narrow arterial streets such as 35th Ave NE, south of NE 65th	9/14/2016 8:13 AM
112	15th Ave NE remains difficult to cross on foot or on bicycle between around Cowen Park and 65th. Cars go very fast and there are no crosswalks or lights. I've had cars accelerate and honk at me when I'm crossing on foot at a residential corner to get to the bus stop. The city could do better here, even with just a simple crosswalk or two. The intersection at NE 62nd St and 15th Ave NE is dangerous for pedestrians and bicyclists. Cars use 62nd to avoid 65th St, but it is very difficult for them to turn left from 62nd onto 15th because of traffic and pedestrians trying to cross this intersection without any crosswalk. I've seen multiple close calls between cars and pedestrians here. A simple fix would be to make NE 62nd St right-turn-only at 15th Ave NE. Cars also drive too fast on NE 62nd St adjacent to Ravenna Park, where there are many pedestrians using the park or crossing to the park, but where there is no sidewalk on the park side of the street. I have seen cars honk at pedestrians trying to use the park, and I've seen children playing ball in the park just a few feet from speeding cars. I do not know a simple solution here, except to try to slow cars. Stop signs at the corners of 20th Ave NE & NE 62nd St and also 17th Ave NE and NE 62nd St might solve the problem. (you may believe that 62nd St is not an arterial and therefore not relevant to your survey, but it is definitely being used as an arterial by people seeking to avoid traffic on 65th St)	9/14/2016 7:58 AM

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113	The arterial streets are extremely difficult to cross, on foot or on bike. In addition, there is no sidewalk on one side of 62nd St., and cars speed down that street to avoid the intersection at 65th and 15th. This street is used heavily by pedestrians and cyclists, who are often walking in the street because of the lack of sidewalk, and is a designated bicycle route.	9/14/2016 7:15 AM
114	Adding speed bumps to greenway streets in Wedgwood is cumbersome to cyclists and an unnecessary expense. Recently a stop sign was installed on our street which already has a roundabout. Now, a speed bump has been installed just before the roundabout. I'm extremely supportive of efforts to slow traffic, however, the speed bumps on the greenway are unnecessary and a waste of money and manpower based on my observations.	9/14/2016 5:46 AM
115	Parking on 15th Ave NE makes it hard to see when merging from the side streets. New cross walk light at 52nd somewhat helpful in alerting for pedestrians but it last longer than needed and folks cross without using it - both cause hazards at that crosswalk.	9/14/2016 1:07 AM
116	I live off 65th, which can be very busy between 15th and 25th. The lanes are wide and unmarked, so during rush hour people drive two across, often cutting in and out if someone is waiting to turn left. This is very dangerous for bicyclists. Drivers also speed because there is no posted speed limit sign between 15th and 25th on 65th. It would be nice to post the speed limit and also modify 65th to encourage slower speeds to make it safer for drivers, bicyclists, and pedestrians.	9/13/2016 11:15 PM
117	The roads don't need to be repaved (their condition is fine), we don't need bike lanes, and PLEASE PLEASE PLEASE don't take away street parking on 35th Ave NE!!!!!!!!!!!!!!!!!!!!	9/13/2016 11:04 PM
118	When trying to cross the street on 35th Ave NE from Starbucks towards the Lutheran church drivers can barely see us and most of the time will slam on their brakes. I think we need a crosswalk blinking lights there like the one by the NE library or something more. There's no crosswalks in the Southern area of 35th Ave NE. And it makes it dangerous for both pedestrians and drivers.	9/13/2016 10:54 PM
119	Access along Wallingford Ave N between NE 85th to Greenlake Ave N is very narrow and unsafe. If a large vehicle or bus is on the road, other cars must stop to let them pass to avoid collisions.	9/13/2016 10:43 PM
120	we need more cross walks in market street!	9/13/2016 10:15 PM
121	The arterial streets in NE Seattle are super dangerous! There is too much speeding and not enough safety for walkers. Streets like 65th, 35th, and 15th have a lot of accidents that would be avoided if speed limits were lower.	9/13/2016 9:44 PM
122	As both a biker and driver I do not like the combined bike lanes on major roads and think that they should be placed on a less busy street (such as 1 block east or west).	9/13/2016 9:32 PM
123	I am concerned about NE 35th. It now has so much traffic that drivers make this two lane road into four lanes during rush hour and cut off each other prior to the lights at NE 70th and NE 75th. This makes it especially precarious to cross those streets and forget about biking. Biking is very friendly N of 70th St. on 36th Ave, but not so on the west side of 35th.	9/13/2016 9:05 PM
124	Our rapidly growing city needs to stop catering to the wealthy tech people who can afford cars. We need to increase convenience and safety for bicyclists. I bike everyday and can honestly say I fear my safety. Cars are so dangerous, and could so effortlessly crush me and my bicycle. In order to address climate change we need to make people feel safer on their bicycles, even if that makes life a little less convenient for motor vehicle owners.	9/13/2016 8:54 PM
125	Due to both building and Light Rail construction, often sidewalks are closed. Also for the detours and no parking for Light Rail construction, the signs are often put on the sidewalks instead of the street, making it difficult to walk. Also construction trucks for the Light Rail often park in the crosswalk area at 52nd and Brooklyn. The Roosevelt paving has improved walking and biking in my neighborhood though.	9/13/2016 8:27 PM
126	Deep need for protected bike lanes on arterials for safety reasons. Please do not allow any more fatalities. Please encourage carbon neutral reductions in congestion through safe bike infrastructure.	9/13/2016 7:49 PM
127	Traffic bottlenecks created by bike lanes rarely used, badly located. Not too many 60+ year olds biking to work. Poor traffic light management.	9/13/2016 7:22 PM
128	The north university district and university way back-in parking is fine. Nothing needs be done to improve accessibility and/or flow in that region.	9/13/2016 7:09 PM
129	Visibility entering arterial a from side streets is extremely limited.	9/13/2016 6:59 PM
130	pavement condition is a major contributor to poor safety. Bikes/motorcycles have to dodge potholes and cracks in pavement. poor bicycle facilities and signage make it worse.	9/13/2016 6:47 PM
131	I feel different levels of safety based on "driving, walking, biking, or in transit in your neighborhood". This city is too focused on priority for cars and neglecting safety for other means of transit.	9/13/2016 5:59 PM
132	Many drivers charge through unmarked intersections without even looking. Traffic circles and stop signs seem to help.	9/13/2016 5:23 PM

2018 Arterial Paving Questionnaire - Northeast Seattle

133	NE 75th redesign is a huge improvement! NE 65th might benefit from similar approach between 25th and 35th. Finally, 35th NE has some visibility & speed issues at 75th.	9/13/2016 4:54 PM
134	15th Avenue NE needs to undergo a road diet to improve its safety for drivers, bicyclists, pedestrians, and transit riders. Most importantly, peak-hour parking restrictions need to be removed because 1) the street's traffic does not justify adding a lane during peak hours, 2) making the corridor a three-lane street during the heaviest traffic periods substantially decreases safety for people walking and bicycling, and 3) creating permanent curb parking and/or removing park would create new space for widened sidewalks and protected bike lanes.	9/13/2016 4:21 PM
135	I feel that pedestrian safety and bike safety are the most important issues in my neighborhood. Some are obviously beyond the scope of Transportation - the bicycle fatality on NE 65th due to impaired driver, the woman hit today on NE 65th and Roosevelt by an impaired driver - but anything that Transportation can do to mitigate these incidents would be immensely valuable.	9/13/2016 4:14 PM
136	Traffic on arterials in general is too fast. I try to avoid arterials when cycling. 35th Ave NE is dangerously fast, and cars do not stop for pedestrians, or if they do, other drivers attempt to go around right side of stopped car. School crossing guard at NE 60th St on 35th Ave is critical for children's safety. I would like to see all the intersections, especially near schools, have curb pop out to prevent right-side passing.	9/13/2016 4:13 PM
137	Unmarked lanes are biggest safety concern, especially on 65th and 75th	9/13/2016 4:12 PM
138	People drive too fast, don't know what to do at unregulated intersections, streets without sidewalks are dangerous, cars and bikes share the road uneasily.	9/13/2016 4:10 PM
139	No more bike lanes please. The bike lanes on 75th are EMPTY. The City needs to quit spending money on bike lanes and clean up our absolutely horrendous homeless problem. Our City is filthy. It's embarrassing. We are considering moving out of the City limits because we can put in bike lanes for the less the 3% of the population who uses them, but we can't clean up the City or take care of the homeless problems.	9/13/2016 3:04 PM
140	Cars drive too fast, and there are never police around to enforce safe driving speeds and behaviors.	9/13/2016 2:33 PM
141	I certainly feel safe in a car and generally walking, too- biking is getting better, but there are places where it's still challenging.	9/13/2016 2:20 PM
142	We need to invest in walking and biking infrastructure that is safe and comfortable for people of all ages and abilities.	9/13/2016 2:03 PM
143	Very unsatisfied with speed enforcement on 25th Ave NE	9/13/2016 1:54 PM
144	We need a crosswalk at the north end of the Princeton Bridge on NE 55th Street	9/13/2016 1:51 PM
145	Cars like to use neighborhood streets to bypass arterials. Portland has medians to block cars from going straight through, but allows bicycles to go through. Seattle should learn from our neighbors and employ a similar approach.	9/13/2016 1:38 PM
146	there are no sidewalks, too few crosswalks, barely any bike lanes, even in a car there is no visibility to cross arterials, and turning left at arterials takes ages because no left turn lights; plus, people speed like CRAZY around here, and every morning there are oodles of high school driving through to school speeding, distracted, etc. transportation safety here is an unmitigated disaster	9/13/2016 1:32 PM
147	We live on 15th Ave NE, south of 65th. My biggest concerns are with speeding and turning cars in the area: cars *race* up and down 15th, with complete disregard for pedestrians and bikes (and there are a lot of these, because Cowen Park is right there. The intersection at 15th and 65th is terrifying -- cars turn at high speed in front of pedestrians frequently. And the area around Whole Foods (14th Ave NE and 64th) is similarly PERILOUS for pedestrians because of speeding cars who completely ignore the pedestrian crosswalks. Walking can be a nerve-wracking experience! Would very (very very) much appreciate efforts to reduce speed and increase awareness of pedestrians and bikes on these arterials. I like the changes that were made on the south side of the park (Cowen Place, 15th Ave NE and University Way) -- this makes it much nice to cross.	9/13/2016 1:20 PM
148	35th Ave NE is terrible during rush hours. Some left turn lanes at main intersections (35th NE & NE 75th) may be helpful.	9/13/2016 1:17 PM
149	I feel adding bike lanes on NE 75th was not wise. I have ridden my own bike for close to 40 years, principally on the BG Trail. I don't often see bikers on NE 75th, certainly not enough to justify the disruptions in vehicle traffic.	9/13/2016 12:59 PM
150	Would like to see sidewalks. Also, cars travel too fast on residential streets, particularly streets that are thru streets, like NE 98th and 95th.	9/13/2016 12:57 PM
151	It is outrageous that I paid 1/2 million dollars for a house in Maple Leaf *and* had to push my stroller *in* the lane of speeding traffic while also walking my dog and guiding my 4-year-old to get around cars parked on the gravel shoulder that serves as a "sidewalk" on 15th Ave NE. What kind of city leaves an arterial like 15th Ave NE without a sidewalk? It is darn near impossible to walk across 15th Ave NE. Roosevelt Ave NE is also very difficult to cross on foot, by bike or in a car. Traffic goes so fast that with the cars parked along the side of the road it is very hard to see if it is clear to cross. SIDEWALKS. SIDEWALKS. SIDEWALKS. Also on Lake City Way. Please!	9/13/2016 12:51 PM

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152	I am deaf-blind and so safety is very important. Many cars tend to zoom by, ignoring me.	9/13/2016 12:35 PM
153	I love the wedgewood neighborhood, but drivers often behave poorly! I wish we had more sidewalks and bikelanes, or more one way traffic control devices, speed bumps, and roundabouts.	9/13/2016 12:30 PM
154	In the u-district, walking, cycling and transit are more effective forms of transportation and should be prioritized over cars. I own a car and use it when traveling to other neighborhoods but it is not the most effective way for getting around this one. By focusing on improving bike-arterials, transit-arterials, and ped-arterials we can increase those usages which will increase safety. Car-turns are one of the more dangerous things for bikes on arterials. If there are ways to incentivize having driveways off the arterial that might help so that turns happen at slower speeds. Design the streets so that cars want to drive at a speed that makes sense. Make sure there are crosswalks in places that make sense.	9/13/2016 12:29 PM
155	parking around these new rapid transit stations is important to me as I would like to make more use but would not take a bus to get there. Bikes are not a reasonable transportation option for many people including myself. So I see it as a complete waist. Take the convention center down and get the freeway working.	9/13/2016 12:09 PM
156	We need sidewalks....Please! There is nowhere to walk safely. Thanks	9/13/2016 11:59 AM
157	Ne 83rd street from Ravenna Ave NE to 28th Ave NE needs a sidewalk and a 3-way stop sign with pedestrian crosswalks at ne 83rd & 28th ave ne. Current walking conditions are extremely unsafe for pedestrians, particularly school aged pedestrians and their families. The speed limit also should be reduced to 20mph on ne 83rd st.	9/13/2016 11:54 AM
158	More bike lanes please! I live near Wedgwood Elementry School and it is pretty ambiguous how to get to the closest bike routes efficiently and safely. Only tangentially related, but the monster hill in the bike lane on 75th as you are going up to 30th street is really steep. It would be great if there was a more approachable alternative.	9/13/2016 11:52 AM
159	By investing in cycling and walking infrastructure, our neighborhoods become more open and inviting. It also gives us a chance to meet our neighbors, and develop a true community where people care about each other and take pride in where they live!	9/13/2016 11:23 AM
160	Drivers don't stop at unmarked crosswalks, speeding continues on 65th, 75th, and 15th. Also, way too many drivers using phones while driving.	9/13/2016 11:14 AM
161	Take all parking off of arterials. Especially NE 65th. Cross walk and warning light at 15th NE and NE 70th.	9/13/2016 11:07 AM
162	There is too much visual distraction for drivers with new bike lanes, the bizarre STOP for pedestrian signs with a car STOP sign on it. People come to a screeching halt at those signs WHEN THERE ARE NO PEDESTRIANS so it ENDANGERS drivers. Meanwhile at the top of the hill on 70th & 50th Pedestrians are endangered by cars missing the stop sign at that 4-way stop. The priorities of SDOT are puzzling. Fix what we have in place rather than invest in new CONFUSING road signs. So tired of my safe neighborhood becoming less safe with bad signage and confusing bike lanes.	9/13/2016 11:04 AM
163	The arterial closest to my home, 40th Ave NE, is ostensibly 30mph, regularly gets 40-45mph traffic. I want it calmed. I want crossings to be easier. I'd love to see it get reduced to 25mph.	9/13/2016 11:02 AM
164	I mostly use north/south 25th, 35th then 65th and 70th. In a car (which I don't do very often), I don't really have concerns. 25th is sometimes busy and it can be hard to make a left turn off of 25th north onto 70th west. Walking, I tried to avoid the arterial streets because they are noisy. I find adequate crossing options. The only issue is that they can sometimes be overgrown with vegetation somewhat limiting passing space. On bicycle, I usually try to avoid the arterial streets unless I am going down hill where it's easier to move with the traffic. I sometime use 25th north onto Ravenna and that can be problematic with water on the road. I saw several bicycles fall there because of ice, so it would be good if you fixed the drainage issues.	9/13/2016 10:55 AM
165	Needs ticketing of motorists who don't yield to pedestrians at crosswalks	9/13/2016 10:52 AM
166	problems: --unsafe drivers along school walk zones - especially cars turning across feeders to eckstein middle school (ex turning from NE 75th to 35th ave ne as kids are crossing). also cars speeding through school zones, ignoring stop signs at school zones. seen more often near eckstein and view ridge, where cars use NE 70th and Ne 75 to transverse view ridge to get to/from sand point way, magnuson, etc. --blocked right lanes due to parking approaching intersections where cars turn right. ex. NE 70th and 40th, Ne 70th and 35th. cars back up at the stops due to other cars parked/blocking right lane that could be used to turn right and increase flow of traffic -- large vehicles, primarily metro busses, degrading concrete paver streets such as NE 75 near 48th Ave NE, and many places on NE 55th, NE 50th (technically NOT arterials, but used thusly for metro routes). continual cycle of potholes, repairs, more potholes, more repairs. the streets were not build to sustain frequent metro traffic --more peeve than safety issue.. many remodels in view ridge are sacrificing off street parking for square footage. making more cars parked on the street - but people also bike, bus, etc to work. available street parking then becomes their storage for cars, boats, etc. almost every block has a car being stored -- rush hour no parking is not enforced - there are often cars parked in front of 35th starbucks, just running in for coffee, but blocking traffic nonetheless. only once seen traffic enforcement ticketing.	9/13/2016 10:19 AM

2018 Arterial Paving Questionnaire - Northeast Seattle

167	People go way too fast on 35th. We could add some 30 mph speed bumps that would not cause problems for traffic, but would control the chronic speeders.	9/13/2016 10:18 AM
168	Need a left turn signal for East-West traffic at: 1.) 65th Street and 15th Ave., NE and 2.) 65th Street and 25th Ave., NE. I've been involved in an accident at the first, and have seen far too many/too many near misses at the second. Please make these left turns safer for the turning traffic, the traffic weaving to get around them, and the pedestrians that must dodge them.	9/13/2016 10:14 AM
169	1. Arterial streets are in need of re-paving - it has not been done in 10 years - is not safe for cars/bikes due to the need steer away from your lane to avoid potholes. 2. Streets that have been damaged by construction are never restored back to good quality surface - poor quality work and oversight after work is completed. 3. Excessive use of space for bike lanes - it has diminish access to local business due to loss of parking (e.g., Roosevelt Ave) - bike lanes under-utilized 90% of the time.	9/13/2016 10:12 AM
170	I live on 16th Ave NE. 15th Ave NE is terrible and needs curb bulbs, curb ramps, and protected bike lanes. I pass a ghost bike every day. Seattle hasn't made any improvements there.	9/13/2016 10:06 AM
171	Pedestrians using crosswalks need to take a look to make sure cars see them before stepping out into the crosswalk...Yes- we realize that you are a pedestrian and have the right of way, but give us a chance to SLOW DOWN! And don't expect a car to see you if there is a parked car obstructing the crosswalk. Pedestrians need to take some responsibility.	9/13/2016 9:59 AM
172	There is not crosswalk on my block at 4738 35th AVE NE. I have to walk a dog and toddler across the street frequently and pretty much feel like I have to will cars to stop.	9/13/2016 9:43 AM
173	Parking along 35th Ave NE between NE 70th and 75th Streets creates hazardous driver and pedestrian situations due to limited visibility when entering the road (35th) from business parking (Safeway, Starbucks, Exxon, etc). It is often times hard to see if there is any North/Southbound traffic when entering / turning on the street. Additionally the light at the intersection of 35th Ave NE and NE 75th St gets congested and unsafe during peak times on 35th AVE NE due to cars waiting to make lefthand turns on to NE 75th Street. This becomes potentially hazardous as cars attempt to bypass the cars stopped to turn, which can be blind to the drivers in the opposite direction attempting to turn.	9/13/2016 9:40 AM
174	1. need more crosswalks. 2. am concerned about safety of bicyclists on main arterials. 3. increasing density is going to compound current safety issues.	9/13/2016 9:29 AM
175	Our arterial streets could all use a sidewalk on at least one side. I'm thinking in particular about NE 95th St. between Lake City Way and 35th Ave. NE. It's a very busy street for cars and popular with pedestrians, too, who are trying to get to buses on Lake City Way, but (in at least some parts) there is no sidewalk on either side of 95th. Pedestrians have to walk in the mud sometimes, too. It's both unsafe and inconvenient. A sidewalk would be great!	9/13/2016 9:21 AM
176	1) Intersections in residential areas should have more stop signs- many have no signs and not everyone stops or slows down. 2) We need more lights/signs at crosswalks to bus stops 3) More speed limits clearly posted & lower speed limits on minor arterials	9/13/2016 9:18 AM
177	it is difficult for drivers to look out for cars and pedestrians on the intersections. THE burke gilman trail is also a potential safety hazard. AND i say this as a cyclist.	9/13/2016 8:52 AM
178	Arterial of 65th Ave is very difficult to cross as a pedestrian going north/south. There are lights, for example at 20th and 15th Ave NE, but it can be very challenging to cross at 18th Ave (or elsewhere) because cars travel 40 MPH (when there's no traffic).	9/13/2016 8:41 AM
179	I feel that this survey is biased. I have seen what you have done to other streets in the city and I am extremely dissatisfied at the narrowing of streets and lanes.	9/13/2016 8:36 AM
180	Lane striping and channelization is not maintained very well. Roadside vegetation encroaches into the sidewalk and bike lanes. It also obstructs sight distance.	9/13/2016 8:27 AM
181	n/a	9/13/2016 7:54 AM
182	Need more shared roadways for bikes and safer crossing for peds especially around Roosevelt hs	9/13/2016 7:36 AM
183	65th should be redesigned like 75th. It is dangerous for pedestrians, cyclists and drivers. Drivers speed well over 30, often very close to curbs as they double up. It is only a matter of time before the 75th St. tragedy is repeated or worse.	9/13/2016 6:43 AM
184	We need safer crosswalks - too many cars and parking is very difficult - with so much traffic it is hard to see people walking or trying to cross the street - especially near the Wedgwood post office. EXTREMELY difficult to turn left in our neighborhood!	9/13/2016 6:30 AM

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185	Start looking at the parking in the neighborhoods and plan parking for them instead of figuring out ways of putting bikes on the same streets as major roadway. As an example 35th has a lot of traffic and to try and put bike lanes on it is wrong. Why don't you consider how many bike cyclists there are in the city and then knowing that number consider how many people are inconvenienced by trying to get around those bikes that ride in groups and take up the entire width of the road. It time that drivers start taking back what they pay for.	9/13/2016 5:42 AM
186	I would like to see more traffic calmers at non-arterial streets to direct traffic to the arterials - this is very important to me. Also many sidewalks are no longer level and need repair.	9/13/2016 5:32 AM
187	Lake City isn't a legitimate walkshed without sidewalks. Picture walking on busy NE 120th--in winter, in the dark, with puddles and no curbs or sidewalks. Really???	9/13/2016 1:06 AM
188	We have a car-heavy neighborhood that collects a lot of traffic due to our close proximity to I-5 and availability of other arterials to use when I-5 is too crowded. Additionally, I've had more encounters with unsafe people in the neighborhood lately, and it's hard to feel safe walking around here alone or with my toddler daughter sometimes. We love our neighborhood, but it feels kind of sketchy a lot of the time. Are there ways to make it feel and/or become more safe?	9/12/2016 11:48 PM
189	The speed limit is too high	9/12/2016 11:31 PM
190	NO MORE BIKE LANES, NO MORE ROAD DIETS!!! 25TH AND 35TH AVENUE NE ARE MAJOR N/S THOROUGHFARES. RUSH HOURS / HUSKY TRAFFIC CAUSES MAJOR TRAFFIC ISSUES. BIKE RIDERS SHOULD NOT BE ALLOWED TO TRAVEL ON MAJOR ROADS, AND USE SIDE STREETS OR SIDE WALKS. ISN'T THAT WHY THE CITY HAS SPENT MILLIONS INSTALLING RAMPS ON EACH AND EVERY CORNER? I HAVE YET TO SEE ONE WHEELCHAIR UTILIZE THESE RAMPS IN THE 36 YEARS THAT I HAVE LIVED HERE.	9/12/2016 11:02 PM
191	We need left turn signals for E/W traffic @ 65th & 15th intersection. Return the stretch on 75th between 12th & 15th to two lanes & no bike lane buy add a left turn signal. Seen 1 bike on that section since the lane added, but many many more near-collisions when drivers realize too late that 2 cars side by side won't fit and each driver thinks they have the right of way. Or maybe a visible sign warning of the lane ending and bike lane present would be helpful.	9/12/2016 10:53 PM
192	35th Ave NE & NE 75th St intersection needs left turn arrows on 35th Ave NE	9/12/2016 10:36 PM
193	I live on 35th Ave NE. The traffic on our street is significantly faster than posted speed limits and there are no crosswalks between 45th and 55th st. This makes it feel unsafe to walk across, especially with children.	9/12/2016 10:30 PM
194	- 50th St between UVillage and 35th could use a sidewalk AND a crosswalk marking sign at 50th. Pedestrians frequently walk up this street and many cross at this location as the nearest marked crossings are over 0.5mi away up or down the street. - many of the curbs in the neighborhood do not have curb-cuts between streets, complicating crossing the streets with a stroller (or wheelchair).	9/12/2016 10:24 PM
195	Arterials are too narrow and there is too much weaving across the center lane to navigate around parked cars	9/12/2016 9:52 PM
196	Traffic control on 55th and Ravenna blvd is overdue. fill the cracks in Ravenna blvd pavement. cut back the parking strip if you want bike lanes.	9/12/2016 9:50 PM
197	We need a marked crosswalk at 35th and 50th. It is very unsafe to cross with my children at the unmarked corner. People often don't stop. 35th Ave often feels too narrow for car traffic with the parking on both sides and I've personally witnessed 4 accidents where side mirrors were ripped off moving and parked cars.	9/12/2016 9:49 PM
198	We live on 35th Avenue and I feel fine driving on 35th but not crossing the street. Not enough crosswalks and drivers hardly ever stop. In fact, as a driver, if I stop sometimes cars will attempt to go around me. Plus, cars drive quite fast on 35th and often honk at me as I slow down to turn into my driveway, even with my signal on. Also, I do not feel safe crossing 35th and 55th. Many drivers do not pay attention to people in the crosswalk.	9/12/2016 9:39 PM
199	Too many cars going way too fast. Too few buses, trams and bike lanes. It's time to start designing streets for people again, not for cars. Make it easier for me to get rid of my car for good, Seattle!	9/12/2016 9:35 PM
200	There are a lot of bikers yet no dedicated space for them on some of the arterial streets. Couple that with streets that go from one to two to one lanes, parked cars, and a high school and it seems very dangerous for bikers. 15th is dangerous for bikers although it has some good crosswalks around the high school. 65th is dangerous for everyone. It's hilly, there are no crosswalks except at the lights and people speed down it.	9/12/2016 9:30 PM
201	I feel like our neighborhood is a safe place for pedestrians, cyclists and drivers. Each of these groups needs to take some person responsibility for their safety. The maze of crosswalks and bike lanes near Ravenna Park is so confusing that I question whether safety has been improved. Cyclists do not need right of ways on all arterial streets. Traffic has come to a stand-still on major streets to make way for cyclists. Why aren't less busy streets used as bike routes?	9/12/2016 9:28 PM
202	We need a better environment for pedestrians and cyclists. Our neighborhood is far too car-centric.	9/12/2016 9:27 PM
203	I would like to see more marked crosswalks off of 15th ave NE - particularly at the 70 Street crossing. I would like to see the crosswalk in front of RHS have lights.	9/12/2016 9:25 PM

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204	Far too many cars. Far too much on street parking. Definitely not enough speed enforcement. Love the Roosevelt protected bike lane. But not enough enforcement there either. Delivery and moving trucks regularly park in the bike lanes.	9/12/2016 9:25 PM
205	We walk around the neighborhood primarily, and there aren't enough ramps for wheelchairs/strollers on the sidewalks. We also wish that we could safely cross 35th. There is over HALF A MILE of 35th between 45th and 55th with zero marked cross walks, and the cross walk signal at 55th is not even very reliable. I wish there were a marked crossing at 50th.	9/12/2016 9:18 PM
206	Streets in Ravenna are in deplorable condition. Sidewalks are dangerous due to tree roots and lack of maintenance. Low trees overhanging street trucks are unable to pass without damage. No trimming of bushes on sidewalks results in people walking and jogging in the streets with strollers!	9/12/2016 9:15 PM
207	Specifically entering side street (62nd) on to 40th can be extremely difficult due to poor visibility of oncoming cars in both directions Traffic increase very notable	9/12/2016 9:08 PM
208	NE 40th has a lot more traffic. Where the Burke Gilman trail crosses it by Ronald Mc Donald House, I've seen multiple near misses of cars and pedestrians. Needs trail crossing lights, clear markings. That junction by the trail and Met Market, Ronald Mc Donald House is also troubled by parking on 40th. You can't see cars coming if you are trying to turn. There's much more traffic now-at rush hour-and people are driving faster.	9/12/2016 9:04 PM
209	This will be redundant but your efforts to increase density increases car traffic. Then your attempts to force bike lanes shrink car access and parking thus trickles down to less safety.	9/12/2016 8:54 PM
210	Recurring potholes at intersection of 70th N.E. and 42 N.E.spewing concrete and rocks when driven over will some day injure someone or damage cars.	9/12/2016 8:52 PM
211	Vehicles drive too fast, there are not enough cross walks or sidewalk cuts for safe crossing while walking, biking or with strollers.	9/12/2016 8:44 PM
212	We need sidewalks north of 85th in Wedgwood on the side streets. 88th (between 35th and 42nd) needs a sidewalk. It is a very popular route to Sandpoint and the Burke Gilman Trail. 40th and 35th need to be paved.	9/12/2016 8:41 PM
213	Need more lanes for cars and less for bikes. The bike lanes in NE Seattle are very very rarely used and we have so few arterials. This is an area full of FAMILIES! Please build streets to accommodate that. It is not likely to expect families to walk, bike, or bus to the various activities they participate in. We have a large car and carpool multiple times/week. We have no option but to drive cars to get to/from work, our kids' school, and activities. Please consider your constituents. We need more roads and better traffic alternatives.	9/12/2016 8:39 PM
214	More speed prevention measures should be utilized on 35th - especially around parks and school zones. 35th should not be treated as an alternative to Lake City Way	9/12/2016 8:37 PM
215	I think that in general traffic is safe. There are accidents, but I think many of these will happen regardless of what is done. My biggest concern is due to distracted driving from phone use, alcohol or marijuana use. I think a DOT correction needs to be made is at the corner of 75th and 35th where there should be a protected turn lane at the stop light for those driving north/south.	9/12/2016 8:30 PM
216	streets are rough with broken sections which can cause drivers to deviate from a straight path making it more dangerous to drive or bike	9/12/2016 8:27 PM
217	We need infrastructure that slows folks down- we have had 3 crashes at 110th and 35th recently and have almost been hit in the crosswalk on multiple occasions. People do not stop at the crosswalks and there are few places to cross 35th. My husband even witnessed a man being hit by a car tonight on 85th near 35th. A protected bike lane on 35th is necessary. There are so many people riding bikes and it is dangerous as the people in cars are driving 35+ MPH. 35th is one of the only continuous streets to get from North/South on the east side of the city. A bike lane would slow people down, separate bikes to make that safer and with slower speeds people will see people trying to cross and will be more likely to stop.	9/12/2016 8:17 PM
218	The speed limit on arterial streets are too high and not enforced. I've lived in Bryant for 15 years and never, not once, not one single time, seen SPD doing speed enforcement on 35th NE or on 65th. I also think SDOT could, by changing the design of certain streets, slow down motorists. Similar to what has been done on 75th.	9/12/2016 7:46 PM
219	Streets are for transport, not for parking	9/12/2016 7:46 PM
220	due to the influx of new housing- condo`s going up everywhere, there is so much more congestion. so many more people, and the building codes are so lax now, buildings are right up to the sidewalk, with barely enough room to walk.	9/12/2016 7:37 PM
221	Arterial streets should have lower speed limits than 35 MPH and the speed limits must be strictly enforced. Turn-on-red should be banned as well, since almost all drivers fail stop before turning.	9/12/2016 7:33 PM
222	Need more crosswalk and also longer time to cross without cars literally on top of you waiting to turn.	9/12/2016 7:24 PM

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223	There are too many people, driving or biking too fast & the streets are congested. There are not enough crosswalks on major thoroughfares such as 35th Ave or 65th.	9/12/2016 7:24 PM
224	I have lived in the neighborhood since 1965 in three different homes so I KNOW the neighborhood and I am careful at all intersections, but for some I use additional caution. There have been some serious accidents but none fatal.	9/12/2016 7:22 PM
225	The majority of us still use cars, but the DOT seems to be forcing more bike space on streets thus making it harder for drivers.	9/12/2016 7:20 PM
226	65th St is very unsafe for cars and bikes due to nonexistent lane markings and turn lanes. It feels unsafe to walk on due to all the abandoned houses	9/12/2016 7:18 PM
227	I would far prefer well-lit, separated bike and pedestrian lanes on arterials to a dedicated parking lane. It's no big deal to park around the corner or walk for a block, but I don't feel safe taking my child on his bike for any length of road off the BG Trail. The improvements at the crossings near Blakeley St were fantastic - would love to see that sort of approach extended throughout the neighborhood.	9/12/2016 7:18 PM
228	Crossing arterials at/near Lake City & 80th on foot can be terrifying. There's transit I'd like to access on the other side of that mess, but I'm not going to do that on a regular basis. There's some signage at Lake City and 80th politely asking drivers not to kill pedestrians as we're crossing the street, but still, drivers turn recklessly into crosswalks with a freeway mindset.	9/12/2016 7:15 PM
229	Please fix the left turns from NE 65th St. on to 15th Ave. NE. Crashes happen there all the time. We have room for a left turn lane like 75th. I'd really like one there.	9/12/2016 7:01 PM
230	Most of the bike improvements being built appear to be way over designed with far too many details, painting, posts, traffic buttons, curbing, etc. How about more crosswalks (CHEAP!), lower speed limits and more speed traps.	9/12/2016 6:58 PM
231	Overall I feel that the transportation is relatively safe in my neighborhood. Sometimes I do not feel safe when biking due to car traffic.	9/12/2016 6:53 PM
232	We need a protected bike lane running north from the U district to Roosevelt. The bike lane on 75th should be protected as well. Please separate bikes and cars. I don't feel safe as a biker and I don't feel that I can keep bikers safe when I am a driver.	9/12/2016 6:50 PM
233	excessive speeding, drivers don't yield to peds, potholes, sight lines are blocked at intersections, no left turn lanes cause back ups, is 65th 2 lanes or 4? Too much speeding and aggressive driving, no police presence or patrols for speeders or parking. Walking is dangerous in this neighborhood, would not want children EVER unattended. 4 way stops are a joke, no one seems to know how to deal with them, very dangerous for peds and cautious drivers.	9/12/2016 6:47 PM
234	Need left turn light on 35th Ave NE and NE75th	9/12/2016 6:47 PM
235	It is getting increasingly difficult to commute as the driving lanes are becoming less a priority to bicyclists and the new bike lanes. Especially frustrating when some of these are not being utilized	9/12/2016 6:42 PM
236	Appreciate the bright blinking lights at crosswalks, for example at Northeast Library	9/12/2016 6:39 PM
237	The crosswalk light at 65th ST NE and 32nd AVE NE needs to be longer to allow students to cross safely.	9/12/2016 6:25 PM
238	We live on Pullman, near Princeton Ave, which is the main arterial into Hawthorne Hills from Sandpoint Way. Needless to say, it's a very busy corner - cars, buses and pedestrians. At this Pullman/Princeton intersection, the Princeton arterial turns to the left to 55th. It is a very large intersection, with 4 way stops. There are stop signs and thick painted lines that many drivers ignore. There are fairly new accessible ramps to nowhere. There are no crosswalks!! I have to cross that intersection on foot 2 ways, twice a day (on average) to access the Burke-Gilman trail or bus stop. Most times I have to wait several cars before someone stops for me to cross. Furthermore, visibility is very poor when crossing, since it's so wide and curves. Another issue is the speed that drivers use on Pullman. Too fast! Many come off the arterial at our corner and they accelerate, when they should slow to 20. Please consider putting a roundabout here, with true crosswalks!!!	9/12/2016 6:18 PM
239	The roads are pot holes everywhere. I worry about biking on them and getting knocked off balance. Walking safety is usually limited by ubiquitous drug use. I have a young child and live in u district for affordability and access to public transit. But I don't like walking her past used needles and people who are not mentally present. I've been harassed, threatened, and verbally attacked. My sister has had a car swipe her as she was crossing a street. Even though I saw the offender and recorded the license plate, make & model of car, description of driver; the police wouldn't do anything. I don't think the city cares about safety of the u-district. Still, it is one of the better options for what my family can afford.	9/12/2016 6:09 PM
240	I think that certain crosswalks should be more well marked, with lights on signs instead of just signs because they are often ignored if there is a pedestrian in the crosswalk.	9/12/2016 6:02 PM

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241	We have some blind, uncontrolled roundabouts. Beware! In particular, I come to a near stop going north bound on 25th ave NE when I reach the cross street NE 92nd st. I've had several near collisions with cars going East on NE 92nd st.	9/12/2016 5:49 PM
242	Bikers never use the bike lanes.	9/12/2016 5:45 PM
243	Please continue to reduce asphalt and calm traffic with curb bulbs, narrower lanes, traffic circles and wonnerfs. Please pave streets that are in poor, poor condition that suffer the wear and tear of acting as surface routes taking traffic off and back on to I-5, particularly NE 8th Ave from 55th to Ravenna and NE 7th Ave from 50th to 55th. These segments are crumbling acting as collectors for both I-5 and the arterials, and ancient trolley routes, are too wide.	9/12/2016 5:41 PM
244	Unsafe to cross 15th Avenue at 15th & 70th	9/12/2016 5:33 PM
245	Lot more traffic on 35th Ave NE so use of crosswalks are very important; 50th Ave NE between NE 70 and 75th st needs pothole repairs	9/12/2016 5:30 PM
246	The bike lanes are somewhat frustrating.	9/12/2016 5:28 PM
247	The width of 35th Ave NE is too narrow for cars and buses and bikes. It could benefit from about 3 feet of widening. Specifically, the first 3-5 blocks north at 55th is quite frightening. With a bus stop just north of 35th causes lots of back-up. It can take 3 lights before cars get through the light.	9/12/2016 5:22 PM
248	I think that a crosswalk and pedestrian crossing signs are direly needed across 15th Ave NE at NE 70th. Even better, would be a flashing crosswalk. Given the location across a minor arterial, near a high school and froula park AND as a route on the City's bike map, this should be a safety priority. Site distance is bad from the north due to 15th changing direction and drivers are often merging with traffic and not looking at pedestrians. I have seen many accidents and even more near accidents at this corner.	9/12/2016 5:17 PM
249	Intersections on 35th at 65th and at 75th need turn signals. Traffic delays and risky maneuvers from running yellows etc.	9/12/2016 5:15 PM
250	I think that there are long stretches on the arterial streets where there are no painted crosswalks, no stop signs, no lights, and no place to even press a button to alert drivers that someone wants to cross. I feel like I either have to walk out of my way to go to a crosswalk that has a light or stop sign or I have to take a risk. Additionally the sightlines can be very bad and so cars who are trying to go east/west have to almost pull entirely into the intersection to see if they can make a turn or cross. That feels very unsafe to me as a cyclist as I have to often weave into traffic. It also feels unsafe to me when I drive. And 65th feels particularly unsafe. There are almost no lane markings and drivers are always weaving and trying to cut each other off. Lots of speeding and unsafe turns around 15th and 65th	9/12/2016 5:11 PM
251	Would feel much safer with sidewalks on 37th between 77th and 80th.	9/12/2016 5:09 PM
252	Plants can be too tall to see past at times. Cars are often parked too close to the corners of the intersections.	9/12/2016 5:08 PM
253	I live on Sand Point Way at the 8500 block. We have no sidewalks, no crosswalks and have to wait for a break in traffic to cross the street. People speed regularly since there is nothing to slow them down until a light at NE 70th. We need sidewalks, we need traffic enforcement and we need a stop light at NE 95th that would at least create breaks in the traffic so we could cross safely. My house has a shared steep driveway with 3 houses and 9 cars using the driveway. If cars are parked on the south side of the driveway we cannot see to get out and have almost been t-boned many many times. There used to be a bus stop there but it was removed so people park there all of the time. The city needs to do something to fix the traffic, speeds and sight lines in this area --- instead of putting in so many more bike lanes. Burke Gilman Trail is there for those who want to bike.	9/12/2016 5:07 PM
254	Blind spots at hills sometimes. Uncontrolled intersections need speed deterrents. Need more crosswalks I like the flags at some crosswalks. Secure bike lanes are good. Turning lanes on main arterials are important if possible to avoid back up. 35th N has big back ups going east-west and impatient drivers try to pass causing hazardous driving conditions.	9/12/2016 5:06 PM
255	Safety has gone downhill with the additions of all the bike lanes and added striping. It is way too distracting	9/12/2016 5:02 PM
256	Specifically the speeds on 40th NE are two high, and accessing 40th from the cross streets is difficult and unsafe due to on street parking.	9/12/2016 4:58 PM
257	At Cedar Park we REALLY need sidewalks. We are close to Lake City and would love to have safe sidewalks that would allow us to access the businesses there.	9/12/2016 4:56 PM
258	I feel okay about the safety with transportation in my neighborhood. There has been a big increase in traffic in the past few tears.	9/12/2016 4:55 PM
259	I feel the bike lanes created are actually dangerous! Never used and completely useless. I am dissatisfied with the bike lane situation taking up the road and creating more traffic. With one lane traffic, left hand turns are impossible and unsafe!	9/12/2016 4:54 PM

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260	I often feel unsafe crossing 35th ave NE between 55th st and 65th st-- even at the main intersections of 55th and 65th sts. The lighted pedestrian walk sign at the library crosswalk on 68th is a nice addition which has improved my feeling of safety particularly when crossing with my children. I have serious concerns about the parking lot at the corner of 65th and 35th ave at the convenience store since cars drive over the sidewalk there (and cars are often in a hurry). Many cars speed between 40th ave and the pedestrian/bike walkway at 39th ave along 55th st-- I see this daily while I am waiting for the bus -- I have seen near-misses between cyclists or pedestrians and cars. Encouraging better visibility for cars at 40th Ave and 65th st would improve my feeling of safety and add to the feeling of a vibrant city given the intersection is next to a playground and children should be as equality spotted before driving.	9/12/2016 4:52 PM
261	Poorly lighting at many crosses. Cars often don't stop. Bikers also don't obey rules. Flags for crosses are missing. Need more safe walkways for kids especially when walking to schools.	9/12/2016 4:50 PM
262	Since some traffic lanes have been converted to bus lanes, traffic can really back up at intersections when the bus is picking up passengers. This leads to unsafe behavior by drivers who are in a hurry. I would like to see more dedicated left turn lanes at all intersections with traffic lights to help with this and other congestion problems. Also, there are places where streets meet the Burke girl an trail and the cyclist has a stop sign. 99% of the time cyclists do not stop or slow down. they are usually traveling faster than cars do it is very unsafe, I think cars should have a stop sign, at least drivers obey the traffic signs. as a pedestrian, cyclists are more dangerous than cars in th BG areas.	9/12/2016 4:49 PM
263	Pedestrians and drivers need to be aware of each. Many pedestrians take their lives in their hands by having their faces buried in their phones when crossing the streets. Drivers need to be aware of how unaware some pedestrians are.	9/12/2016 4:48 PM
264	We live on 30th Ave NE between 75th Ave NE & 85th Ave NE, between Eckstein MS & Wedgwood Elementary. There are many kids walking/biking to and from school. It's a wider street. Many drivers use it as an arterial since 35th Ave NE has increased traffic. It's very unsafe at certain times of day. Cars speed excessively. There should be speed bumps or circles to slow drivers down. A neighbors car parked alongside the road has been hit and there have been many close calls with pedestrians/cars.	9/12/2016 4:45 PM
265	We need sidewalks!!	9/12/2016 4:42 PM
266	I believe they are safe, but I believe there are too many bike lanes and I am concerned about the amount of 'urban campers' in the area	9/12/2016 4:38 PM
267	Need a east-west bike lane from NE 35th west to Roosevelt Link Station.	9/12/2016 4:37 PM
268	The intersections of 65th & 35th and 65th &32nd are increasingly congested, unsafe for pedestrians &bikes and cars are going too fast. There needs to be better signals and striping. We have also noticed an increase in the number of people driving fast down the side streets to avoid these and other intersections. Speeds need to be lower and more signage for slow cautious driving on side streets. Thank you for this opportunity	9/12/2016 4:33 PM
269	We enjoy our neighborhood and enjoy interacting with our neighbors. Cars move very quickly up and down the streets. Our street has a bunch of the 20 is plenty signs but they are too small, low to the ground and can be hidden by parked cars. The city needs to do such as roundabouts and speed bumps along streets.	9/12/2016 4:30 PM
270	As a cyclist, there still feel like a number of streets/intersections where I find myself pushed into the flow of traffic at inopportune times and where it feels somewhat dangerous to bike during commuter periods of the day.	9/12/2016 4:29 PM
271	On 35th Ave ne and ne 65th drivers get frustrated, end up speeding. Ver dangerous!	9/12/2016 4:28 PM
272	It is very unsafe to walk in my neighborhood. There are no sidewalks and people and buses cross the lines into the shoulders often.	9/12/2016 4:27 PM
273	Pedestrian crossings or street crossings mid-block are always a challenge, often due to limited sight distance due to cars parked close to the corners.	9/12/2016 4:24 PM
274	Basically people drive too fast through our neighborhood.	9/12/2016 4:23 PM
275	The arterials should remain car focused. The bikes should be riding on the side streets. The separated bike lanes, like on Roosevelt, have made a bad situation much worse. Drivers are very frustrated, which makes the conditions less safe for bike riders, not better. I ride my bike frequently in the neighborhood, but avoid the new bike lanes due to the high level of frustration directed at riders by the drivers.	9/12/2016 4:23 PM
276	It would be great if it were clear to drivers if 65th Ave NE is a one lane or two lane road. Drivers treat it differently at different times. It's confusing to pedestrians and drivers.	9/12/2016 4:20 PM
277	We are a family that cycles, but the bike lane across 75th was a waste of money, time and has increased congestion in that area to an unacceptable level. Please do not destroy the other arterials into/out of the NE neighborhoods.	9/12/2016 4:18 PM

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278	I have two major concerns: 1) The lack of sidewalks in many parts of Wedgwood, including along "safe routes to school" such as NE 80th St, and 2) Dangerous intersections for drivers, pedestrians, and bikes on 35th Ave NE at NE 75th St and NE 65th St. I have been particularly concerned about NE 75th St, where there is no protected left from 35th Ave NE in either the northbound or southbound directions, producing dangerous conditions for the many schoolchildren walking from that metro bus stop to Eckstein middle school.	9/12/2016 3:59 PM
279	I would like to see a safer section of 35th Ave NE between NE 75th St and NE 95th streets. This section of 35th becomes four lanes and during rush hour numerous vehicles overtake cars driving the speed limit by using the right lane. Many of the areas where pedestrians can cross are poorly marked.	9/12/2016 2:14 PM
280	It would be great if you thought about the sidewalks. They are uneven, plant material in way, and not enough space for wheelchair users	9/12/2016 2:07 PM
281	Please prioritize pedestrian and bicycle safety and ease of use. For example: a connected network of bike lanes, more blinking cross-walk lights, better sight lines at intersections, remove ambiguity (such as the very wide single lane on 35th ave during timed parking closures), and re-work stoplight timing at 35th ave/75th st to allow for more efficient pedestrian crossing (this can take two full cycles to cross to opposite corners because of the need to push buttons before the light changes)	9/12/2016 1:24 PM
282	People drive way too fast on NE Seattle arterials.	9/12/2016 12:56 PM
283	Cars travel too fast on 35th Ave NE and on NE 75th St and crossing at unmarked intersections is difficult and there are few lighted crosswalks. 35th is a major bus route. With the improvements in bus service and connecting routes to link rail, more marked/lighted crossings and lower speed limit would make it safer for pedestrians & bus riders needing to cross to get to their stops. This is especially an issue between 55th and 85th and at the 105th Street crossing to the Meadowbrook pool and community center. Cars go very fast there and there is no lighted stop until 110th, near Nathan Hale field. Also, at 40th Ave NE and NE 77th St, (next to the new Thornton Creek School) cars go too fast approaching the unlighted crosswalk from both directions. These are the places I feel I have to run across the street to avoid being run over. I'm a disabled pedestrian, so this is a challenge. There are also many parents walking with young children and strollers, so speed limits and safe crossings are very important.	9/12/2016 10:13 AM
284	Please do not do to 35th what you did to 75th in regards to lane realignment. As a cyclist who rides mostly 35th, it works great for us on 75th but is not needed on 35th. I personally have no fear or problem biking with the traffic on 35th based on the current lane design.	9/12/2016 10:03 AM
285	Bicyclists are a problem on arterials. A designated greenway, 39th Avenue NE has been set up to make bicycling safer in my neighborhood. Bicyclists DON'T use it! They choose to clog the main arterials, they impede the flow of traffic. Please do not make any dedicated bike lane/graphics on 35th Avenue NE. This street moves slowly enough--adding bicyclists would clog the street even more.	9/12/2016 9:54 AM
286	Less road tits!	9/12/2016 9:45 AM
287	Question 12 should be broken out by mode. I feel rather safe driving but unsafe biking. Neighborhood association surveys about transportation suggest this is a widespread feeling among Ravenna-Bryant community members.	9/12/2016 8:37 AM
288	NE65th @ 15th NE needs a dedicated left turn signal. Some home owners (particularly the Sisleys) should not be allowed to have overgrown bushes into the sidewalks and near bus stops. Hard for all walkers. Green Lake Way to the east needs to have new pavement. There's a lot of ruts there.	9/12/2016 7:35 AM
289	SDOT needs to fix the turn lanes at intersection of 75th and 35th Ave NE.	9/11/2016 10:25 PM
290	NE Seattle, especially Wedgwood, is devoid of frequent, rapid transit and therefore has an over-reliance in single occupant vehicles. Improving transit as well as safe, separated cycle facilities would really improve the sense of safety and use of these modes. Also, 35th/75th is a terribly dangerous intersection for all modes including walking given the ROW encroachment of the parking lot wall on the SW corner of intersection.	9/11/2016 10:23 PM
291	SIDEWALKS - we need sidewalks for safety - also the roundabouts with plants block the view for cars and it is extremely dangerous - nobody knows the rules for them	9/11/2016 10:14 PM
292	The biggest issue is that there are so many students that you have to be extra careful when driving to avoid bikes and pedestrians. I don't like to drive up the Ave because you never know what's going to suddenly appear in front of you.	9/11/2016 9:22 PM
293	Cross walks on Roosevelt and 15th could be improved between 105th and 75th. I witnessed a collision occur because someone stopped for pedestrians crossing in front of maple leaf park, but the car behind him did not. If there were a light or at least blinking lights to warn approaching cars there were pedestrians in the walkway that might not have happened. 15th needs a cross walk near bus stops (85th especially).	9/11/2016 8:49 PM
294	20th Ave NE @80th is an intersection where drivers frequently run the light and speed. I worry about my middle school students walking to and from school every day because of distracted drivers AND BIKERS!	9/11/2016 7:22 PM

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295	1. The bike lanes pose challenges - examples: - There's a 'designated street for biking' on about NE 38th - yet bicyclists often use either 40th NE, 35th NE, 25th NE arterial streets. - The bike lanes on 75th seem misguided - most bicyclists do not ride up NE 75th hill and it is a very busy commuter route - now missing 1-2 lanes. 2. The density in this area (cross streets NE 65th-80th on 35th NE is quite congested and getting more so) - please don't put bike lanes on 35th or 65th. It took me 20 minutes just to get out of my neighborhood last week because of traffic & construction 3. A year ago, I got rear ended while stopped at the intersection of 35th & 65th - no doubt the young woman was texting - didn't have her purse but had her phone - she hit me hard - you can't fix that but there has to be a way to help	9/11/2016 7:19 PM
296	Sidewalks are uneven from trees lifting up the pavement in lots of areas. I have fallen on my face from this!	9/11/2016 6:18 PM
297	2 concerns: - the intersection of Lake City Way and 80th is dangerous. I have to walk my daughter to school through it daily and people turning just don't seem to see us in the crosswalk. We've nearly been hit multiple times. Unfortunately, it's by far the fastest route to school. I live on 20th Ave NE north of 75th and there are a lot of speeders (>35 mph) and quite a bit of traffic. It seems to have gotten worse over the years. I don't know if traffic calming measures can be taken. I don't let my 9 year old cross our street, which is pretty sad, since she's a responsible kid. So, so many cats (including one of ours) have been killed on our street too.	9/11/2016 6:09 PM
298	Certain streets are prone to cars traveling much faster than posted speed limit, so they sometimes feel less safe.	9/11/2016 5:19 PM
299	just make the speed limit 20mph theres no need for more bike lanes we can share, taking away parking takes away our customers and forces us out of the city	9/11/2016 3:26 PM
300	Pedestrians not respected. Drivers go too fast and are distracted.	9/11/2016 3:15 PM
301	Stop promoting bicycling. It is a niche mode that only a few people use.	9/11/2016 2:48 PM
302	The Ravenna Park Triangle is near me, and is a constant source of confusion for most drivers. Some additional signage might help there.	9/11/2016 1:24 PM
303	Many drivers do not stop for pedestrians at unmarked cross walks. Many drivers run red lights and do illegal u turns on arterials.Also, they park at the 98115 Post Office when they should not....	9/11/2016 1:20 PM
304	I HATE the idea that parking in front of my place of business (ground floor of Jasper Apt.) is THREATENED by proposed bike lane revisions! BIKES NEED TO BE ON NON-ARTERIAL STREETS AND PRESERVE 2 LANES FOR RUSH HOUR TRAFFIC ON 35TH!!! ENFORCE WITH TICKETING cars parked between the post office on 77th and 85th between 4 - 6 PM - REPLACE THE NO PARKING SIGNS BETWEEN 80TH AND 85TH!!!! There is plenty of off-street parking on lots on these streets, it causes unsafe traffic obstruction on what should be a 2-lane TRUE ARTERIAL-to MOVE CARS!!!	9/11/2016 1:02 PM
305	Pavement on NE 47th St, between 21st NE & 15th NE, is an atrocity full of potholes and illegally parked cars!	9/11/2016 1:00 PM
306	I am extremely frustrated with NE 65th St. It is incredibly unsafe and needs to be reduced to 1 lane each way with turn lanes. That has improved traffic on NE 75th St so why hasn't it been done on NE 65th St	9/11/2016 12:36 PM
307	DO NOT ADD ANY MORE BIKE LANES IN N E SEATTLE. They are totally unused and squeezed lanes are traffic and safety hazards. GET A CLUE.	9/11/2016 12:33 PM
308	We have constant cut through traffic down our street (18th ave ne) from Lake City Way. There should be a turn only lane southbound at 20th ave ne and at 15th ave ne. There is constant back up southbound on lake city way and people get frustrated and drive frustrated and speeding down our street.	9/11/2016 12:25 PM
309	35th Ave. NE is extremely busy and cars go to fast. The combination of no sidewalks on the sidestreets and cars using residential streets as thoroughfares makes it feel dangerous when walking/biking around the neighborhood.	9/11/2016 12:25 PM
310	Not enough safe ways to cross 75th St between 20th and 15th Aves. Also crossing at 20th doesn't feel so safe. It's been somewhat improved by making 75th a 2 lane rather than a 4 lane road which has decreased speeds and made it easier to turn left. Still 75th feels like a walking barrier, and makes our neighborhood less walkable. Also, biking on 20th Ave between Lake city way and 65th feels unsafe, especially between 75th and 65th. There is a seam in the pavement in exactly the wrong place, and opening car doors are a huge issue.	9/11/2016 12:15 PM
311	Please stop taking out parking and changing building code so new buildings don't have to provide parking. It is horrible!	9/11/2016 12:10 PM
312	The arterials in our neighborhood, Ravenna, are also 20th Ave NE & 25th Ave NE. The latter, 25th, has some doggy pavement issues. On 20th Ave we have many speeders driving over 30 mph! It should be 25mph instead. Another major issue is that we have stop sign runners/violators at NE 80th St & 20th Ave NE, a four-way stop, throughout the day and night, especially when bars close and when Lake City Way NE has heavy traffic. We need stop signs at all 3 interections on 20th Ave as well as some speed bumps due to people NOT stopping or respecting the speed limit. I have shared this with Rob Johnson and the SPD but NOTHING has been done to address this. We could even have 'slow down' signs on 20th like I see elsewhere. There are arterials in our city with speed bumps.	9/11/2016 11:48 AM
313	Crossing 45 and 50th as a pedestrian is one of the least safe activities I have ever taken part in.	9/11/2016 11:35 AM

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314	People are not expecting to see bikes and pedestrians. Conversations with some reveal hostility as well as wishing us away	9/11/2016 11:34 AM
315	The commercial stores and Eckstein Middle School have created traffic issues at certain times of the day. The parked cars on narrow streets create a gauntlet driving situation. Very dangerous.	9/11/2016 11:22 AM
316	There have been some improvements in the neighborhood with curb cuts and the slow down speed signs that tell you how fast you are going. There is a big problem when you need to cross 15th NE due to people parking to close to the corners and the amount of traffic during peak times. I would like to see a way for kids to walk to school. The sidewalks near Sacajawea are better but still stop short of where they need to go and that would all so help with the High School students getting to Nathan Hale. There needs to be another bike lane added to 20th or 15th NE. Thank you	9/11/2016 10:45 AM
317	Most of the arterial improvements for bikes have been good, but some stretches are a joke and should be routed off of arterials. For example, Roosevelt/15thAveNE around NE 115th St., or NE 130th St. between Roosevelt and 15th Ave NE.	9/11/2016 10:13 AM
318	Am concerned that the design approach with rigid segregation of vehicle, bus, pedestrian, and bike traffic, such as was implemented in 2016 on Roosevelt Way NE & 12th Ave NE presents hazards due to blocked traffic lanes, and less overall traffic space. On the other hand, the lane revision implemented on NE 75th Street has improved traffic flow, with presumably increased traffic safety.	9/11/2016 8:48 AM
319	Personal Jet Packs need to be made available to the public! Also Rocket Powered Roller Blades!	9/11/2016 7:32 AM
320	SDOT, SPD, the Mayor, and the City Council are putting way too much emphasis on bikes, ride shares and buses at the expense of car owners. There isn't enough parking, buses aren't a viable mass transit for anyone with a time crunch (you want cars off the road you need rail lines), and no one enforces that bikes follow traffic laws.	9/10/2016 10:24 PM
321	NE 50th street still needs a sidewalk from 30th Ave NE to 35th Ave NE. Burke Gilman Trail should have clearly marked, separate walking and bicycling lanes.	9/10/2016 10:17 PM
322	Have to many biking lanes that are not being used. should be changed back to four lanes. to move traffic.	9/10/2016 9:12 PM
323	Cars are driving too fast, it's noisy	9/10/2016 6:50 PM
324	when you put barriers on arterials the non-arterial streets become the new arterials	9/10/2016 6:19 PM
325	The lack of sidewalks on NE 80th St. between 36th & 40th Ave is a serious problem for walking, especially now with the new school drawing way too many drivers. I constantly observe drivers ignoring the stop signs while crossing NE 39th Ave both on 80th St NE and 82nd St NE. Actual stops at those signs appear to be the exception. People frequently don't even slow down for them. Add the drivers talking on cellphones and anyone walking on 80th is seriously taking a huge risk since they must walk on the paved road. Please add sidewalks and marked crosswalks to <u>all</u> roads in the area of the new school.	9/10/2016 5:14 PM
326	Quit ruining our City with bike lanes. It's bad enough that you have blood on your hands because you knowing pretend things are safe for bikes and create accidents. Get bikes and buses off arterials and add more lanes. You are anti-progressive because you don't know what the word progressive means. Progress means helping the majority of users of the road, not adding people and things that should be there and messing up everybody's commute. Taking away lanes for the super majority for the sake of 1% of the population (bike riders) and 9% of the population (bus riders) is SDOT bubble insanity. You should be ashamed of yourselves for publishing false commute numbers.	9/10/2016 5:05 PM
327	i do not own a motor vehicle, by choice and not because i am a felon.	9/10/2016 5:00 PM
328	I think Seattle is safe for pedestrians.	9/10/2016 4:22 PM
329	I feel biking should be a higher priority on streets in my neighborhood.	9/10/2016 3:29 PM
330	There's plenty of space on University from 50th to Ravenna for a protect bike lane. This will connect to the lanes at Ravenna. The road has extremely wide lanes with angle-in parking on the north side & the south side has a nonexistent door zone bike lane that's missing paint for the majority of it. Plus, there's WAY TOO MUCH parking in the neighborhood. So many surface lots & so few trees.	9/10/2016 3:25 PM
331	35th Ave is too narrow for an arterial. Many parked cars pull up over the curb or pull in their review mirrors because 2-way clearance (cars going both directions) is very tight. It's the worst arterial in the neighborhood. I think there should only be parking allowed on one side of the street.	9/10/2016 3:17 PM
332	Please stop the inane focus on adding bike lanes.	9/10/2016 2:20 PM
333	Could be safer, but not awful	9/10/2016 2:00 PM
334	Motorists do not yield the right of way to pedestrians as required by law. The police, although often asked, decline to enforce state law by ticketing motorists, who bully pedestrians at crosswalks.	9/10/2016 1:45 PM

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335	frustrated. "improvements" made for bicycles have caused problems for pedestrians and autos. I have had three instances where as a pedestrian I have had to dodge bicyclists blowing through stop signs and almost hitting me.	9/10/2016 1:27 PM
336	people driving are distracted by their phones and don't see me	9/10/2016 12:23 PM
337	Making a left turn in NE Seattle is almost impossible. Our arterials need turn lanes and left arrow turn signals to better manage the safety issues. The poor design of our arterials causes aggressive driver behavior (speeding in the right lane to get around left turning vehicles, darting in and out of lanes etc). It's gotten increasingly worse as more condos, apartments and houses are built, putting more vehicles on the roads. These issues spill into the walking and biking infrastructure as well. Intersections are unsafe for pedestrians and bikers. Last but certainly not least, we need safer pedestrian crossings on ALL of our arterials. Drivers, including SPD officers do not adhere to the "every intersection is a crosswalk" rule. No one stops for pedestrians...	9/10/2016 12:21 PM
338	Sidewalks on arterials are horribly inadequate. People walking to buses are in danger.	9/10/2016 12:19 PM
339	STOP taking away parking and traffic lanes and adding bike lanes.	9/10/2016 12:11 PM
340	Make Bicycles ILLEGAL! They are dangerous contraptions for pedestrians. They should all be impounded and melted down for scrap! Bike lanes are useless too. We need more pedestrian friendly trails around Seattle.	9/10/2016 12:06 PM
341	NE 80th needs a turn signal where it crosses Lake City Way. The Lake City Way direction has one, but crossing Lake City Way on NE 80th has turn lanes but no signal. Not only has this resulted in frequent accidents, but is a traffic back-up during rush hour.	9/10/2016 11:28 AM
342	Hello wonderful people - I would like to highlight an issue that may not be in your strategy planning. 40th Ave NE between NE 80th and NE 85th is heavily used with mutiple hourly Metro buses all day. The arterial pavement is crumbling under the weight and badly in need of repaving. Yet 39th Ave NE which is rarely used except by residents was freshly repaved. On 40th Ave NE between NE 80th and NE 82nd there are no curbs which increases risk since with a brand new 600+ Thornton Creek Elementary School and NE 80th to NE 82nd in a school zone, curbing to protect walkers especially children and families on sidewalks reduces risk. These very small additions to your 10 year plan would keep NE neighborhood arterial streets safer for walkers and bikers. Thanks for your consideration!	9/10/2016 10:59 AM
343	Crossing arterials for kids and older or less able people is difficult. My mother-in-law is barely able to cross 35th safely with her walker. Sand Point, Lake City Way or 125th are pretty much out of the question. There are many schools and a significant aging population in the area, and it limits their ability to experience the neighborhood without cars. Improved sidewalks and intersections in key areas would go a long way for safety. Driving speeds could easily be reduced without affecting those who drive much at all (it would probably make driving on 35th less hectic). I hope bike lanes are added on 35th as part of repaving. It would both reduce crossing distance for my family and slow traffic. I understand the micro-surfacing project is a long-term cost saving measure, but it feels like it's the least necessary thing needed. It reminds me that signs or markings for bikes to help us find the safe bike network (39th Street, 32nd and 105th in the future) and speed humps to make the local network safer aren't likely to go in for another 20 years. My block has a lot of young families who are exploring cargo bikes and riding with their kids, but the only way we can find safe ways to get anywhere is a continual process of asking around and sharing notes. It's just so much easier to get in the car to go a half mile. That's the default, where every little thing that helps biking and walking is an unending decades-long struggle.	9/10/2016 10:48 AM
344	I feel that cars get priority and people walking and biking have to be alert and smart to travel safely. I have two children that can't safely cross the street because people driving are unpredictable (don't usually stop at crosswalks, almost never stop at unmarked crosswalks, turn right without looking, etc.). I love to walk and bike and want to share that with my kids, but don't feel that it is a safe environment to do so. Too many people driving are hostile. Just today I walked across Brooklyn Ave NE at Ravenna Blvd and got an angry gesture from a driver people we weren't moving fast enough (we were walking normally).	9/10/2016 10:43 AM
345	I would like to see protected bike lanes, bulb curbs for pedestrian visibility and lower speed limits.	9/10/2016 10:02 AM
346	I feel unsafe crossing arterials - for instance biking or walking on 70th and trying to cross 15th. Streetlights and bike lanes on 15th would be very helpful	9/10/2016 9:57 AM
347	parking restrictions (proximity to corners, for example) are not enforced, creating zero visibility for pedestrians, bikes, and cars. 35th Ave NE from 65th south to 55th cannot bear two-way traffic AND on-street parking. Ban left turns on red lights--my family members have had numerous close-calls with egocentric drivers turning into crosswalks.	9/10/2016 9:44 AM
348	I think there needs to be speed bumps or a way to slow down drivers on 40th Ave. NE between Sand Point Way NE and NE 55th St. The drivers barrel down that street way too fast. I am also close to the Burke Gilman trail but often bicyclists are going up and down 40th Ave NE and do not have a safe space to bicycle in. There should be painted lines. I also think that 40th Ave. NE should have time limits on the street parking such as 2 hours. We sometimes have people parking on our street for Husky Games or the Seattle Childrens Hospital.	9/10/2016 9:34 AM
349	Please increase bike safety on the streets.	9/10/2016 9:29 AM

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350	15th Avenue NE in maple leaf is an extremely dangerous street to cross while walking. It's a recurring joke among those that ride the bus along this corridor that it'll take a death for anybody to do anything about this. Please, please address this issue. Another consequence of this is that our neighborhood seems divided in half creating a less vibrant atmosphere.	9/10/2016 9:03 AM
351	We have a high school very near to our home, and the arterial streets are often busy with kids getting to school. It's important that they are safe and visible crossing streets that are designed in a way that promotes orderly driving. I see that 15th is the street involved in the project, but I would argue that 65th is just as important to make improvements on. There are actually no lines for lanes on 65th near the intersection of 15th and 65th (and no designated space for bikes at all), which can cause some chaos and make it difficult to see/predict what's happening on the road. I'm hopeful that the project will in some way address this problem with that particular intersection, especially since it involves the safety of students.	9/10/2016 9:00 AM
352	The light at 12th and 50th last year was a huge improvement--before that I felt quite unsafe trying to cross 50th on my bike.	9/10/2016 9:00 AM
353	15th Ave NE is fine, though there are stretches where the sidewalks could be better (but not if it means removing lanes of vehicle traffic)	9/10/2016 8:11 AM
354	Abolish all personal pets not on leashes! Cats! Dogs! Gerbils! Fish! etc...	9/10/2016 7:47 AM
355	Pretty safe. I'd only suggest adding crosswalk markings at minor intersections such as 35th Ave NE & NE 77th St.	9/9/2016 11:15 PM
356	In general I feel safe but cars get too much preference over other modes of transportation	9/9/2016 11:03 PM
357	I believe there should be more sidewalks for pedestrians, bike lanes for cyclists, and speed bumps to reduce speed of drivers, especially when they are driving downhill and cannot see oncoming pedestrian traffic	9/9/2016 10:54 PM
358	I am concerned about the pavement on arterial streets in our neighborhood. I have a friend who is a quadriplegic because of a pot hole while riding his bike. Sixty-third has a lot of cracks and potholes between 15th and 23rd NE.	9/9/2016 10:50 PM
359	Crosswalks are needed on 55th going north-south ... this is very wide street and crossing it with a baby stroller is dangerous. The only crosswalk is at 25th and this, being on the arterial has a lot of fast moving traffic without much visibility. There needs to be a pedestrian route to the University Village from Ravenna without walking along 25th. Thank you!	9/9/2016 9:16 PM
360	The new bike lane on Roosevelt Way is fantastic and I highly encourage the creation of more bike lanes separated from traffic and parked cars. My neighborhood feels very safe to bike and walk in with the huge exception of 65th ave NE, particularly around the Roosevelt area. Biking on 65th is a terrible idea due to the fast cars and frequent hills. A bike lane on 65th Ave would improve the safety of biking on this east-west arterial.	9/9/2016 8:45 PM
361	Biking on arterial streets such as 45th street feels very dangerous as there are only 2 lanes and no bike lane. I would never bike there as every time I have seen bikers on 45th I've seen cars get dangerously close to the biker. Also, along 45th there are long stretches of areas with no crosswalks and I have seen many people crossing where there is no crosswalk to avoid walking all the way to the crosswalk, which is very dangerous due to the amount of traffic in the area. In addition, as there are only 2 lanes with a lot of traffic and some long stretches between lights it is very dangerous to try and cross 45th when driving or biking.	9/9/2016 8:36 PM
362	There are quite a few potholes and large cracks between pavement sections that are very unsafe for bikes. The intersection at Brooklyn and 47th badly needs to be repaved. 50th and 52nd between University Way and 15th Ave are absolutely horrible. Very bumpy and uneven.	9/9/2016 8:07 PM
363	I would like more crosswalks at key intersections of 35th Ave NE in Wedgwood, such as by the Post Office, because so many people are crossing the street to get to their mailboxes and the bus stop too. Cars go very fast down 35th Ave NE, sometimes I wait 3-4 minutes before I can safely cross after disembarking my bus (my house is directly across the street from the bus stop). I do NOT think a bike lane is needed on 35th Ave NE, as we have a beautiful, low-traffic route to the Burke-Gilman on the 39th Ave NE Neighborhood Greenway, which I take often when I bike to work at UW. I do not think people should bike on 35th Ave NE and I do not think a bike lane should be added - just use 39th and focus resources on improving crossings on 39th so they are safer and more efficient for cyclists (such as more flashing signs or more 4-way stops for cars and bikes alike. Thank you!	9/9/2016 7:13 PM
364	35th Ave needs better bike facilities. Please put in protected bike lanes.	9/9/2016 6:37 PM
365	Wedgwood needs protected bike lanes	9/9/2016 6:31 PM
366	Would love to see improved sidewalks along 35th Ave NE. As zoning has changed along that main street, more people are walking. Am also concerned that the new paving project may shrink the size of the lanes on 35th. Paving a few years ago south of 55th along 35th Ave NE made the streets nearly impossibly to drive when a bus is traveling up the street.	9/9/2016 6:11 PM

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367	35th ave NE/NE 75th Street is the main arterial I use almost everyday, in a car or on foot. I feel safe using these roads, but caution is key at yield/stop signs, and clearly marked pedestrian walkways. Many drivers are just jerks who ride your tail in this nice neighborhood, not abiding by the 25/30 MPH limit. I live very close to Eckstien Middle School, where the horrific and deadly drunken driving crash occurred a few years ago. Most drivers are conscientious, but just a few can spoil the experience. The surveyors on 35th are doing a great job!	9/9/2016 6:04 PM
368	Please re-evaluate 5th Ave NE & Banner Way NE intersection or add a traffic light....nobody seems to know how to use it with all the double/turn lanes and 4 way stop.	9/9/2016 6:03 PM
369	My uncle and cousins live in a town called Lorenskog outside of Oslo, Norway. It is night and day walking and cycling in their town vs. Seattle. Every year they add more pedestrian bridges and underpasses. They have wide pathways for walking and cycling. Our sidewalks and streets are crumbling, the streets are too wide, the speeds too high. Facilities for walking and cycling must be separated from cars and trucks if the speeds are over 18mph.	9/9/2016 5:36 PM
370	There should DEFINITELY be a cross walk at the post office! I see possible accidents daily! Biking is not an issue, but walking is terrible.	9/9/2016 5:29 PM
371	Many sidewalks are almost unwalkable. the sidewalk on 85th St in Wedgwood where there's lots of foot traffic is impossible for walkers, wheelchairs, etc. Also, people let vegetation grow over sidewalks so there's little room left.	9/9/2016 5:27 PM
372	The major N/S and E/W arterials are vital to moving people around Seattle. All of them have natural choke points due to geography, meeting other arterials, or poor planning. We can eliminate at least one of those issues while minimizing the meetings of major streets. For many intersections if space is available mutilated roundabouts would keep traffic flowing at most times with lights used at the most extreme times.	9/9/2016 5:22 PM
373	I feel that it isn't prepared for the amount of development going in to Roosevelt. There needs to be street parking dedicated to the existing single family homes, and a four way stop at 70th and 8th to moderate traffic flow onto I5 north and to slow down speeding cars. I love the dedicated bike lane on Roosevelt Ave, but I still won't use it until the 520 project connects Bellevue up to existing these bike lanes. Thanks for taking the time to collect comments!	9/9/2016 5:20 PM
374	I live on 35th ave NE. it's extremely noisy. Lots of tire noise from cars and busses. Since 35th is being repaved anyway, why not use that awesome "quiet" pavement surface material. That would be super cool and much appreciated for all us 35th ave NE residents!	9/9/2016 5:02 PM
375	Drivers in Seattle turn on red lights without looking for pedestrians. Just North of 55th on 35th the parked cars do not allow enough room for cars.	9/9/2016 4:45 PM
376	Car speeds are too high. We need more signs telling drivers to give the right of way to pedestrians in unpainted cross walks. Failing that, all arterial cross walks should be painted.	9/9/2016 4:37 PM
377	Putting bike lanes in on 75th Ave NE has mad it worse. Traffic is moe congested. Driving times longer. Don't get me started on the bike lanes on 5th Ave NE. That is the worst drive there is. You have mad it so bad that two buses can't pass each other. One has to all but stop to let the other pass in places. Cars and trucks park over the white line into the driving land making it even worse. Delivery truck have the same problem. Cars move into the on coming lane to pass bikes, when there are any and do the same when vehicles park over the line. You and SPD do nothing about this.	9/9/2016 4:23 PM
378	It's ok, but way too many cars parked on the street	9/9/2016 3:57 PM
379	I think the arterials have been pretty safe - but with the large number of new housing units being built at NE 65th, the number of cars using 35th Ave NE has increased fairly dramatically in the last year. You can see it in the number of cars waiting to turn to NE 45th Place, at the light at 5 corners (NE 45th and Union Bay Place.) So there is higher traffic volume both from 5 corners and from folks who don't want to wait at the light, cutting through to Union Bay Place and going up NE 50th Street and turning northbound on 35th NE. There are also going to be two new apartment buildings on Union Bay Place which will add to the number of cars using 35th NE to go North/South in NE Seattle. The cars on 35th also go too fast - it's an arterial so the speed limit is 30 - but I think most people think 35-40 is okay - but it really is not considering this is a street that runs through a mostly residential neighborhood I'm not a big proponent of adding stoplights - but I think with the increase in traffic on 35th - there may be a need at the intersection of NE 50th St. and 35th Ave NE.	9/9/2016 3:55 PM
380	The NE 75th lane changes have been a big step toward pedestrian and bike safety. Traffic goes along smoothly. Thanks. NE 65th is very poor for pedestrians and bikes. 35th NE is a terrible road to travel now that housing density is increasing. TOO FAST Bikes are in danger - narrow lanes, fast cars, no bus pull-outs. Corner of 35/75th is especially bad for turning left (from north or south bound)	9/9/2016 3:53 PM
381	A lack of dedicated left turn lanes and lights for those lanes is one of the biggest safety issues. It is also difficult to see around cars parked on the street when pulling onto the street.	9/9/2016 3:47 PM
382	Need crosswalks on 12th Ave NE between Ravenna Blvd and NE 65th St. Lots of bike and pedestrian traffic from Cowen Park crosses this road, and the traffic flies along here. Also, get rid of NO parking from 7-9AM and 4-6PM on major arterials. This just allows cars to go fast and hurts businesses when they need parking the most.	9/9/2016 3:47 PM

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383	Lack of marked crosswalks is embarrassing - I wish as much attention was given to pedestrian crosswalk as is given to bike lanes that are used much less frequently.	9/9/2016 3:19 PM
384	more crosswalks are desperately needed esp. by parks and on 15th NE. There are none from 75th to NG way.	9/9/2016 3:15 PM
385	Please stop your removal of motor vehicle lanes to create special bicycle lanes that less than 3% of the public use. Traffic on NE 75th St in particular has gotten much, much, worse in the 24 months since SDOT took away half of the motor vehicle lanes. When I ride my bicycle, if I do not feel safe on a busy arterial, I can and do quite easily detour to a parallel residential street--I do not need to be on an arterial! Please, please STOP taking away motor vehicle lanes. This is making Seattle suck, but I know that eliminating personal automobiles is the goal of the mayor, city council, the SDOT Director, and the SDOT Traffic Engineer.	9/9/2016 2:46 PM
386	Sidewalks and crosswalks on 15th Ave. NE and Roosevelt please!	9/9/2016 2:27 PM
387	Many of the streets and sidewalks are very bumpy due to age and tree roots. Bikes share some streets that don't have bike lanes and the streets are kind of narrow for that. Signage is lacking in some areas and obscured by leaves/branches in other areas, for example, the sign for 40th Ave as you're going north on Sand Point, right by Children's Hospital, is completely covered by a branch.	9/9/2016 1:37 PM
388	My neighborhood is just fine. It's downtown that I find to be a driving & parking 'daycare' , for events ,especially since money grubbing changes for free parking after 6pm , now 8pm !	9/9/2016 1:35 PM
389	Don't reduce parking on 35th Ave NE or eliminate peak hour travel in the curb lane. We DON'T need a cycle track on 35th or curb bulbs that interfere with traffic flow and getting around buses.	9/9/2016 1:20 PM
390	The biggest issue for me is the safety (or lack there of) when crossing arterials on foot (usually with a stroller). 35th, 55th, and 65th are very busy and cars never stop for pedestrians, so more cross walks would be very nice. A crosswalk on 55th near the businesses around 30th would be a great spot.	9/9/2016 12:24 PM
391	Crossing Ravenna at Ne 92ND St to get to bus stop is very dangerous.	9/9/2016 11:47 AM
392	I think the city should consider limiting parking on 35th Ave NE as it can be tight if cars are parked on both sides and the bus is going by. I would be adamantly opposed to adding more bike lanes as I feel there are way too many bike lanes in the city that are not being used and are just resulting in worsened traffic in the neighborhoods.	9/9/2016 7:52 AM
393	I dislike privileged bicyclists re-routing and taking parking from neighborhoods for bike lanes. They should have to help PAY for things like that with bike tabs and license fees like people who drive cars! Bicyclists respect neither pedestrians, or vehicles and have way too many special privileges at this time. You should re-instate bicycle license fees and registration (just like cars) for them to help PAY for these improvements.	9/9/2016 7:38 AM
394	Intersections need to have a dedicated walk cycle simultaneously for both directions. And they should be long enough to allow an elderly person to cross.	9/8/2016 10:55 PM
395	Wish there were more calming measures on 35th Ave NE. Vehicle traffic still flows too fast and makes it hard to get across, particularly south of NE 65th st.	9/8/2016 9:22 PM
396	I'd love to see more bike lanes on our steep hills and arterial streets. I've love to see intersections that always have a walk signal, are more responsive to pedestrians pushing the cross button, and can be "ugpraded" mid cycle to a walk signal if you didn't get there in time. I'd also love more driver education about unmarked crosswalks and right of way. I see so many drivers just keep driving when people are trying to cross at side streets.	9/8/2016 9:09 PM
397	A lot of the sidewalks are in serious need of repair, due to tree roots and other damage.	9/8/2016 7:29 PM
398	35th Ave NE from Union Bay to NE 135th is narrow but manageable as it. If the city adds bike lanes on 35th Ave NE or NE 65 Street it will be unsafe for drivers and bike riders.	9/8/2016 6:15 PM
399	I hope the quality of the new paving on 35th Ave NE is much smoother than the last paving job on that street.	9/8/2016 6:04 PM
400	To damn much traffic. Poorly timed lights leading to slower traffic. Idiot drivers.	9/8/2016 5:11 PM
401	I really want to get a bike, but I don't feel like biking is a priority, among drivers at least. More raised, separated bike lanes on all major streets are necessary.	9/8/2016 5:07 PM
402	Drivers frequently exceed speed limits during morning and afternoon commutes.	9/8/2016 4:45 PM
403	Please don't get rid of the street parking in front of our business. I don't want to have to move my business after 44 years here.	9/8/2016 3:50 PM
404	I would like to see more cross walks	9/8/2016 3:03 PM
405	I feel there should be a protected left at the intersection of 35th and 55th	9/8/2016 3:00 PM
406	It can be hard to pull out of driveways when large cars are parked nearby. Crosswalks are infrequent	9/8/2016 2:41 PM

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407	Aggressive drivers speeding around cars turning left and endangering other drivers and pedestrians. Drivers drive too fast on arterial streets as well as back streets. I worry about walking with a stroller.	9/8/2016 12:07 PM
408	nough with the yellow, slippery bumps for wheel chair ramps - at least use white like seen around 68th ave NE. Hideous yellow is unnecessary. It's visually obvious there is a ramp at the corner - work on the esthetics/visual appeal to create a natural environment not a plastic one.	9/8/2016 9:57 AM
409	Slower speeds in our neighborhood. I don't believe that 40th between 75th and 85th needs to be an arterial. Biking is great on the greenway, but anywhere you turn off is terrible. Connections from the top of the hill to the Burke (northbound) are terrible. 95th is a terrible connection for bikes and peds and people use the residential as cut throughs racing up 10 mph roads. 39th connects us to the Burke if we are heading south, but trying to get to the Burke to head north of 95th is terrible.	9/8/2016 8:45 AM
410	The lack of a left-turn arrow from northbound 35th Ave NE onto NE 75th St is a safety concern for both cars and pedestrians. Two neighbors have been hit in the crosswalk on the west side of the intersection because drivers of left-turning vehicles were so desperate to GO that they failed to look for pedestrians. On the other hand, the recent improvements to NE 75th have been wonderful!	9/8/2016 2:03 AM
411	Please no more bike lanes. Almost no one is using them and they are causing traffic to back out because they take away lanes for cars. Not to mention that nine months out of the year it's raining! They really aren't safe for the bikes anyway. Imagine standing on the edge of a train platform and having a train whiz by. No more bike lanes. And by that I mean NO more bike lanes. Give us sidewalks in northeast Seattle. Sidewalks get people out walking and getting to know their neighbors. Sidewalks build community. Sidewalks please!	9/7/2016 10:19 PM
412	A big percentage of drivers go 5 to 10 miles per hour above the speed limit routinely. That feels reckless and makes me very wary when walking.	9/7/2016 10:09 PM
413	I've almost been hit by cars twice while walking on the sidewalk on 35th and trying to cross the side streets. Cars drive WAY too fast on 35th. We need street calming. The 2 maybe lanes in each direction are confusing. I love how the unsafe conditions on 75th were immediately helped by taking away the "maybe 2 lanes each way" and created the middle turning lane. Let's do that for 35th. Also, please do bulb-outs for crossing 35th, so there's less of a scary distance to cross the street.	9/7/2016 9:47 PM
414	Sidewalks along 95th please	9/7/2016 9:23 PM
415	Generally, I feel very safe driving, but not safe walking or biking, especially crossing arterial streets.	9/7/2016 8:41 PM
416	I feel that speed limits need to be enforced and/or lowered for motor vehicles to make it safer for bicycles and people walking.	9/7/2016 8:18 PM
417	The micro surfacing is terrible- looks cheap and is a terrible surface for bikes, kids on bikes and pets. I would like to see our tax dollars go to a better and smoother road surface. Also, I would like to see speed bumps on NE 92nd, East of 35th Ave NE. Cars drive way too fast down the hill. And finally- more sidewalks please!!	9/7/2016 8:15 PM
418	I feel the major intersections in my neighborhood are incredibly unsafe for cars, bikes and pedestrians (35th Ave NE at 65th and 75th) and the biking is quite unsafe as many streets have unclear parking/driving lanes and cars are all over the road.	9/7/2016 8:09 PM
419	Speeding over 30 mph in most areas makes it dangerous	9/7/2016 8:09 PM
420	Sidewalks!!	9/7/2016 6:59 PM
421	SIDEWALKS on 45th please! We have so many walkers, joggers & cyclists on our street, mixing with all the cars from 95th heading up towards John Rodgers. It is very unsafe without sidewalks. 45th would be a prime candidate for sidewalks and improvement!!!	9/7/2016 6:43 PM
422	It is only a matter of time before yet another life is taken on NE 65th and I'm terrified it will be on of the many many Roosevelt HS students I see trying to cross. This neighborhood has the potential and the desire to support a vibrant small business community along our stretch of NE 65th (between 15th and 25th)!! Please redesign this terrifying road to encourage biking and walking, bringing our community together! Also, that crazy parking lot near the Ravenna Eckstein Community Center accessed off of NE 65th needs to be redesigned and the access made safe for those walking across. Thank you for this effort!	9/7/2016 5:39 PM
423	Ne 65th st needs a road diet like 75th. 35th ne has safety problems as well	9/7/2016 5:36 PM
424	More crosswalks on Greenlake or signs to cross at the crosswalks would be good people start between cars to cross Greenlake.	9/7/2016 5:21 PM
425	Exceeding speed limits is a major problem especially on NE 75th Street even though there is channelization and school zone cameras.	9/7/2016 5:01 PM
426	More enforcement of speed laws for cars! Clarity of rules for bikers: are they cars or pedestrians? Confusion!	9/7/2016 4:29 PM

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427	There is too much parking on arterials. Cars that are parking slow down traffic and create an unsafe environment for bikers and walkers. A few parking spots for ADA is okay, but all other parking should be moved to side streets. This would speed up general traffic speeds and create a safer environment for all other users.	9/7/2016 4:00 PM
428	Please add left turn signals in NE 65th steer onto 15th Ave NE. Our sidewalks and streets on me 52nd are horrible between 15th and 20th. Stop signs are needed at intersections on 16th. Neighbors have been hit several times from speeding students. Please add a bike lane in the grassy median of 17th ave along Greek row. It would keep car congestion behind cyclists at a minimum and keep bikers safe.	9/7/2016 3:18 PM
429	35th and 65th NE are just too crazy and I don't like driving down those streets, although I have to every day. They aren't pleasant to walk down either. I wouldn't dream of biking. 75th is not perfect, but is so much better following the rechannellization work that SDOT did a few years back	9/7/2016 3:02 PM
430	I don't think biking on arterial streets in my neighborhood (e.g., 35th Ave NE, NE 65th St) is at all safe. Streets are far too narrow to accommodate both cars/trucks and bikes at the same time.	8/29/2016 12:47 PM
431	We need more sidewalks and crosswalks throughout NE Seattle	8/29/2016 12:33 PM
432	There need to be significant signage updates at the intersection of Stone Way N, Green Lake Way N and 50th Streets. Trees are blocking no turn on red signs. Graffiti is blocking no left turn signs. One street sign is broken in half. A small amount of maintenance (not on pavement) could improve that intersection!	8/24/2016 11:24 PM
433	We live on 80th Street between Stone and Aurora. I have been hit in the cross walk this year and almost hit a second time because cars illegally share the parking lane from Wallingford past Stone to Aurora to use the Left hand turn lane. This started when 85th was resurfaced a few years ago. The soft turn lane-island- is about six cars long. Only four cars make the light including the yellow part of the light for the left hand turn lane. However they cars illegally lane share the street. This makes it so unsafe in a crosswalk. I was hit this year carrying my child. This also makes it not possible to use our ONLY driveway to pull in or out of our homes. As there is a SOLID stopped lane of traffic in the single lane, as well as a car zipping up the parking lane, passing on the right. Drivers sit on their cell phones, and causing traffic tension. Our planters have been hit by cars passing on the right, the drivers allow no boarder in our area to allow for error. This coupled with bikes on the sidewalk make our home the incident of many car fender benders. I do not understand how this can be happening. I live across from a school. We live next to a church. This is such a big issue, and so many tickets could be written. Cellphone, illegal lane share, passing on the right. It is so very unsafe. Please help us.	8/23/2016 7:10 PM
434	STOP trying to make everyone bike in this city. Because of the city policies in the past 10 years, I now have a vicious hatred of cyclists. This never used to be the case, until Seattle decided to try to make cars illegal. Are you kidding me???	8/23/2016 6:29 PM
435	You are gridlocking cars, therefore gridlocking buses, stupid	8/23/2016 5:15 PM
436	The streets are not large enough for cars and bicycles, and people often drive too fast. Sidewalks are also in poor condition	8/23/2016 4:33 PM
437	We're getting squeezed out of parking spots! It's just not feasible to go shopping using other transportation options!	8/23/2016 4:17 PM

Q16 Please share any additional information, feedback, or comments that you think we should know about your community or our project.

Answered: 395 Skipped: 255

#	Responses	Date
1	15th is a great street, with high usage. PLEASE keep that in mind, cars do need to get through this area efficiently and the current traffic pattern works. More people WALK than ride bikes in this neighborhood.	9/21/2016 11:24 AM
2	There is what appears to be a sinkhole on 80th Street NE between Brooklyn and 12th Avenues on the North side of the street (next to our house at 8001 Brooklyn Ave). The city has filled it before, but it appears to be sinking and huge cracks have appeared. It fills with water during every rainstorm and this probably causes the cracks and sinking. I'm worried about whether this might actually collapse at some point. Can the city please address this issue?	9/21/2016 9:30 AM
3	I would like to know what the survey is measuring.	9/20/2016 9:29 PM

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4	The segment of 35th between 65th and 55th is very narrow and a more dangerous arterial than it should be. Is it possible to further restrict street parking?	9/20/2016 10:57 AM
5	Slow the speed limit and enforce it.	9/19/2016 9:14 PM
6	These streets need safe bike lanes and safe crosswalks at every intersection.	9/19/2016 10:39 AM
7	Overall, I am pleased with my neighborhood's traffic safety. As a pedestrian, I do wish that Wedgwood had more sidewalks. As a driver, I don't feel safe going through intersections because perpendicular traffic is not visible until I am in the intersection. People in my neighborhood do not understand how roundabouts work, so signage or education on that would be helpful. And my partner, a bicyclist, abhors the addition of speed bumps on the greenway. He now rides down 35th, but will have to find a new route once paving starts. We may end up moving from Seattle altogether - it's painful to see our city change so fast (with new development) without maintaining its character or affordability. Housing is absurd, but that's for another survey :)	9/18/2016 6:50 PM
8	Currently major bus routes which I use run along parts of 15th Ave NE and University Way NE. These bus routes are already slow due to traffic. Please work with Metro Transit to reroute these bus routes to an adjacent street during repaving. It makes no sense to run a bus down a one-lane street and need to deal with the construction.	9/18/2016 12:46 PM
9	35th is too narrow when cars are parked on the street. This is particularly dangerous when wide vehicles, like buses, drive on the street because they have to cross the center line to get around parked cars.	9/18/2016 9:18 AM
10	Please continue to make SEattle bike friendly	9/17/2016 9:33 PM
11	In 2013, we notified SDOT that the pavement has failed in front of our home (65th and 38th NE). Each time a bus or heavy truck travels down the hill, it shakes our house. SDOT inspected the street, noted the large gaps in the pavement and admitted in an April 11, 2013 email from Drue Nyenhuis that the concrete panels had failed. SDOT said they did not have the money to fix them at that time. They placed work order 193539 to shim the panels. Three years later, the shimming has never occurred, the concrete panels have not been fixed, and our house continues to shake. To make matters worse, a third bus line was added to 65th. When will SDOT be fixing these failed panels?	9/17/2016 5:17 PM
12	Use the opportunity to improve street lights. why not burying the electric wires while at it?	9/17/2016 2:36 PM
13	35th is dangerous because it is ambiguous as to whether it is one or two lanes. It would be great if the street could be widened slightly for two lanes. If this is not possible, then better street markings need to be in place. This is particularly true at intersections that 'clog' during rush hour such as 65th and 75th streets. Also, while no street parking during rush hour is fantastic, this needs to be better enforced because the occasional parked car is extremely dangerous. While we appreciate having bike lanes throughout the city do not think that there should bike lanes on 35th because this arterial is already too dangerous as it is. Better infrastructure for walking would be great, especially around the 'business' areas at 65th, 75th, and 85th.	9/17/2016 1:52 PM
14	Please do not include bike sharrows at the expense of on-street parking on 35th Avenue. That decision will drive parking onto residential streets, increasing traffic and decreasing safety for pedestrians and young children who play in those neighborhoods.	9/17/2016 11:28 AM
15	My husband regularly rides his bike to work at UW on 35th Ave. We would love to see some bike safety improvements on this road.	9/17/2016 9:48 AM
16	30th ave NE has been partially repaved. It really needs to be completed. It has alot of traffic at certain times.	9/16/2016 10:42 PM
17	Please add trees to 35th. It slows cars down and makes it more pleasant. Please cut down on driveways. They're dangerous for pedestrians and cyclists and ugly. They reduce the vibrancy of the city.	9/16/2016 9:44 PM
18	It would be nice to have more crosswalks with flashing lights available.	9/16/2016 9:34 PM
19	both of these street projects are more heavily trafficked by pedestrians, cars, and bikes than 20 years ago. The flow needs to improve and pedestrian/bike visibility improve	9/16/2016 6:36 PM
20	A road diet on NE 65th St between 15th Ave NE and 20th Ave NE would be a great benefit to walkers, bikers, and the Roosevelt HS kids who use the streets daily.	9/16/2016 5:01 PM
21	The more visibility on University Way, the better! As my home is a couple blocks away near 52nd, I am often walking on University Way, Cowen Place NE. I am happy to see a slowing of the traffic, bike lanes and stop signs in the neighborhood. Greater visibility for walkers on U Way would improve the overall situation.	9/16/2016 5:01 PM
22	35th Avenue NE between NE 45th and NE 65th Street is extremely unsafe due to an undersized street width. In 2003-04 SPU reconstructed 35th from 55th to 65th but did not make street width wide enough to support parallel parking and two travel lanes. On daily basis side mirrors are destroyed on on-street vehicles, two Metro buses cannot pass in opposing directions. The list goes on and on relative to the narrowness of the street. It is obscene that the street was reconstructed to an unsafe width. 35th south of 55th to NE 45th is also at an unsafe width but due to poor platting and planning. Before any paving is done street width must be increased to make the street safe for all transportation modes. Paving now is like putting icing on a collapsed cake.	9/16/2016 3:35 PM

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23	Traffic on 15th Ave moves way too fast, ESPECIALLY around Roosevelt High School and the intersection with NE 65th St. Frequent curb bulbs and a road diet would be a massive improvement along 15th. 15th is called out as having "in street, minor separation" on the Bike Master Plan. A dedicated bike lane would be fantastic.	9/16/2016 2:31 PM
24	shorten the distance pedestrians have to cross the street; limit left turns where possible; the city is as crowded as it has ever been in it's history, more people are walking/biking/taking buses to trains;stop treating it like a sleepy 1950 suburban town and join the 21st century!	9/16/2016 1:37 PM
25	I answered question 10 about parking with, "dissatisfied". i would like to clarify that that means that I think there is too much parking available. Dedicated transit lanes or protected bike lanes are far better uses of the public right of way than personal car storage. The roads in questions are probably not so heavily trafficked that a dedicated transit lane is needed, but it would be great to see protected bike lanes on them instead of parking lanes.	9/16/2016 12:32 PM
26	Seriously doubt if you will take our feedback or comments. You totally ignored our input about 75th NE You're SDOT -- YOU DON'T CARE, YOU DON'T HAVE TO	9/16/2016 12:29 PM
27	15th Ave NE past 75th is a death zone. Past LCW, it's really not rideable. It would be great to think about the bike connections as we head north. Also, the new pedestrian crosswalk warning signs by the school are great for telling cars where the peds are. But, they force cars to stay in the lane. So, when I'm on my bike, they now pass me in that zone by RHS quite closely. Don't know what can be done there. We need students to be safe. But, those signs have unintended spillover costs. Oh, and people stop at them when no peds are present. Go figure. :) Also to consider--can we use bike/ped infrastructure to put 15th on a road diet as it heads north of 65th toward the reservoir? Cars do like 60 up that very wide stretch of road.	9/16/2016 12:21 PM
28	The recent addition of solid curbs separating the bike lane from the GP lanes on the west side of Roosevelt are fantastic, and would be a great addition to other main arterials. Parking along northeast Seattle arterials feels very dangerous and can slow down traffic throughput. They are also comforting from a pedestrian view, there is less road to try to cross when you feel protected on a raised curb before crossing. Thanks!	9/16/2016 12:14 PM
29	I use both of these roads daily.	9/16/2016 11:38 AM
30	Please attempt to solve the problem of undefined lanes. It seems painting a line to distinguish two lanes, one of which may not always be available due to parking, may help with this. The lack of markings leads to problems between Seattle's overly passive and overly aggressive drivers, plus lots of very fast passing on the right. Perhaps designating some lanes at intersections to be left turn lanes (with or without signals) would also lessen confusion and unsafe 'lane' changes.	9/16/2016 10:19 AM
31	The recent "improvements" to the intersection of 15th & Cowen Place made things worse for all users. Adding stop signs and all that paint just increased the number of potential conflicts. Simple design is better for everyone.	9/16/2016 10:13 AM
32	why would we be repaving university way at Ravenna Blvd as well as 15th in that same area? it just got new striping and bike lanes recently. What we really need is a left turn light from northbound 25th ave onto NE 75th st as well as pedestrian improvements and paving on NE 55th St near 30th Ave NE.	9/16/2016 9:24 AM
33	As noted earlier there should be a better, more effective crosswalk at the corner of 15th Ave. NE and 68th Street. Also, 15th Ave NE and NE 70th Street NE represents a major crossing area for pedestrians going from every neighborhood east of 15th Ave. NE over to Green Lake. A marked crosswalk at this crossing is highly recommended. Cars build significant speed through this area when heading north from the light at NE 65th St. and south from the light at NE 75th Street. Cars move very fast through this area and often have encounters with pedestrians essentially J-walking at NE 70th Street. There is only one crosswalk in this area and it is two long blocks south at 68th Street and as noted above it is very ineffective at actually stopping cars. Furthermore nobody uses that crosswalk anyway to go over to Green Lake because the path over I-5 is at 70th St. NE. Thanks	9/16/2016 9:23 AM
34	When big trucks (UPS, other delivery, and buses) pullover, they block the lane of travel, creating a challenge for cars and bikes to get through. Does the width of these streets make sense with parking and delivery requirements?	9/16/2016 8:26 AM
35	If you install protected bike lanes, which would be great, please consider making them one way on each side of the street, instead of 2-way cycle tracks. The back-in angle parking on university way should be replaced by parallel parking to make room for a protected bike lane on each side of the street. Also on parts of 35th, please make the street parking all-day without the peak restrictions. Street Parking always helps slow traffic and 35th feels so much less safe during the times that parking is restricted. Also, people regularly park partially on the curb, thinking they are helping by taking up less road space, but it's hard on the grass and it defeats the purpose of using parking to narrow the roadway to make it safer. So please do anything you can do to encourage/force people to park fully in the street.	9/16/2016 8:04 AM
36	Everything that is done with safety in mind is great!	9/16/2016 7:52 AM
37	Lane markings at arterial intersections would go a long way. Improvements needed near Wedgwood post office due to heavy in and out traffic, and pedestrians crossing with no crosswalk.	9/16/2016 12:56 AM

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38	Please work quickly on these projects. Don't take many months and years like all of the other projects in Seattle. 35th and 15th are Major MAJOR arterials in NE Seattle, and it will cripple us to have them unavailable for many months. Thanks for your attention to this request.	9/16/2016 12:24 AM
39	The paving on residential streets between 90th and 95th was TERRIBLE. It is already falling apart, has tire tracks from the paving vehicles from paving on hot days and not letting it dry enough. I've tripped on rough patches already. Really poor quality compared to the job done a few years ago south of 90th.	9/15/2016 11:52 PM
40	Will the bike lane extend from Cowen to Lake City Way on 15th? It just ends after to park, leaving people to race the bus or move to the sidewalk. We need more bike routes from north Seattle to the U District.	9/15/2016 11:14 PM
41	I hope the paving projects coordinate with the Light Rail station project AND all the other many construction projects going on in the area.	9/15/2016 9:41 PM
42	As you know, both these streets are major routes. The more quickly your project can be done, the less disruptive it will be to many people. RE Lake City, I am quite concerned about parking issues -- not enough in some places.	9/15/2016 8:53 PM
43	Recently the road noise is getting bigger even you judged that road condition is good between NE65th ST and NE55th ST on 35th Ave. NE. I think pavement is still good but the surface is rough and noise generated between car's tire and road. It is also taken into account the car's speed. Therefore even there are many factor for design of road, I request you to design the road for good environment, less noise, less dust, to live here. Thank you.	9/15/2016 8:20 PM
44	Please convert 35th so it has a center turn lane to improve the flow of traffic, especially at major intersections like 75th. Eliminate street parking and add a bike lane and only one car lane in each direction (improve safety by ending the "pass on the right" issue)	9/15/2016 7:53 PM
45	35th Ave NE especially in the northern part of repaving are is a wide boulevard that could be better utilized with a road diet, separated bike lane or dedicated bus lane, to discourage current trend of passing on the right to get ahead of traffic which happens at multiple traffic light intersections and also in the long straightaways north of 75th.	9/15/2016 7:42 PM
46	please do not put in restricted bike lanes in arterials. it makes no sense to put them together on such narrow arterials especially 15th if there is still going to be parking. i get it. but you can't squeeze, buses, cars, parking and bikes in one arterial each with restricted lanes like you did on Roosevelt and what i'm sure is in the plans for 15th. there is no room. it's dangerous. the colors and poles are way too distracting. So often bikes are not using lanes so now you have created traffic back-ups such as what happened after installing bike lanes on Stone Way N and N 50th.	9/15/2016 6:56 PM
47	There will be a lot of construction at NE 65th st and 15th ave. probably into 2018. It would be best to coordinate timing so that the paving and new construction of large buildings did not overlap.	9/15/2016 4:59 PM
48	I use 12th, 25th and 20th much more than 15th or 35th. 15th and 25th can be very congested at 65th during rush hour; it can take multiple lights to get across.	9/15/2016 4:54 PM
49	Please assign priority to road and sidewalk improvements to NE 50th St, between 35th Ave NE and NE Blakeley St. The University Village expansion has dramatically altered traffic on this section of roadway and it has become a default arterial, in need of sidewalks and traffic calming for safety.	9/15/2016 2:25 PM
50	25th Ave NE is in desperate need of repair, especially from NE 80th St south to NE 75th St, not only due to dreadful patched, uneven surface but also flooding in rain seasons. It is next to heavily used Dahl Playfield year round and adjacent to University Prep school. In addition, there is greatly increased heavy delivery and construction truck traffic going south including to University Village.	9/15/2016 1:07 PM
51	Need for sidewalk on NE 50th Street between 33rd Ave NE and 30th Ave NE. Need to fix gap in sidewalk on NE 55th Street near 35th Ave NE.	9/15/2016 11:58 AM
52	Need for sidewalk between 33rd Ave NE and 30th Ave NE along NE 50th Street. Need curb bulb and crosswalk on 35th Ave NE at NE 50th Street.	9/15/2016 11:52 AM
53	With the current traffic grid-lock issues I am not at all in favor of reducing the available lanes for cars on any arterials. Where this has already been done our traffic issues are far worse. Repave the 2 arterials if necessary but please do not use our tax dollars for projects that make getting around in this city more difficult. I would be in favor of restoring the arterials that have already been changed in order to get traffic moving like it used to, instead of grid-locked like it is now.	9/15/2016 11:09 AM
54	When re-paving 35th Ave NE, please don't narrow it, like you did when re-paving the area between NE 55th and NE 65th. Since that area was re-paved it's very difficult for cars going both ways to navigate the parked cars on either side.	9/15/2016 10:38 AM
55	Please include curb extensions, or remove a lane from 15 and extend the sidewalks with planting strips	9/15/2016 9:10 AM

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56	<p>I am always impressed when crossing 15th at Cowen Place. It is an elegant solution to a tricky crossing, actual stop signs mean everyone gets they should stop, and the parking protected lane it feeds into feels comfortable even when cars are passing by on the road. I would love to see more similar designs in my neighborhood. I hope for protected bike lanes, such as those in the bike master plan. Failing that, please do NOT create any unprotected bike lanes such as those on NE 75th, or door zone bike lanes (eg Phinney). Those may be effective for traffic calming, but both put bike riders in harms way - think large trucks passing fast and closely, because normal passing behavior of doesn't apply when bikes have their own separate lane - and open opportunities for harassment and misunderstanding - drivers who don't understand why a person biking wouldn't be in the bike lane. My children attended preschool in the U District, and we have biked a lot there, including on University St which is slated for repaving. The feel of the Ave changes dramatically north of 50th. The road is much wider, cars are parked diagonally, traffic moves much more quickly than in the retail core. Bike lanes/sharrows are somewhat unpredictable and outdated- for example, heading south at 50th, the sharrow directs bike riders to the far right of the lane, into a portion of the road that is cut off by a curb by the Jack in the Box (meaning they need to merge just as cars are coming through the light next to them). I would like to see this section dramatically narrowed, so that like the southern half of the Ave it is a retail/restaurant area, pedestrian friendly, with through traffic diverted to neighboring streets. Re 35th, creating protected bike lanes through the Wedgewood retail core would also be a great precursor to extending them through Meadowbrook to Lake City. Geography - steep hills, water - and dead end streets make it very challenging to get to Lake City without riding directly on 35th. From an equity perspective those areas of the city need a great investment in safe infrastructure. It saddens me that when I go to an area of Seattle where most bike/walk out of economic necessity, vs the privilege of transportation/recreation choice as many in my neighborhood have, the road crossings are scarier and the bike infrastructure more absent. Meadowbrook also seems to be another accident hotspot, such that I'm scared to let my daughter cross 35th to get to swim lessons. I know there is so much need throughout the city, but perhaps the improvements done through this repaving project could be extended northward, or potential treatments could be piloted in that area prior to being implemented in the repaving.</p>	9/14/2016 10:21 PM
57	<p>We need curb bulbs along 35th, including between 55th and 65th, to shorten the distance people have to cross. We need on-demand flashing walk signals along 65th and 35th. We need a bike lane on 35th avenue NE. We need a road diet for NE 65th. And we need a bike lane on NE 65th between 20th and 35th, in addition to the current effort to get one between 15th and 20th.</p>	9/14/2016 10:05 PM
58	<p>I would recommend investigating a traffic revision to 35th similar to the dedicated turn lane implemented on NE 75th after the fatality accident several years ago. The concept of a "two lanes" without dedicated lane markers creates hazardous driving conditions. The revision performed on 75th has greatly improved driver behavior and consistency of drive times. Having a dedicated left turn lane I believe would greatly assist. I would not recommend installing a dedicated bike lanes on 35th. There is simply too much traffic using this thoroughfare and would endanger both driver and bicycle commuter. I understand that these revisions would restrict parking on 35th, but I believe there is sufficient off street and street parking off of 35th for residents to park their vehicles.</p>	9/14/2016 10:00 PM
59	<p>People will likely reroute to the overcrowded 25th route and neighborhood streets. This could be bad.</p>	9/14/2016 9:26 PM
60	<p>Left turn lanes should be added to the intersections of 35th Ave NE and N 65th St and 35th Ave NE and N 75th St</p>	9/14/2016 9:22 PM
61	<p>These repaving projects must fulfill the Complete Streets and Vision Zero mandate for SDOT and make safety the highest priority for these corridors. This includes: - Traffic calming features that limit vehicle speeds to the arterial limit (25 mph) including narrowing of roadways, speed humps, curb bulbs, and diverters. - Traffic light cameras to enforce vehicle speed limits near schools. - Improvement of sidewalks and installation ADA compliant curb ramps. - Installation and improvement of crosswalks including curb bulbs and rapid flashing beacons where appropriate. The N 35th St. project MUST implement the cycle track identified in the Bike Master Plan. Instead of stopping at 68th St it should extend all the way to the Burke Gilman Trail and create another vital link in a CONNECTED bike network for NE Seattle. The BMP also identifies bike facilities along University Way NE and NE 15th St. that should be included in these repaving projects. In addition, these corridors are served by many Metro lines. With the upcoming upzoning of the U District demand for transit will skyrocket, and there is an opportunity to create better transit mobility through in-street bus stops, queue jumps or dedicated transit lanes.</p>	9/14/2016 8:55 PM
62	<p>Don't put bike lanes on arterials - it's bad for drivers and worse for cyclists. Please undo the artificial intersection put on 15th where Cowen Pl splits off. 15th goes straight through and should not have a turn and a stop sign. If the paving projects require tearing up the road, that would be a great opportunity to put utilities underground.</p>	9/14/2016 8:30 PM
63	<p>No road diet. You should increase the capacity and sync the lights. I fine however with removing street parking on the street like 35th to accommodate for the capacity or if it is needed to accomplish the added bike line as long as car capacity is not reduced and the flow is improved.</p>	9/14/2016 7:18 PM
64	<p>Looks like the non-arterial roads in my neighborhood haven't been re-paved or repaired since the roads were laid in, what, 1942 when the houses on my street were built?</p>	9/14/2016 6:29 PM

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65	35th Ave NE traffic has increased greatly in my 25 years living in this house! I would appreciate a smarter crosswalk signal with a length that responds to varying need. Almost EVERY time the crosswalk signal by Our Lady of the Lake Church stops car traffic when I'm driving on 35th, the person has already crossed or crosses much more quickly than the allotted time. Can it be adjusted please? Or perhaps changed to the flashing version that's in the middle of Lake City?	9/14/2016 6:20 PM
66	More curb cuts and a cross walk at 15th Ave NE and NE 68th by the High School...or pedestrian signage. Drivers speed up 15th Ave between NE 65th and NE 70th.	9/14/2016 5:43 PM
67	Do not eliminate parking or driving lanes. When cars have to stop behind a bus, it is bad for air quality and for the tempers of drivers. What has been done to Roosevelt is a very bad idea.	9/14/2016 5:42 PM
68	Love the idea of more fanciful crosswalks	9/14/2016 5:08 PM
69	Please add a crosswalk at 35th and 50th. It is a dangerous intersection for pedestrians.	9/14/2016 4:34 PM
70	The segment of 35th between 65th and 55th is too narrow for cars to park on both sides. I feel I can barely squeeze through when there are SUVs parked on both sides, especially when cars are coming the other way as well. I think there need to be limitations on parking there.	9/14/2016 4:16 PM
71	Using center turn lanes for cars is a good idea.	9/14/2016 4:16 PM
72	35th NE between NE 55th and NE 65th is too narrow to have cars parked on both sides. Buses and trucks in particular have trouble getting through here.	9/14/2016 4:07 PM
73	No bicycles lanes on 35th Ave NE, please. Arterials are for businesses and traffic which supports these businesses. Parking on arterials must be preserved for traffic that supports these businesses.	9/14/2016 4:00 PM
74	More "Safe Routes to Schools". More safe routes for popular walking and cycling destinations. ¶ Yes 25 mph arterial speed limit, 20 mph residential speed limit. ¶ More "Play Streets": reopen the project. ¶	9/14/2016 3:59 PM
75	I think the increased use of pedestrian 'bulbs' would help pedestrian safety. I think eliminating part day/two lane in one direction driving would be helpful. It's NEVER the case that the inside lane is free of parked cars, however illegal, and that just creates incentive for folks to race ahead and cut in.	9/14/2016 3:43 PM
76	My husband and I live at 6840 15th Ave NE. When we replaced the water line from the meter to the house in 1998 we were told by the city service man that the coupling on the city side of the meter needed to be replaced, as it was failing. Apparently the line from the original main down 15th to our meter needs to be replaced. I called Seattle Utilities to report that, and it still has not been replaced. Does the city's project include replacing the original water main down 15th? Could the repair to our house be accomplished before the road is repaved? It would be a huge waste of money to resurface the street and then tear it up to fix our water line. Miggie Olsson	9/14/2016 3:37 PM
77	People go above the speed limit while driving south on 35th Ave NE. There should be a crosswalk and crossing light at 35th Ave NE and NE 50th St. Since a lot of neighbors cross there but cars don't always stop for them. There should also be a sidewalk along NE 50th between Blakeley and 35th Ave as a lot of people walk along that street but there's no sidewalk so it can be very dangerous with oncoming traffic.	9/14/2016 2:51 PM
78	The daily contraflow no parking signage works great for getting folks out of the neighborhood in the morning and back home in the evening. Any loss of this would be a disaster and drive traffic to side streets (as it has done elsewhere when "lane diets" are implemented. I simply avoid these streets when I must drive and use other arterials and or side street combinations.	9/14/2016 2:23 PM
79	98th between Lake City and Ravenna is full of potholes. It was not fixed when the other streets were resurfaced.	9/14/2016 1:55 PM
80	See previous comments on safety of arterial streets in the neighborhood.	9/14/2016 1:39 PM
81	35th is very narrow south of 65th and especially with the 65 bus line that comes down and turns at 55th. Generally hate to suggest taking away street parking but maybe removing on one side would help.	9/14/2016 1:38 PM
82	We need a cross walk at 35th & NE 50th. Traffic headed downhill on 35th (from NE 55th) travels very fast at that location. Always difficult to cross at NE 50th during morning & pm commute time.	9/14/2016 1:22 PM
83	35th gets very slippery in the winter at around where it merges into 45th. Is there any way to improve that?	9/14/2016 1:19 PM
84	I'd like to be able to park on 15th, or go around turning vehicles or buses, so I would rather not take up an entire lane just for infrequent bikers that may or may not use the lane (as I have seen plenty of bikers in the street or on sidewalks in places with designated bike lanes).	9/14/2016 1:17 PM
85	You just repaved that part of 35th a few years ago. Now it's bad again? How about widening that stretch? I was told you can't because of the utilities...but there has to be a way to cut even a foot. Also, do not allow bikes to use it. 39th is the bike street. Unless the bike is doing 30 mph....then they can use it.	9/14/2016 1:13 PM

2018 Arterial Paving Questionnaire - Northeast Seattle

86	Please don't take away anymore street parking. You have significantly increased housing units and yet have not required builders to create enough parking for them.	9/14/2016 1:04 PM
87	Can you add a protected bike lane on 35th ave rather than a sharrow? Thanks!	9/14/2016 1:04 PM
88	I support any improvements that increase cyclist and pedestrian safety. I don't care about street parking. More protected bike lanes, please!	9/14/2016 1:03 PM
89	We lost our buses on 25th downtown, which was a big loss, we miss that a lot. It would be great to have a light rail stop closer than the UDistrict in a perfect world. It would be REALLY nice to have more parking around the light rail station so you could park there and go downtown.	9/14/2016 12:30 PM
90	I don't fee the repaving is as important as other safety improvements in the neighborhood. For example, there is significant pedestrian traffic on Blakeley St. and many sections have no pedestrian right of way (parking on both sides.	9/14/2016 12:17 PM
91	There is a gap in the sidewalk on south side of NE 55th Street about 40ft west of 35th Avenue NE. This gap is often used for parking and deliveries even though it is posted no parking. This gap and frequent parking provides a barrier for ADA access, bike access for kids at nearby Bryant Elementary, and pedestrians. Please add this small item to your 35th Ave NE paving project. Also consider curb bulb and cross walk on 35th Ave NE at NE 50th Street crossing. This is a pedestrian link between Children's Hospital and U-Village. Please also consider curb and sidewalk on NE 50th Street between 33rd Ave NE and 30th Ave NE. Partial funding \$250K for this sidewalk has been received from U-Village specifically for this sidewalk. Contact Joe Clare for more info. 425.241.6943 joechris.clare@gmail.com	9/14/2016 12:00 PM
92	Please do not allow parking on both sides of 35th. One side only would be safer.	9/14/2016 11:09 AM
93	put in a left turn arrow on 35th and 75th (NE Seattle). This is a constant source of near accidents and traffic back ups when a turn arrow would solve it.	9/14/2016 11:01 AM
94	35th Ave NE is too narrow especially between NE 45th & NE 65th. I would LOVE it if parking is only available on one side of 35th Ave NE, create a clear bike lane (not sharrow) on both sides, and median for left turns throughout.	9/14/2016 10:59 AM
95	Do NOT add bicycle lanes. The number of people who bike down these is minimal compared to the total number of people who travel via car and want to park for businesses or in front of their homes. There are other streets only blocks away with share-cycles painted on them.	9/14/2016 10:43 AM
96	We need lanes wide enough to fit buses and so oncoming traffic does not cross the centerline to avoid parked cars and standing commercial vehicles. This is a constant safety problem on 35th Ave NE right now. We need a center turn lane to keep traffic (including buses) going and N/S left turn arrows. I support the current and even more greenways which connect directly to the burke gilman. Don't add bike lanes to 35th Ave. NE., it will only create conflict and there are alternative, safe, just as efficient routes for bikes going N/S. Unfortunately I see more and more potential pedestrian accidents with bicycles at crosswalk areas. A 25 mph 35th with bike lanes/bike commuting down it, will be very dangerous to be a pedestrian. Pls stand at RHS crosswalk on 15th and see how many near misses there are. The growing density is already adding more driveways on 35th that cross the sidewalk, causing more pedestrian and potentially bike conflict. How do you address that? My concern is improving the pedestrian safety and experience in this area. I agree with slowing down traffic as long as traffic can still flow and 35th is an important flow point in this area. I already see high speed cut through traffic in our neighborhood and feel if 35th gets to frustrating for cars, you will just create more traffic and safety issues on the side streets.	9/14/2016 10:31 AM
97	Would love to see a crosswalk at 35th ave NE and 50th as this is a major crossing ;point for many children an elderly people and cars travel very fast on 35th ave southbound due to the long downhill.	9/14/2016 9:57 AM
98	Sure, pick the wealthy taxpayer's neighborhood first. Whatever.	9/14/2016 9:11 AM
99	I hope a better job of handling traffic is done on the 35th NE paving than was done on the Roosevelt NE project.	9/14/2016 8:14 AM
100	Please see my comments entered for the previous question, copied here: 15th Ave NE remains difficult to cross on foot or on bicycle between around Cowen Park and 65th. Cars go very fast and there are no crosswalks or lights. I've had cars accelerate and honk at me when I'm crossing on foot at a residential corner to get to the bus stop. The city could do better here, even with just a simple crosswalk or two. The intersection at NE 62nd St and 15th Ave NE is dangerous for pedestrians and bicyclists. Cars use 62nd to avoid 65th St, but it is very difficult for them to turn left from 62nd onto 15th because of traffic and pedestrians trying to cross this intersection without any crosswalk. I've seen multiple close calls between cars and pedestrians here. A simple fix would be to make NE 62nd St right-turn-only at 15th Ave NE. Cars also drive too fast on NE 62nd St adjacent to Ravenna Park, where there are many pedestrians using the park or crossing to the park, but where there is no sidewalk on the park side of the street. I have seen cars honk at pedestrians trying to use the park, and I've seen children playing ball in the park just a few feet from speeding cars. I do not know a simple solution here, except to try to slow cars. Stop signs at the corners of 20th Ave NE & NE 62nd St and also 17th Ave NE and NE 62nd St might solve the problem. (you may believe that 62nd St is not an arterial and therefore not relevant to your survey, but it is definitely being used as an arterial by people seeking to avoid traffic on 65th St)	9/14/2016 7:58 AM

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101	Please consider putting a crosswalk across 15th along 62nd St. Lots of people cross the street here, and it is extremely dangerous.	9/14/2016 7:16 AM
102	The newly signed intersection of University Way into 15th Ave NE gives the preferential right of way to University Way - which makes no sense. 15 Ave NE runs from the Mountlake "cut" all the way to Lynnwood and is the major arterial/thoroughfare. If you are traveling south on 15th Ave NE at this intersection you have to stop and literally turn left to get back on to 15th Ave (instead of going straight on 15th Ave NE) - because of the new "curve" made in 15th Ave NE to allow for the preferential merging of University Way. North bound on NE 15 at the intersection is less dramatic - but also requires a bit of a right turn after the 4 way stop to "go straight" on 15th - which is difficult for Buses to manage. 15th Ave should be allowed to continue straight (with a 4 way stop) and the historical slight curve on University Way be returned to merge INTO 15th Ave NE - instead of the other way around. The new corner actually creates a greater hazard due to its additional "pomp & circumstance" of the new left turn now needed to actually go straight south on 15th Ave NE. Drivers hurry through it and are frustrated with the need to make the extra turn "to go straight" so don't take the care to look for bike riders.	9/14/2016 1:20 AM
103	We don't need bike lanes on 35th Ave., and PLEASE DON'T TAKE AWAY STREET PARKING ON 35TH AVE!!!!!!!!!!!!!!!!!!!!	9/13/2016 11:05 PM
104	There is a great deal of traffic on 15th NE with long backups during commute times and when Roosevelt High School students are arriving and departing.	9/13/2016 10:39 PM
105	Give these streets designated bike lanes please!	9/13/2016 9:46 PM
106	From what I can see of the repaving of non-arterial streets, the contracted pavers are not experienced and do a very poor job. Speed bumps are sloppy and poorly executed. When streets are totally repaved, they have footprints, tire tracks, gravel, etc. embedded in the blacktop. Its very very very poorly done and looks cheap. The repaving of 35th Ave cant be done under the same quality. The neighborhood has businesses that are dependent on a pedestrian, clean looking street. The area can right now frankly go either way- if development is done quickly, it will look like 65th- empty buildings and people wandering around. This will hurt businesses and the surrounding neighborhood. If sidewalks are widened, this would help, but parking in the neighborhood is already a problem. All available parking at the intersection of 34th Ave and 73rd street NE have been taken by microsoft employees for the connector stop there, and the development of MOD apartments have exacerbated the problem by the NE library. With the delayed start times for middle schools, parents dropping off their kids collide with commuters in the morning, and cause backups because there is no parking all the streets are single lane and it just STOPS. Parking permits are sadly needed.	9/13/2016 9:12 PM
107	Please give these arterials bike lanes! It is essential that people who rely on bicycles to have confidence in the roadways.	9/13/2016 8:56 PM
108	The bike, crosswalk and stop sign at the intersection of cowen and 15th is awkward. Too many lines and directions. Bikes sometimes don't use the paths next to sidewalks because they're filled with leaves and mud.	9/13/2016 8:55 PM
109	Please consider putting a left turn light /lane on NE 65th where it crosses 15th NE. Both east and west directions. Thanks!	9/13/2016 8:50 PM
110	Across the board in Ravenna, I think pedestrian crossings could be added and improved. It would also be great to add dedicated bike lanes or smaller bike lanes that connect to Burke Gilman.	9/13/2016 8:36 PM
111	Just make sure that one sidewalk on a street is open and uninhibited by signs.	9/13/2016 8:29 PM
112	Do not put any of the streets on a street diet. Please prioritize efficiency in travel.	9/13/2016 8:25 PM
113	Please add bike lanes, preferably protected, and curb bulbs.	9/13/2016 7:50 PM
114	We've tried for years to get curbs in our neighborhood even by establishing our own improvement district. But the city continues to fight our neighborhood by requiring major storm/sewer drain changes as a part making it financially unfeasible for us. The biking thing is a nice thought but satisfies a small minority of the population. The study that was done to justify all the biking changes misrepresented the need by chery picking 3 summer months and extrapolating over 12 months. The Pronto bike fiasco is another example of misspent city funds.	9/13/2016 7:28 PM
115	University Way NE north to Ravenna is fine and accessible. Taxpayer's money doesn't need to be spent on cosmetic improvements.	9/13/2016 7:11 PM
116	Better bike lanes on both would be great	9/13/2016 6:00 PM
117	Wild idea: take cars off the Ave between Pacific and 50th and make it bus/bike only. It is already much slower than 15th for drivers due to the existing bike/bus traffic. You could then remove parking and make the sidewalks into a wide walking space.	9/13/2016 5:56 PM
118	A north/south turn arrow at 75th St. and 35th Ave. is desperately needed! There is an east/west turn arrow; why is there not a north/south one? Yes, it may slow down traffic slightly, but would reduce accidents and passing on the right. Please!!	9/13/2016 5:25 PM

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119	NE 70th east of 29th needs innovative street design to avoid dangerous, high-speed crashes at 29th T intersection (cars over sidewalk, crashing into houses, and airborne through block to 28th). What about painting parking spaces or other lane-narrowing visuals on NE 70th, from 35th to 30th, to better communicate to nighttime drivers that this portion is NOT an arterial? (Hi SDOT team!)	9/13/2016 4:59 PM
120	Hard to think of a section of 35th being closed again. It seemed like forever when it was closed near 110th. Very inconvenient.	9/13/2016 4:31 PM
121	Please, please, please coordinate the 35th Ave NE re-paving project with the utilities to bury power, cable, gas, and telephone lines. This opportunity was lost when 35th was repaved between NE 55th St and NE 65th St several years ago during SPU's installation of underground storm water retention tanks. Every winter power goes out throughout the city when trees fall on the lines. The expense of restoring power with over-time-paid crews during storms is huge. Burying lines street by street and neighborhood by neighborhood will be slow and expensive, but combined projects defray the expenses for SDOT and the involved utilities and will provide more reliable power and less unsightly power poles that block sidewalks. Also, please provide more curb pop-outs for safer pedestrian crossings. 35th Ave NE has good cycling options on parallel side streets, but 15th Ave NE would benefit from a two-way cycle track on the west side of the street (yes, it will deprive a few people of some parking, I know). Thank you!	9/13/2016 4:30 PM
122	The lack of painted traffic lanes north of NE 55th Street is confusing, negligent, and extremely unsafe. As part of this project 15th Avenue NE must have consistent and clear painted traffic lanes along its entire length. In addition, the sidewalks are generally inadequate in this area and there is often no amenity zone/planter strip. As a result, utility poles, street lights, and other obstacles to all pedestrians (especially the disabled) are placed in the middle of the sidewalk's walking path. As part of this project you should either widen the sidewalks (removing parking as necessary) or relocate objects blocking clear walking paths, in compliance with the American with Disabilities Act, Seattle's Vision Zero plan, and good engineering practices. 15th Avenue NE is designated as a bike route in the Bicycle Master Plan. This project is a perfect opportunity to implement the plan and create a safe and connected bicycle route connecting multiple neighborhoods, parks, and schools. The recently implemented bicycle improvements on Cowen Place and the 15th Avenue bridge over Ravenna Park must be extended north and south to make progress on the area's need for safe bicycle infrastructure. I'll reiterate that the peak-hour parking restrictions are unnecessary in light of the street's low traffic volumes, need for pedestrian and bicyclist safety, and opportunities for improvements like curb curbs, simplified parking rules, and new space for protected bicycle lanes.	9/13/2016 4:26 PM
123	Bike lanes and curb bulbs are AMAZING.	9/13/2016 4:15 PM
124	Increasing density all the time Speeding on 35th Ave. NE is a constant.	9/13/2016 4:12 PM
125	Please pave it but NO BIKE LANES!	9/13/2016 3:04 PM
126	The four-way stops along 40th and along 70th are extremely effective traffic calming devices for arterials. Regular traffic lights seem to encourage speeding and other reckless behavior as drivers try to beat the light.	9/13/2016 2:35 PM
127	The stretch of road on 15th ave NE between 80th and 55th is fine, very few potholes or rough road. So this road absolutely does NOT need to be paved, probably anytime in the next 5-10 years. Don't waste taxpayer dollars and time on this stretch of road. However, the highlighted area on University Way between 60th and 50th is in very bad shape and should be paved. While I'm at it, what about the road on Banner Way NE between 85th and 75th? There are at least 4 steel plates covering up some type of road work that was apparently never completed. I'm guessing those plates have been on that road for up to 2 years now. Every time a car rides over those plates it bumps and creates more wear and tear to shock absorbers, tires, and human backs. Multiple this by the thousands of cars that drive over those steel plates every single day and it's bad. Why don't you finish whatever road work got started there and remove those plates before you start any other projects?	9/13/2016 2:33 PM
128	We need protected bike lanes and upgraded curb ramps and pedestrian crossings on these important roads.	9/13/2016 2:05 PM
129	Concerned about parking strip plantings near intersections. Example 35th Ave NE between NE 55th and NE 65th-- some of plantings near cross streets obstruct views when trying to access 35th or cross 35th NE.	9/13/2016 1:54 PM
130	if you don't integrate bike lanes and pedestrian improvements, don't bother with this project	9/13/2016 1:33 PM
131	1. Anything that can help to SLOOOOW cars to safe speeds along 15th Ave would be great (particularly concerned about the stretch south of 65th, because that's where I live, but may be a problem N of 65th as well. 2. Current situation on 15th southbound is a very tight squeeze from 2 lanes to one lane+ bike lane on the bridge. If cars are parked in the right lane (southbound) there's less of a problem, but during rush hours or when no cars are parked, many cars are hard-pressed to squeeze into the center lane in time and end up running over the bike poles and into the bike lane. Not safe. Please consider narrowing to one lane further up. Slowing down speeds along 15th would also help.	9/13/2016 1:25 PM
132	Left turn lanes on 35th ave NE.	9/13/2016 1:19 PM

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133	There is a crosswalk on NE 45th St intersection where it splits into Sand Pt Way and Laurelhurst (next to Marlai Thai and Seattle Gym). It takes FOREVER to get the walk light, and cars speed (esp. from Sand Pt Way) and frequently blow the red light. Pedestrians often give up and start crossing because they think the light is broken. It is very dangerous. Pressing button for walk light does nothing. There's a lot of pedestrian traffic between gym/restaurants and BG trail, esp. weekends & evenings. During non-rush hours, the pedestrian walk light should come on more frequently (or the button should at least work!). I've had many close calls here.	9/13/2016 1:03 PM
134	I feel local businesses deserve some consideration when it comes to on-street parking. There are times when this, street width and other traffic considerations make it almost unsafe for bikers. I have come to the conclusion, as a biker, that there are some streets in Seattle that simply cannot accommodate bike lanes.	9/13/2016 1:01 PM
135	Better transition for bikes from 12th Ave Greenway -> Ravenna -> Brooklyn going north would be good. It doesn't prevent me from using it but it's quite awkward. I frequently just act like a pedestrian since it's too confusing as a bike. If we want to increase bike use of the 12th Ave Greenway having Greenway <-> Ravenna and Ravenna <-> Brooklyn transition improved makes a lot of sense. The Ave is great further south. Up near 55th, university way is a bit odd -- it's a really wide road with lots of parking and very little traffic. I'm not sure what should happen up there but I suspect there's a better design than what's there now. The interaction of Cowen PL and 15th could be better designed. Talk to Greenways folk -- a parking day street redesign was done there previously and they'd have input on what makes sense there. More crosswalks on 15th is something I've heard talked about on Greenways groups. I'm less familiar with 15th since I'm usually on a bike if I'm that far north and I prefer to avoid busy streets when I have viable alternatives.	9/13/2016 12:58 PM
136	Please install vibrating walk signal so I would have the freedom of moving around without worrying about crossing street that don't have vibrating walk signal.	9/13/2016 12:36 PM
137	The greenway on 39th is great! I wish we had something similar on 32nd, it would make me feel safer walking the dogs and biking.	9/13/2016 12:31 PM
138	moving cars should be the first priority.	9/13/2016 12:11 PM
139	It would be nice to have a bus service from Wedgwood to Northgate TC. Or at least a sidewalk on NE 95th St so one can go to Sandpoint safely to catch a bus to NG TC. Thanks	9/13/2016 12:04 PM
140	It would be great to have a bike lane on 35th	9/13/2016 11:53 AM
141	Please don't implement confusing street signs or paint on the roadway. The roads in this city are becoming more confusing each day!!! Improve what we have, don't confuse drivers more! I am a 45 year old driver born and raised in Seattle. It is troubling to see our roadway "improvement" dollars actually making roadways less safe.	9/13/2016 11:08 AM
142	As part of this project, please include walkability and bikeability in your design requirements: curb bulbs at corners and mid-block. Protected bike lanes that go behind bus stops. Features designed to slow traffic. Great connections to existing pedestrian and bike infra.	9/13/2016 11:04 AM
143	I'd like to see you extend the bike lanes on 15th north as you repave. 35th could use some bike lanes (especially on the climb from NE 45th pl onto 35th Ave NE). Another north/south bicycle greenway between 39th and 20th would be nice.	9/13/2016 10:57 AM
144	The changes on Roosevelt Way (and before that on N.E. 50th St.) have caused more congestion. No more exclusive bicycle lanes and restore the bus service before the March changes.	9/13/2016 10:54 AM
145	i don't really see a need to pave 35th (haven't looked carefully at 15th) when there are so many other problems in the area. any projects will only make the current throughput issues worse.	9/13/2016 10:21 AM
146	Please put a crosswalk across 35th at 80th!	9/13/2016 10:19 AM
147	Please add a crosswalk at 50th and 35th. Add speed bumps to prevent excessive speeding.	9/13/2016 10:19 AM
148	1. Experience re-surfacing 23rd Ave denotes lack of planning, efficiency and consideration for people, business, and safety. SDOT needs to show major improvement in planning, communication and timeliness before starting a project that is going to affect people for "indefinite periods of time."	9/13/2016 10:16 AM
149	35th and 15th Ave both need bike lanes. Crossing also needs to be made easier. Sightlines around the curve at 15th are terrible for kids crossing to Froula Park, for example.	9/13/2016 10:08 AM

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150	Please see previous comments regarding parking along 35th Ave NE between NE 70th and 75th Streets. Cars attempting to enter the street from businesses along that block need to be given more visibility to north/southbound traffic to determine when it is safe to enter. Currently that visibility is restricted due to parking along the street (35th Ave NE). Also, left hand turns at the intersection of 35th Ave NE and NE 75th Street should be reviewed / addressed. Currently traffic backlogs and creates hazardous scenarios during peak times for cars travelling N/S along 35th Ave NE if there are cars stopped waiting to turn left on to NE 75th Street in either direction. And a new thought, during morning/afternoons when Eckstein students are coming/going, the sidewalks at that same intersection can overflow with students waiting to cross the street. It would be beneficial if there was more sidewalk space at the corners to accomodate those pedestrians.	9/13/2016 9:46 AM
151	One of my biggest challenges living on 35th AVE NE is that I can't park on my side of the street during a very busy time of day - that mean's I have to cross this super busy road with my 4 year old, the groceries, and the dog. Sometimes I have two little kids. This is a multiple time per day activity for me and creates a lot of stress. I'd love to see something done to make the street safer for those of us to live here - particularly those of us on the east side of 35th AVE between NE 47th ST and NE 50th ST where we have no ally access. While I can park in my driveway, I can't get care seats and the like in and out.	9/13/2016 9:46 AM
152	1. more crosswalks on 35th NE. 2. bike lanes should not be on 35th NE but on adjacent streets with less car traffic.	9/13/2016 9:31 AM
153	NE 95th St. between Lake City Way and 35th Ave. NE really needs at least one sidewalk. It's a very busy street for cars and popular with pedestrians, too, who are trying to get to buses on Lake City Way, but (in at least some parts) there is no sidewalk on either side of 95th. Pedestrians have to walk in the mud sometimes, too. It's both unsafe and inconvenient.	9/13/2016 9:23 AM
154	On 65th St. many drivers cut other drivers, cyclists, and buses off on the right side of the road. They turn space that I think is designated for buses and cyclists into another lane. This is dangerous.	9/13/2016 9:22 AM
155	I would love a crosswalk across 15th at 70th St so adjacent areas can easily and safely get to Froula Park (and whatever the reservoir will be turned into!). Thanks.	9/13/2016 9:20 AM
156	More bike lanes are needed on 15th avee ne	9/13/2016 8:53 AM
157	Bike lanes should be moved away from arterial streets to inner neighborhood streets.	9/13/2016 8:43 AM
158	My work takes me all over King County with 1/2 of it being in the North End. The narrowing of streets and lanes I do NOT like. When I attneded meetings regarding bike lanes before we voted on the measure, we were PROMISED that then would NOT interfered with our car lanes. You have broken that promise and as a citizen and tax payer, I am extremely disappointed in my City. Also, your so called "improvements" have been much greater time I am spending in my vehicle which is 100% necessary for my work.	9/13/2016 8:39 AM
159	Parking needs to be eliminated in the vicinity of signalized intersections in order for traffic in the curb lane to get past left turners.	9/13/2016 8:28 AM
160	I do not trust you to use this survey in an unbiased way. NO MORE BIKE LANES PLEASE!!!	9/13/2016 8:24 AM
161	You still haven't finished Ravenna avenue! You repaved almost all the way down to 55th, but left about 100 yards going up the hill from 55th all rutted and potholed. Howsabout you finish that first, *then* start new projects!	9/13/2016 8:07 AM
162	Clear bike paths and better and clear crossings for peds	9/13/2016 7:37 AM
163	We need to create designated left turn lanes at 75th and 65th NE along 35th - and along 75th -traffic is terrible because its so difficult to turn. The crosswalk near the NE Library is great - we need more of those along 35th especially near the schools and post office. I'm mostly concerned for the youth and the elderly. Almost everyday I see a kid miss being hit by a car near Eckstein Middle School	9/13/2016 6:33 AM
164	We have lost parking on 75th and it's difficult to park in our driveway because of traffic (although we do park in our driveway it's just very unsafe). We'd be concerned about loosing all parking on 15. Ok with parking on one side and safe separated bike/walking facilities. Think you should get rid of sidewalk on west side of 15 and combine it into a multipurpose walk/ bike lane. When will you be dealing with the lane confusion west of 15 on 75th. It's a mess between Roosevelt and 15 with the lack of striping but wide roadway. Please update me via email. Thanks.	9/13/2016 6:29 AM
165	Major arterial work will cause traffic to increase on non-arterial streets and without first installing traffic calmers, safety during construction will be a VERY large concern.	9/13/2016 5:34 AM
166	New construction has destroyed the 12300 block of 32nd Ave. NE. Please fix or bill the contractor before he leaves.	9/13/2016 1:08 AM
167	More bike lanes needed	9/12/2016 11:32 PM
168	Drivers are driving too fast on 35th Ave., Northeast. We need better policing and some automatic signs that show if people are speeding	9/12/2016 11:04 PM

2018 Arterial Paving Questionnaire - Northeast Seattle

169	*Need left turn pockets on 35th NE at NE 75th. *Pavement condition not that bad on 35th NE. Surprised that there aren't higher priorities. *Narrowed SB lane on 35th NE at NE 55th (for turning buses) can cause backups. Need leading green light for SB traffic.	9/12/2016 10:59 PM
170	Restore 2 full lanes to 75th between 12th & 15th. Add left turn signals there. Add left turn signals to e/w traffic @ 65th and 15th intersection	9/12/2016 10:55 PM
171	Additional bike lanes on 35th Ave NE would greatly increase traffic in an area that's already challenged.	9/12/2016 10:49 PM
172	Putting the bike lane and trail stop sign on 65th seems to have encouraged more people to speed up 70th. Which can be really hard to cross in the low 50's streets. So now I drive over the top of view ridge to go down 35th to avoid having to cross 70th. I hardly ever see bikers using the protected lanes to Magnuson. Now the right hand turn from 65th to standpoint way can be tricky. Bottom line, these improvements have unintended consequences that can be negative.	9/12/2016 10:38 PM
173	A crosswalk (with blinking lights) across 35th ave ne at 50th street would connect the ravenna and bryant sides and significantly improve the safety of walking in our neighborhood. Ideally this would be coupled with sidewalk repaving along 50th st and the addition of ramps at intersections withing the neighborhood between 35th ave and university village (although I realize this is outside the scope of this project).	9/12/2016 10:35 PM
174	NE 85th between 35th and 40th and then 40th NE between 75th and 85th are on the 71 and 76 bus route. They both need attention. Cracks are spewing fines when it's wet and the roadway is gradually cracking and settling even more.	9/12/2016 10:33 PM
175	Good sidewalks and trees lining the street are most important to me, as they keep pedestrians safer and the street nicer looking. Non-barrier bike lanes are good, but I resent the walled off bike lane on 65th St approaching Sand Point Way.	9/12/2016 10:18 PM
176	There needs to be a left turn signal at the intersection of 65th Ave NE & 15th Ave NE. The traffic congestion during the coming hours is very heavy and unsafe at this intersection. When cars need to turn left off 65th and onto 15th, they can single handedly create a very long backup. The North and South traffic on 15th have their own light, this needs to happen for traffic on 65th. I've seen many close calls between cars and between car vs passenger.	9/12/2016 10:00 PM
177	Please Please widen the arterial.	9/12/2016 9:53 PM
178	Tavenna blvd has been ignored for over 20 years. 35th has had a major project already. when is our turn?	9/12/2016 9:51 PM
179	It would be ideal to have both streets have a safe path to the Burke-Gilman trail by bike.	9/12/2016 9:32 PM
180	15th and 35th are major life lines for our neighborhood. Creating dedicated bike and bus lanes on these streets would be a mistake.	9/12/2016 9:31 PM
181	Bike lanes and mechanisms to keep people from speeding, please!	9/12/2016 9:29 PM
182	Would love to see Roosevelt style protected bike lanes as part of these projects.	9/12/2016 9:26 PM
183	Are the sidewalks included in the project? Some of the sidewalks have become completely destroyed by tree roots and are like a rollercoaster to push a stroller over. My disabled mother has difficulty walking on those sections.	9/12/2016 9:19 PM
184	No more bike lanes traffic is a mess, new apartments and condos are being built and traffic is getting increasingly congested. Get rid of the bike lanes on NE 75th St and NE 125th St. Traffic needs to move take the bikes off of the arterials.	9/12/2016 9:17 PM
185	Crosswalk improvements - pedestrian blinking lights when activated are visible & alert even distracted drivers- would be great @ Burke Gilman crossings	9/12/2016 9:11 PM
186	The 35th being worked on will E a major issue. NE 40 needs help before you do this. It will take even more traffic and it just got all the people dropping off kids at The new school Thorton Creek. You should suspend parking on NE 40 th and upgrade safety at intersections. The street parking and light, left turn issues fro. going north on NE 35th to west on 75th... Are going to cause a death.	9/12/2016 9:09 PM
187	That stretch of 35th ave NE between 70th and 85th is a nightmare during most times of the daylight with people trying to access those businesses. The addition of the apartments on the old Theodora property and the single family homes/39 town homes and apartments on the corner of NE 65th and 34th to 32nd(site of Old Childrens Home Property) will also impact 35th with overcrowding.	9/12/2016 9:03 PM
188	Please pave the approx 20 foot piece of street at NE 70th and 42nd Ave N.E. that has numerous small and medium potholes spewing rocks and concrete. DANGEROUS!	9/12/2016 8:57 PM
189	Both areas have heavy traffic especially during rush hour. Additional public transit options would be beneficial for the areas to assist with getting to the new rail stops, or downtown.	9/12/2016 8:46 PM
190	More lanes for cars anywhere there is room.	9/12/2016 8:41 PM

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191	Please consider repaving all the way past 35th as improvements in safety are necessary and the streets are loud even if in somewhat good condition	9/12/2016 8:39 PM
192	As stated in previous question -Two sites where I think a DOT correction needs to be made is at the corner of 75th and 35th where there should be a protected turn lane at the stop light for those driving north/south. Also, there should be prohibition of parking immediately near the corner of the street in front of the relatively new apartment building at NE 87th Street and 35th. There are almost always cars parked all the way to the corner so it is nearly impossible to see if someone is driving from the south, so it is hard to safely merge southbound on 35th.	9/12/2016 8:31 PM
193	Parking is very difficult and the cars fill both sides of the side streets, effectively making them one way. When the Bryant construction is completed, I think it will be even worse and make parking at the library even more difficult than it is now.	9/12/2016 8:30 PM
194	35th is too narrow for street parking both north and south of 55th. This is a very dangerous situation especially since it is a bus line.	9/12/2016 8:29 PM
195	More protected bike lanes improves life for everyone.	9/12/2016 8:18 PM
196	Better lane markings on 15th north of 65th.	9/12/2016 8:10 PM
197	Its a shame that all the streets have gone down to one lane to accommodate the odd bike. Roosevelt way looks like a race track with all the abutments, signs, and colors ,bombarding the senses.	9/12/2016 7:42 PM
198	Bike lanes are nice. Hard to do on 35th. Better green ways are in order. Signage will help.	9/12/2016 7:40 PM
199	Actually the part of 35th that you are not paving (between 65th and 55th) needs help! It's too narrow for two-direction traffic and buses and parked cars. Nearly have head-on collision in that stretch of road daily.	9/12/2016 7:26 PM
200	Both of those streets have seen increased traffic recently and I try to avoid them at certain times of the day	9/12/2016 7:24 PM
201	It would be great if the city could limit the height of scrubs on parking strips; they make it hard to see traffic when trying to turn onto a street.	9/12/2016 7:22 PM
202	I'd like to get across 35th on foot more safely, especially north of 75th. The pedestrian crossing with all the blinking lights on Lake City Way at about 126th seems mostly to be getting good compliance from drivers. I'd like to see some more of those at unsignalized crosswalks. In general, people who learned to drive in other parts of the country often do not seem to know or remember that pedestrians have the right of way at intersections. If the crosswalk isn't striped, they don't know; if it isn't signalized, they don't care. The law needs to be more firmly encoded in the landscape that drivers see every day.	9/12/2016 7:19 PM
203	Left hand turns from north bound 35th Ave NE on to NE 75th is very difficult. Traffic often backs up and it is a dangerous turn.	9/12/2016 7:18 PM
204	Many sections of 35th NE are too narrow for a bus and car traveling in opposite directions to pass each other with cars parked on both sides of the street. Parking should be limited to only one side of the street at any given time of day in those areas. Bicyclists should face the same consequences as vehicle operators when they fail to obey street signs. In our neighborhood, bicyclists routinely run stop signs and traffic signals. I'm all for sharing the road, but that means sharing the rules of the road, too!	9/12/2016 7:01 PM
205	More bulbs at corners to slow traffic. Oh yeah how about actually BUILDING sidewalks where there aren't any, which is most of north seattle. And wasn't 15th just repaved/bike striped just a few years ago???	9/12/2016 7:00 PM
206	The cracks in the pavement on 15th AVE NE between the Ravenna bridge and NE 65th St need to be filled in NOW. It's just a matter of time before a cyclist gets a tire into one of those crevices that run in the direction of travel, and that will result in a terrible spill or worse.	9/12/2016 6:51 PM
207	please accommodate for left turns on 35th at 75th and 65th, really a mess at rush hours. ugly.	9/12/2016 6:49 PM
208	Please do not add more bike lanes. There are plenty and it congrats traffic more when you take commuting lanes out to replace with bike lanes	9/12/2016 6:45 PM
209	Parking is a major issue. The development of the Bryant heights community and the MOD apartments should not have been approved without providing on site parking for all the new residences. It is difficult for home owners, library patrons and school staff and visitors to find parking in the neighborhood and will only get worse as the occupancy of these new developments increase. Very disappointed in the city for not requiring more parking for new development.	9/12/2016 6:27 PM
210	Do it during summer!	9/12/2016 6:16 PM
211	Consider fixing Brooklyn Ave from Ravenna to 45th. With bus traffic on the ave, cars use that road as another arterial.	9/12/2016 6:11 PM

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212	35th street from 65th to NE 45th PI is very narrow. I see that it doesn't need to be repaved, but I worry about the addition of a bike lane to this segment. If the city puts in an actual bike lane with a space between it and the road, it could cause accidents because people naturally swerve to avoid cyclists, even if they are in clearly marked bike lanes, and that might cause an accident if they swerved into another car, or congestion if they slow down excessively to wait for oncoming traffic before swerving around the bicyclist. I would like to see more improvements to the crosswalks on 35th street that aren't at stoplights, like the one by Bryant school and the one between 70th and 75th. I think that these both need flashing lights that can be pressed by pedestrians to really catch the attention of drivers to make sure that they stop. This is especially important for the crosswalk on 35th by Bryant school, because kids use it to walk to school and we need to make sure that our children aren't getting hit by distracted drivers on the way to school. It might also be nice to put in a crosswalk a few blocks over for the children that go to Assumption-St. Bridget school, to improve their safety and make sure they're not jay-walking to try to cross 35th.	9/12/2016 6:09 PM
213	Any chance you folks can pave 35th Ave NE with Quiet Pavement. 35th has become a major arterial, with high volumes during commute hours and often with excessive speeds. There are many single family homes right on this street. The noise from traffic is a major negative issue.	9/12/2016 6:00 PM
214	Visibility of northbound traffic on 15th Ave NE from 68th and 70th Streets is limited, making left turns onto southbound 15th difficult/dangerous.	9/12/2016 5:57 PM
215	7th Avenue NE north of 50th and 8th Avenue NE from 50th to Ravenna take too much traffics bypassing I-5, Roosevelt and 11th Ave NE. This stretch needs to be redesigned for the traffic it receives from I-5 and Roosevelt, replaced, upgraded and properly maintained.	9/12/2016 5:45 PM
216	There is nothing wrong with 35th's pavement. 65th east of 35th is in way worse shape and quickly deteriorating with the increased bus load it now has to handle (the 62).	9/12/2016 5:37 PM
217	Would be nice if there was a pedestrian/bike crosswalk at 15th AVE NE & 70th ST	9/12/2016 5:34 PM
218	Thanks for survey	9/12/2016 5:30 PM
219	Please don't take away a lane for bikes	9/12/2016 5:29 PM
220	In general, traffic is very fast along 15th. The sidewalks, particularly on the east side are narrow (or feel narrow, possibly due to private vegetation). With the significant upzoning and development in Roosevelt coming, I hope that wider sidewalks and additional signage at crosswalks will be added. The neighbors in this neighborhood often walk already and I imagine it will be more as more density comes.	9/12/2016 5:20 PM
221	I don't think the paving is particularly bad on 15th, but I would love to see more actual lane lines painted especially between 65th and 105th (Northgate Way). I've been cut off numerous times. More dedicated turn lanes and turn signals. And please, please, please consider doing a better job of timing the lights on 15th. I can't tell you how many times I go block and then have to wait at a red light, go another block and wait at a red light. That just means I'm spending more time idling and putting exhaust out into the atmosphere. And from a cycling perspective it's often the smaller arterial streets like 12th, 16th, and 17th in U-District where I bike to be out of traffic but end up on extremely rutted and potholed roads.	9/12/2016 5:16 PM
222	35th Ave NE is already a nightmare. We need to drive it all of the time to get to our church, school and stores. There is already limited parking and the streets are narrow. I do not support putting in any more bike lanes in this area. One of my regular stores had to go out of business because of the lack of parking already and you haven't even put in the dedicated lanes that were purposed that would limit the parking even more. I would suggest tracking how many bikes actually use the roads in all weather not just the 3 months of summer. I rarely see any bikers on NE 65th yet now people cannot park near their homes --- think about it --- hills, rain and cold do not equal bike riders. Feels very much that you inconvenienced the many for a few who ride year round. If they want to ride their bikes then they should do like many do and ride the Burke Gilman Trail. People should be able to park by their homes and have visitors park there instead of having all of these bike lanes that rarely have anyone in them. Those who want to bike could always choose a home near the Burke Gilman or some other trail that keeps them safe but doesn't impact who neighborhoods for a small number of bikers.	9/12/2016 5:14 PM
223	Please consider sidewalk integration on 37th Ave NE between 77th and 80th. Would greatly improve safety and access.	9/12/2016 5:11 PM
224	We can adapt as long as we have good communication and know what to expect.	9/12/2016 5:11 PM
225	Turning lanes are good, but parking needs to be available too. No room to widen lanes makes it tough. Turning lanes at lights is very important if possible.	9/12/2016 5:08 PM
226	Frankly I drive 35th several times a day. The road is fine except at 75th there needs to be a left turn lane from 35th. How about instead pave Green Lake Dr where the road is deplorable	9/12/2016 5:05 PM
227	40th NW is in worse shape than 35th NE	9/12/2016 4:59 PM

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228	You should seriously look at how terrible NE 65th is from 35th heading east all the way down to Magnuson. Huge thoroughfare that has seen increase volume in cars with growth at Magnuson Park and people using it to access Sand Point Way. Also loud noises and uneven parts of NE 55th by the businesses Queen Mary Tea and the 55th St. School. Almost feels like road will cave in. This neighborhood has seen tremendous growth and roads aren't being maintained!! Especially add high density housing on many parts of 65th and schools, it's dangerous!	9/12/2016 4:55 PM
229	Please don't do these two streets simultaneously! The north south alternatives are tough for those of us who have to commute to the north.	9/12/2016 4:54 PM
230	All of our streets are falling apart, NE 75th St is terrible, even where they recently patched the street outside of Sand Point Country Club. They should consider repaving NE 75th and NE 65th as well.	9/12/2016 4:54 PM
231	concerned about additional loss of parking in NE seattle, particularly as part of 15th Ave NE repaving project.	9/12/2016 4:54 PM
232	Currently, there are no bike lanes on 15th Ave NE, south of 15th Ave Bridge. Bike lanes direct bikes onto University Way, even though UW and transit for eastside buses on 15th Ave are destination for many cyclists. Plus U-Way is closed on Saturdays. Should restore historical lighting on 15th Ave Bridge & remove unsightly light standards.	9/12/2016 4:52 PM
233	The section of 15th Ave NE doesn't seem to be in bad shape. The new kink put in at Cowen Pl could be problematic because cyclists almost never stop and rarely slow down enough when cars have the right of way.	9/12/2016 4:51 PM
234	Need left turn lights at 65&35,75&35. These are extremely dangerous. Intersections. Also need more cross walks bike lights across 95&35 95&32.	9/12/2016 4:43 PM
235	Please do not add bike lanes on these streets. They are tight enough as it is now.	9/12/2016 4:38 PM
236	On 35th north of 55th the metro transit and an oncoming car cannot both fit on the road. I'm surprised the bus drivers haven't reported this.	9/12/2016 4:31 PM
237	This is a stupid paving plan and a waste of money. Bike riders don't ride on 15th due to the volume of traffic and the buses. They ride on 20th where there are fewer cars and no buses. Anyone who actually spent time in the neighborhood would know this.	9/12/2016 4:26 PM
238	Please make this a "car-centric" area. The side streets in Bryant are very narrow and 35th is also narrow. Trying to accommodate walkers, bicyclists and cars will inevitably lead to injuries.	9/12/2016 4:25 PM
239	All is well as is, just keep in good repair.	9/12/2016 4:23 PM
240	Please do not install a separated bike lane on 35th Ave NE! Traffic there is hard enough without reducing the traffic lanes. I'll get stuck behind busses and it's going to be a nightmare during peak drive times.	9/12/2016 4:22 PM
241	The intersection of 35th Ave NE and NE 75th St is particularly dangerous - I have seen many close calls with pedestrians almost being hit due to left-turning drivers. This intersection gets heavy pedestrian and vehicle traffic, especially around school start and end times, and NEEDS to have protected left turns from 35th Ave NE onto NE 75th St.	9/12/2016 4:04 PM
242	There was a joint effort between Ravenna/bryant and Wedgwood regarding 35th ave NE. This effort had suggestions for 35th ave NE improvements. Perhaps the data already gathered can help with this process. http://35thneighborhoodplan.blogspot.com/2015/01/the-future-of-35th-ave-ne-final-report.html?m=1	9/12/2016 2:21 PM
243	SIDEWALKS	9/12/2016 2:07 PM
244	When the city repaved the section of 35th between 55th and 65th they did a beautiful job but missed a huge opportunity to widen the street by a couple feet to allow bus traffic to safely run without having to drive in oncoming lanes. Please do not repeat this mistake on the southern part of this project.	9/12/2016 1:58 PM
245	please consider addition of a bike lane.	9/12/2016 1:38 PM
246	The corner of NE 75th and 35th Ave NE is a problem due to left turns and cars holding up 35th when trying to enter the Safeway parking lot southbound on 35th	9/12/2016 12:58 PM
247	pls do this in the summer when school is out.	9/12/2016 11:39 AM
248	Thanks for the opportunity to comment.	9/12/2016 10:15 AM
249	As far as I am concerned the traffic light progression timing could use a lot of improvement on 35th. Otherwise, please do NOT put a center turn lane, two single lanes going both directions and a bike lane on 35th. I am a cyclist. I ride almost every day all year long and in my opinion the trade off is not worth a bike lane on 35th. The trade off being a loss of parking for a bike lane/center turn lane/single lane of traffic that is. The on street parking, to me, is much more important. Any savvy cyclist can maneuver around the traffic on 35th. If they can't they usually ride on the sidewalk.	9/12/2016 10:10 AM

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250	Looking at this map, at NE 55th Street the city has added a pinch point--why? There is no longer a free right turn from a right lane when waiting at the light. On 35th AVE NE at NE 75th St., there should be a left turn light as there is one on NE 75th ST. By adding such a light, it would clear traffic that backs up waiting behind cars trying to make a left turn at that intersection. On NE 62nd and NE 60th crossing 35th AVE NE, perhaps the city would put a button crosswalk light (like at NE 68th street) for those that cross those streets at 35th NE going to/from Assumption and Bryant schools. No bike lanes on 35th, please! I attended meetings before 75th was reconfigured and to this day--I've seen less than five bicyclists use the bikelane on the uphill grade going east or west on 75th! Travelling in Seattle is not easy on the freeways. Travelling on arterials shouldn't be difficult! Let's aim to move cars on the roads! People should be able to walk without the fear of having bikers or cars hit them. Thank you!	9/12/2016 9:54 AM
251	Ass Rockets!	9/12/2016 9:46 AM
252	more trees planted along 15th Ave NE between 75th NE and Lake City Way	9/12/2016 9:41 AM
253	All of the arterial intersections need safety improvements, especially at the intersections with NE 65th Street, especially at 15th Ave NE. I bike to/from work every day and either bike on 35th Ave or cross it after mostly biking on a neighborhood street. It is not unusual for drivers to turn into my path of travel at intersections. Neighbors who walk their kids to school and cross 35th at NE 55th Street often complain of the same safety problem for pedestrians. Eckstein students wait at this corner for the school bus, as well. As one of the main ways that Ravenna-Bryant neighbors gain access to the B-G trail, bike safety improvements are needed on 35th. With the opening of UW light rail station, more and more bikers are bypassing the B-G and continuing straight on 35th to NE 45th Place and using the UW parking lot as a way to get to the station. With two new large apartment buildings planned for that "5 corners" area that look like they will attract young adults who may be likely to use light rail, bike and pedestrian safety infrastructure will be needed in the area where NE 45th Place meets NE 45th Street. The intersection of NE 75th and 35th is always a mess for everyone. For motorists and bikers it's usually worst traveling north on 35th. (Is the road two lanes going north? Should drivers line up on the right just in case a driver closer to the intersection might turn left?) I'm constantly surprised there aren't more walkers and bikers injured at this intersection, especially considering its proximity to Eckstein.	9/12/2016 8:58 AM
254	I think walkers get short-shrift over every other type of transportation including bikes. I don't know why this is considering people walk to get to public transit as well as walk in their neighborhoods. Sidewalks broken up by trees roots are a hazard to walkers especially the handicapped, small children and seniors. I can think of two of these just within two blocks of my house on the way to the main arterial (NE 65th.)	9/12/2016 7:38 AM
255	From 2012-2015, residents along 35th completed survey and workshops to prepare streetscape design guidelines. SDOT refused to adopt these into the ROWIM because they didn't include the travel lanes. However, to the extent possible, please incorporate these into designs. More info here: http://35thneighborhoodplan.blogspot.com/2015/01/the-future-of-35th-ave-ne-final-report.html	9/11/2016 10:27 PM
256	We need sidewalks!!!	9/11/2016 10:14 PM
257	I think University could benefit from better-marked bike lanes, and maybe crosswalks that you can press a button to make them light up. I think it just needs a bit more formal regulation because sometimes it's a bit of a madhouse.	9/11/2016 9:24 PM
258	The intersection at 35th NE and NE 75th was improved a few years back by left turn lanes on 75th, but left turn lanes on 35th are also needed (along with left turn lights).	9/11/2016 7:47 PM
259	The sidewalks along 35th between 75th and 80th are deplorable. The area heading west on 77th from 35th on the south side of the street is unwalkable.	9/11/2016 7:25 PM
260	why time this when there is so much construction going on right now?	9/11/2016 7:20 PM
261	Only other comment is that NE 75th street is very much improved with the turn lane addition from a few years ago. Thank you!	9/11/2016 6:12 PM
262	**FYI: When 25th NE at NE 90th was repaved, it looks like there was a marker tab for the water cover so the paving could be removed. The paving at this tab has not been removed as yet.	9/11/2016 5:23 PM
263	leave the parking ,, just fix the potholes, use the money for something that will make the area better like more lighting and police so it's safer at night. if we have no parking our customers will infact drive to shoreline or lynwood ect. or they will just buy on amazon. I know because i drive out of the city to do 75% of my shopping.	9/11/2016 3:35 PM
264	We drive these roads often and they seem to be in relatively good condition.	9/11/2016 3:18 PM
265	n/a	9/11/2016 2:49 PM

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266	the 5800 block of 15th Ave is currently has peak period parking restrictions on both sides of the street. earlier this year (June 1) SDOT informed our building these would be removed. actually getting around to removing those signs would be a start, though no repaving is required. more explicitly marking the intended path for bicycles across 15th Ave at Ravenna would also be a good idea. as of now there are sharrows on Ravenna an eastbound separated bike lane on Ravenna, and an ambiguous path down the median. bikes do all manner of different things when crossing 15th westbound, including turning against traffic to enter the path and even the eastbound bike lane. what's a cyclist even supposed to do there? also, we're in favor of keeping the bike lane on university, if that's in any danger.	9/11/2016 2:11 PM
267	If you do a redesign of 35th NE from 65th to 87th, I would prefer that you do not disallow parking in front of the businesses in that area. Also, I would prefer that two lanes in each direction be maintained at peak times. Constriction to one lane in each direction would make a traffic jam mess like some of the other arterials have become.	9/11/2016 1:26 PM
268	The renovations around 25th and NE Blakeley that address safety on the Burke Gilman Trail have been amazingly effective. I really appreciate all the thought and work being put into making areas like these safer for everyone.	9/11/2016 1:26 PM
269	15th Ave south of NE 65th should be put on hold and instead pave NE 47th between 19th & 15th Aves NE. Go look for yourself to see how its poor condition! Another winter and it may be impassable!	9/11/2016 1:09 PM
270	DO NOT TURN ONE LANE OF 35TH AVE INTO A BIKE LANE OR RESTRICT PARKING IN FRONT OF OUR BUSINESSES ON 35TH AVE ANY MORE THAN IT ALREADY IS!!! BIKES BELONG ON THE QUIETER SIDE STREETS. I RIDE MY BIKE ON THE SIDEWALK ON 35TH BECAUSE OF THE VOLUME OF TRAFFIC - IT IS NOT SAFE FOR BIKES!!!! IT NEEDS TO BE MAINTAINED AS AN ARTERIAL TO MOVE TRAFFIC ALONG!!!!	9/11/2016 1:06 PM
271	Please leave the parking.	9/11/2016 12:53 PM
272	a separate designated and protected bike lane as well as a way to slow down cars would be a great solution for this family oriented neighborhood.	9/11/2016 12:38 PM
273	Make them more uniformly bike friendly	9/11/2016 12:37 PM
274	NO MORE BIKE LANES. THEY ARE TERMINALLY UNUSED AND DETRIMENTAL TO TRAVEL. BIKE LANE PROMOTION IS A JOKE. DOWNTOWN BIKE LANES EVEN MORE DANGEROUS. BIKE POLICY IS A FAILURE.	9/11/2016 12:36 PM
275	Would love it if 15th ave ne felt walkable. So much traffic there esp at the intersection of 15th and 75th (and all of 75 ave ne). Please add bike lane and bump outs along 15th. Bump out would be great both way at 15th ave ne and 80th (bus stops) and would help with small businesses there (more walkable/feeling safe walking/biking).	9/11/2016 12:28 PM
276	If you can get rid of parked cars and put in safe crosswalks and bike lanes in as much of those projects as possible, that would be great!	9/11/2016 12:18 PM
277	The following I also wrote in another section. The arterials in our neighborhood, Ravenna, are also 20th Ave NE & 25th Ave NE. The latter, 25th, has some doggy pavement issues. On 20th Ave we have many speeders driving over 30 mph! It should be 25mph instead. Another major issue is that we have stop sign runners/violators at NE 80th St & 20th Ave NE, a four-way stop, throughout the day and night, especially when bars close and when Lake City Way NE has heavy traffic. We need stop signs at all 3 interections on 20th Ave as well as some speed bumps due to people NOT stopping or respecting the speed limit. I have shared this with Rob Johnson and the SPD but NOTHING has been done to address this. We could even have 'slow down' signs on 20th like I see elsewhere. There are arterials in our city with speed bumps.	9/11/2016 11:50 AM
278	There should be a crosswalk right at the Wedgwood Post Office. People are always going to cross there. Crosswalks should be where such important and necessary community functions actually are	9/11/2016 11:36 AM
279	A lot of intersections on University don't have marked crossings when they should. The street is really wide north of 50th, also making it hard to cross.	9/11/2016 11:36 AM
280	The intersection of 35th and 70th is a traffic nightmare, because of the coffee shops. All of the turn ins and the parked cars create a very bad situation. I live on 32nd Ave NE, on the deadend st. behind Eckstein Middle School. We don't have curbs, the pavement is uneven and the street has never been cleaned in the over 20 years I've lived here. I've had friends from other states and countries remark that the lack of curb is like living in the country instead of a major city.	9/11/2016 11:28 AM
281	Real bike lanes would be great	9/11/2016 11:01 AM
282	The timing of the lights at 15th and 80th and 15th and Lake city Way need to be timed to allow traffic to get through both intersection when the light is green. There needs to more green arrows to turn at 80th, 75th and 15th.	9/11/2016 10:50 AM
283	Sidewalks on residential streets would be a big improvement!	9/11/2016 10:14 AM
284	Being primarily a residential street, the only street design update recommended for 15th Ave NE is to include speed limit signs with automated feedback.	9/11/2016 8:52 AM
285	You are all arseholes!	9/11/2016 7:33 AM

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286	Parking is too tight already so please DO NOT under any circumstances even think of adding a bike lane!	9/10/2016 10:26 PM
287	Many people walk along NE 50th running along southern edge of the Cemetary but there is not a continuous sidewalk.	9/10/2016 10:20 PM
288	30 t h ave N E from Lake City way to 145 th the Buses have put so many pot holes that the cars shack like a dog when it gets wet	9/10/2016 9:22 PM
289	These two projects seem like good ones	9/10/2016 9:20 PM
290	Please make sure there are places to sit at bus stops on arterials or near to arterials. I believe they people with disabilities are being forgotten and places to sit are being taken down.	9/10/2016 7:46 PM
291	What REALLY needs repaving is NE Ravenna between NE 75th St and NE 83rd St. When your repave 35th Ave NE, please don't narrow it as you did from 55th to 65th. That is so narrow that a bus and a car (headed in opposite directions) can't pass each other when cars are parked on both sides of the road.	9/10/2016 7:05 PM
292	Strongly support the currently planned paving projects for 2018.	9/10/2016 7:01 PM
293	Side streets improvements should also be part of the improvments	9/10/2016 6:51 PM
294	You put 4 speed bumps on 38th NE between NE 89th and NE 85th. There are two planter circles in this stretch. The better use of the speed bumps would have been on NE 88th street between 38th NE and to the end of the street heading east. People race down this street to the traffic circle on 38th NE and often don't even stop at the stop sign. Please add a few speed bumps on this section of NE 88th.	9/10/2016 6:24 PM
295	If any of the streets are going to have bikes lanes or designated bus lanes, please quit your job now and move out of this state. Quit ruining Seattle. You have no idea what it takes to run a city. If the end goal is to make sure business does not function - you're awesome at it. But how does a City work if no one can get to work or park. You do know that if everyone rode a bus, there would be no economy left, right? Think about the demographic that rides busses and bikes and you will find your flaw. Its not business leaders and its not the people that move goods and services. So your utopia is a City without business???? Get Scott Kubly and everyone else drinking the Koolaid out of here.	9/10/2016 5:09 PM
296	the sidewalks are in terrible shape	9/10/2016 5:03 PM
297	Construction projects in my neighborhood , has made life difficult for pedestrians. These companies put up barricades without regard to the pedestrians they inconvenience. Compass construction was very flippant about making the lives of pedestrians unbearable. The city should raise the price charged for closure of sidewalks and streets. They have no incentive to restore rights of way.	9/10/2016 4:32 PM
298	The road from 50th street to Ravenna Blvd is way to wide and could use a bike lane on each side which will slow down traffic.	9/10/2016 3:36 PM
299	PROTECTED bike lanes on University Way are a priority for me.	9/10/2016 3:26 PM
300	I really appreciate the bike lanes on 75th Street and making 39th Ave a bike arterial. You all have done a great job on those 2 items.	9/10/2016 3:18 PM
301	Dedicated bike lanes, safe crossing zones	9/10/2016 2:31 PM
302	The 35th Avenue NE. project is intended to convert the arterial into that of N.E. 75th St., with one active lane in each direction and a bicycle track on each side. This will take away parking needed by neighborhood businesses, slow traffic, and make crossing the street more difficult, because the columns leave intervals for crossing. The plan should be abandoned entirely. At meetings on the 35thAve. N.E. plan, the community spoke overwhelmingly against the cycle track. The University Way project needs to be put on hold until after the up-zoning is accomplished. The Urban Design Framework Plan, supposed to replace the 2000 Neighborhood Plan, does not provide for the so-called improvement of University Way north of N.E. 50th St. It contemplates continuation of the angular parking, which businesses rely on. The City's Department of Planning is advocating for up-zoning the Ave south of N.E. 85th St. to 85' and its Phase II up-zone will raise the northerly section to 65'. This makes the angular parking all the more essential.	9/10/2016 1:53 PM
303	Quite honestly I do not know why I filled out this survey, SDOT is going to do what it wants regardless of the feedback received from those of us who live in this great city.	9/10/2016 1:32 PM
304	Why does 35th between 65th and 75th need repaving? I seem to recall that section of 35th was repaved 7 or 8 years ago. This time around, are you going to address pedestrian crossings on 35th. Need safer crossings for bikes and pedestrians from 55th to 80th!!! 15th needs a shoulder or a separated bike lane or something to make that road safe for bikes. 15th is the only Northbound bike route to Northgate from Ravenna, Bryant, Wedgewood. And it's very unsafe for biking because it does not have enough room for both bikes and cars. Speeds are too high for bikes to mix with cars on 15th.	9/10/2016 12:29 PM
305	please make these streets safer for walking. Make sidewalks wider. Crossings shorter.	9/10/2016 12:24 PM
306	Until you can provide safe sidewalks and proper drainage in our neighborhoods, I don't think these other projects are important.	9/10/2016 12:21 PM

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307	Street Improvements destroy businesses and lives (as do bike lanes).	9/10/2016 12:07 PM
308	35th seems fine to me, I haven't noticed any major issues when driving along it.	9/10/2016 12:02 PM
309	15th Ave is good. Good sidewalks and find with the parking/bus lane situation. Most cyclists (including myself) use Roosevelt/12th to commute N/S, not 15th. Please don't add additional bike lanes on 15th. Living on 15th for more than a decade, I'd appreciate no major changes. The biggest transportation challenge on 15th is the recent reduction in service on the 73 line (frequency and schedule). It's great that it now goes directly to the light rail (love this!), but bus service now stops around 10pm making it impossible to rely on public transportation back from things such as sporting events. We can easily get down there, despite less frequent busses, but if the game ends later than 9pm, you end up stuck at University Station. You could walk many blocks and wait for a bus that could get you close, but would appreciate bus service extended back up 15th until midnight as well as frequency increased. Example - you used to be able to catch a bus downtown every 15-25 minutes on weekends and now it averages every 45 minutes with only the 73 as an option. This neighborhood is very residential - many people have lived here for a very long time and the community is tight knit. Most neighbors know each other and it is a big walking neighborhood.	9/10/2016 11:34 AM
310	Cars need to be slowed down, street needs to be made safer for walkers and bikes	9/10/2016 11:15 AM
311	My mother-in-law lives alone and crosses 35th street using a walker. I also cross on foot with a toddler when visiting. 35th is the most direct way for us to bike to visit her. None of this currently feels safe. Lower speeds, less crossing distance, more predictable traffic flow would make it all safer. A protected bike lane would accomplish all of this and improve an important route for my commute as well (to SLU via the new Roosevelt bike lane). Several of my neighbors and coworkers also commute this way to UW or to run errands along 35th Street (NE Library, bakery, Wedgwood Ale House. With improved service on the 65 bus and the better 62 connection, it's easier than ever to reduce car dependency in this neighborhood. I'm less familiar with 15th Avenue, but if that had a protected lane I'd take 75th to 15th some times. 20th is not a safe bike route and needs an alternative in that area. I am somewhat familiar with the businesses at Lake City and 80th and it would be great to see safe bike connections to that area. Cafe Kopi and the other restaurants there deserve more than being on just a glorified freeway exit. I think about how so many of these places are so close, but when I think of places to bike with my family, Woodinville is the first destination to spring to mind because it's so safe and easy to fine.	9/10/2016 11:03 AM
312	NO bike lanes! 35th is already so congested adding bikes lanes would destroy our neighborhood. I also suggest adding a turn signal on 35th onto 75th, people swerve and dodge buses, its scary.	9/10/2016 10:52 AM
313	Many of the streets have potholes or changes in paving that make it difficult to bike predictably for drivers passing. I wonder if there is a better way to patch potholes that doesn't lead to uneven spots that are hazardous.	9/10/2016 10:46 AM
314	The crosswalk at University Way & 55th for the school needs bulbs & lights. Near misses all the time. 65th at 15th needs turn lanes & turning arrows. Pedestrians frequently almost get his by left turning cars.	9/10/2016 10:04 AM
315	I have not noticed any problem with the paving on 35th Ave NE. This seems like a make-work plan (much as the bike "sharrows" which wore off quickly are pointless when there's no room for sharing the road as long as on-street parking is allowed on both sides of the arterial. The 39th Ave "BikeWay" was a huge waste of funds. It is seldom used. I can count on one hand the number of times I've seen a bike there when I am walking to and from work. NE 70th between 34th Ave NE and 35th Ave NE is a death trap--zero visibility. Ban parking so close to the corners there. There are individuals parking multiple vehicles in the neighborhood (one person who is a non-resident has at least three trucks, a van, and an air compressor that he parks until he gets a 72-hour warning, and then he shuffles them around the same few blocks).	9/10/2016 9:51 AM
316	Both streets desperately need protected biking lanes all the way along the proposed routes. The cars currently are very impatient and impolite when they feel that bikes are "blocking the road"	9/10/2016 9:30 AM
317	15th Avenue NE in maple leaf is an extremely dangerous street to cross while walking. It's a recurring joke among those that ride the bus along this corridor that it'll take a death for anybody to do anything about this. Please, please address this issue. Another consequence of this is that our neighborhood seems divided in half creating a less vibrant atmosphere.	9/10/2016 9:03 AM
318	Please add turn signals @ the intersection of 15th Ave NE and NE 75th. It is hard to turn on to 15th from 75th because of the traffic heading E or W from I-5 at high volume times.	9/10/2016 8:32 AM
319	Do NOT remove ANY of the vehicle lanes on these streets - particularly 15th Ave NE. Stop manufacturing gridlock, chokepoints, and congestion to appease the bike lobby, which represents a minuscule fraction (and will ALWAYS be a minuscule fraction) of street users. 15th Ave NE needs the 2nd lane because of bus traffic and because the inbound AM peak traffic lane and the outbound PM traffic lane are ESSENTIAL to keeping traffic (including buses) moving.	9/10/2016 8:13 AM
320	Make Seattle a PEOPLE FREE Zone!	9/10/2016 7:48 AM
321	recommend widening 35th between NE 45th St and NE 65th street to facilitate street parking and two lanes of mobile traffic. Traffic is very hard to get through here due to street parking for homes without driveways and garages. I would not repave without fixing the width first.	9/10/2016 7:46 AM

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322	I'd like 35th Ave NE to have fast, frequent bus service (and not need to divert route 65 onto 40th Ave NE), so any improvements to facilitate that would be very welcome!	9/9/2016 11:18 PM
323	the streets in my neighborhood are very dark when night falls	9/9/2016 10:57 PM
324	The small streets need to be repaired as well as the large ones especially 63rd between 15th and 23rd NE.	9/9/2016 10:54 PM
325	More, safer crosswalks are needed in Ravenna, particularly in a north south direction. Walking along 25th Ave is dangerous: the sidewalk is small, the traffic moves fast, and businesses have parking lots that essentially merge with the street, meaning a car can turn across the sidewalk at any time. Instead crosswalks on 55th St and NE Blakely St at maybe 27th Ave would be preferable.	9/9/2016 9:21 PM
326	Some of the streets off of 45th and 15th really need to be repaved as they have a lot of potholes which makes biking dangerous.	9/9/2016 8:41 PM
327	I'd love more sidewalk ramps at intersections.	9/9/2016 8:28 PM
328	I'd much rather have potholes and uneven areas be addressed rather than repaving of long stretches of roads. While these may need it, it's not nearly as much of a safety issue as other areas.	9/9/2016 8:11 PM
329	The portion of 35th between NE 55th and NE 65th may not need to be paved, but it definitely needs to be made "parking on one side only," at least around the intersection at NE 55th which is VERY dangerous. In addition, although not part of this project, the space on 40th NE immediately south of the driveway entrance to the Metropolitan Market should be made no-parking. Visibility is very bad for cars exiting the store at that point. I see that street improvements are being made in the vicinity. Please add this space to that list.	9/9/2016 8:11 PM
330	Please do not reduce parking or driving lanes on 35th Ave NE to add a bike lane. Please place signs on 40th Ave NE and 35th Ave NE urging bicycles to use the bike lane on 39th Ave NE.	9/9/2016 7:55 PM
331	repaving of NE 65th St is a priority	9/9/2016 7:46 PM
332	Please do not create a bike lane on 35th Ave NE. We already have a great cycling option on 39th Ave NE that connects directly to the Burke-Gilman Trail and has very little car traffic. All cyclists should be using 39th Ave NE, as it is a dedicated Greenway, they should not be trying to ride on 35th Ave NE at rush hour. Thank you!	9/9/2016 7:15 PM
333	Why stop repaving 35th avenue at 87th street? Please consider repaving up to 95th street so that all of Wedgwood is completed.	9/9/2016 6:42 PM
334	please put in protected bike lanes	9/9/2016 6:31 PM
335	more curb ramps! many more curb ramps! it is so challenging to walk through neighborhoods and even along major streets (such as 11th and 12th Aves NE) with a stroller. I can only imagine how much more challenging it would be in a wheelchair. Please put in more curb ramps! it would "greatly" improve the walkability of the neighborhood.	9/9/2016 6:27 PM
336	Please allow for two full lanes to travel on 35th AVE NE. The road south of 55th is so narrow it is very difficult to drive with all of the parked cars, buses and other traffic.	9/9/2016 6:13 PM
337	35th is too narrow to have parking on both sides. Buses and trucks regularly drive over the center line. Parked vehicles often have broken mirrors. Intersections like 35th Ave and NE 75th ST do not handle heavy traffic conditions. With no turn lanes and protected turn signals, entire light cycles go by with only 1-3 cars making it through.	9/9/2016 5:42 PM
338	I live on 35th Ave NE, and I feel pretty strongly that there should be more crosswalks, and the crosswalks should have blinking lights, etc. In order to make this a walking neighborhood, people must cross the street. Can you also clarify the timeline?	9/9/2016 5:30 PM
339	Traffic is getting much worse in the neighborhood. I really like the Greenway on 39th.	9/9/2016 5:27 PM
340	The intersection of 15th Ave and 65th Str is in major need of better planning. Currently that is an almost constant choke point going both N/S and E/W. It has a high number of pedestrians due to the major bus routes that pick-up and drop off near there.	9/9/2016 5:23 PM
341	"Quiet" pavement on the sections of 35th ave NE that are being repaved would be soooooo appreciated.	9/9/2016 5:03 PM
342	15th Ave NE from northeast 80th across the Cowen Park bridge and continuing on University Way NE to NE 50th St should have a protected bike lane. This could be constructed as a two-way lane or as a single lane going north to be paired with the new Roosevelt south bound protected bike lane. A protected 15th Ave bike lane would open up a safe bike arterial to the University. The cost would be parking on one side of the street, of little consequence north of Cowen Park or even on University Way.	9/9/2016 4:55 PM
343	Parked cars along 35th do not give enough clearance for cars going the opposite direction to pass safely. If a truck or bus comes along it gets extremely tight and unsafe. I believe there should be a cross walk or 4 way stop at 50th as a lot of people cross there.	9/9/2016 4:48 PM

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344	Don't make the same mistake you made on 75th and 5th Aves NE by making them narrower and taking away parking. All it does is make it harder for the people on the side streets to park in front or behind their homes. I know you and this mayor want us to lose our cars but some of us, whom you do not seem to care about need our vehicles because we have trouble walking long distances and can't ride a bike. It seems that all you want is the Microsoft, Google and Amazon "millioners" who are you and do not want cars and can walk and bike to live here.	9/9/2016 4:29 PM
345	Please consider slowing traffic on the corner of 35th Avenue and NE 45th Place, as it is on a downhill with people driving very fast down that road.	9/9/2016 4:15 PM
346	We do not need more bike lanes.	9/9/2016 4:04 PM
347	I am most familiar with 35th ave ne and it doesn't seem that bad when compared with other streets I have been on in the city. Totally unrelated, but I am really frustrated that now it is over 5 months waiting on a permit from SDOT to replace an existing underground cable line to my residence.	9/9/2016 4:03 PM
348	The only other comment I have is that it would be nice to have a sidewalk the entire length of NE 50th St from 35th Ave NE to Union Bay Place - this is a major walking arterial for folks going to and from the University Village.	9/9/2016 3:57 PM
349	Traffic on 35th NE goes too fast for safe pedestrian crossing and for bicycles. I realize there is a bike-friendly NS street to the east. Left turn arrows on 35NE both south and north bound would be a big help.	9/9/2016 3:55 PM
350	Let residents know where the staging area is for the paving project. I live near the Roosevelt repaving project, and I was told construction would only affect me for a month or 2. No one told me that the staging area was going to be on our street for 8 to 10 months.	9/9/2016 3:49 PM
351	We need dedicated left turn lanes and lights for those lanes!	9/9/2016 3:48 PM
352	Crosswalks, crosswalks, crosswalks.	9/9/2016 3:20 PM
353	crosswalks and, perhaps, pedestrian lights by the park. Also 14th Ave. NE by Maple Leaf park is difficult to drive with cars parked on both sides of the street	9/9/2016 3:17 PM
354	There was a plan to add a cycletrack to 35th Ave NE - as we have very rideable sidestreets and a Greenway, and this coming from a cyclist, I am not a fan of a cycletrack along 35th.	9/9/2016 2:59 PM
355	Please retain all the current motor vehicle lanes and all the current on-street parking on 35th Ave NE. Bicycles can easily take the 39th Ave NE "greenway" or another parallel street. Quit making Seattle a place where motor vehicles are hated.	9/9/2016 2:47 PM
356	Not everyone is able to be on a bike. We shop ,transport kids , groceries , dogs , and buses aren't convenient for these needs nor suitable when wearing high heels for evening dinners or events.	9/9/2016 1:41 PM
357	Please put in as many bike lanes as you can. Thank you!	9/9/2016 1:37 PM
358	Don't reduce parking on 35th Ave NE or eliminate peak hour travel in the curb lane. We DON'T need a cycle track on 35th or curb bulbs that interfere with traffic flow and getting around buses.	9/9/2016 1:21 PM
359	I wish 15th near Northgate was being included also. Terrible pavement. Or 25th and 75th area, by the pro school. Road is terrible on my motorcycle.	9/9/2016 12:47 PM
360	Identify the street closure better. There were no indication of a street close until you into your turn.	9/9/2016 11:51 AM
361	My business has been located at the North section of University Way N.E. for nearly 20 years. We would be inconvenienced (like the folks on 23rd during the repaving down there) by lack of PARKING and/or construction noise and the re-routing of traffic. For many businesses here on the Upper Ave, it is the difference between survival and failure. They neither have the time to attend meeting, or reply with comments to stuff like this because they are too busy just trying to run their (small) businesses. Compensation might help, but really the City of Seattle (and SDOT) need more outreach and not self serving surveys like this one! Take that into account when there is yet another class action lawsuit against the city that wastes more Time/Money/Effort for everyone involved.	9/9/2016 7:44 AM
362	Creating sidewalks in neighborhoods that do not have them should be #1 priority.	9/8/2016 10:56 PM
363	I would like traffic calming/slowing measures on 35th Ave NE from NE 65th st all the way to 5 corners. I also think left turn signals on 35th Ave NE at the NE75th st intersection would really help the bottle neck in that area.	9/8/2016 9:26 PM
364	One issue with sidewalks around here is that there's often very poor owner maintenance. Most sidewalks here have a square pattern in the concrete, and are 3 squares wide. However, there are many houses with only 1-2 squares of width that aren't overgrown, or have low overhanging branches, or big root heaves, that make it much less enjoyable to walk, and I imagine for less able people poses real hazards and challenges.	9/8/2016 9:12 PM
365	There are many people who walk through 73rd street and climb the boulders leading to the church parking lot. Climbing these boulders is dangerous and I'd like to see stairs installed there so pedestrians can use it safely even when it's wet and dark during the winter.	9/8/2016 7:48 PM

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366	I just don't see 35TH AVE NE as a high priority repaving area despite it being so close to where I live. The pavements on 35TH are fine as far as I am concerned. The most glaring street that I walk on that needs improvement is NE50TH Street between 30TH AVE NE and 35TH AVE NE and 39TH AVE NE/BLAKELEY BETWEEN 35TH AVE NE AND about 40TH AVE NE (runs alongside the BG Trail). These are almost completely unpaved and feel like the developing world. On 39TH AVE NE better connections with the BG trail would be good.	9/8/2016 6:44 PM
367	Please re-pave, nothing else.	9/8/2016 6:16 PM
368	Again, please use a contractor who will take pride in doing a good paving job. The last one was terrible.	9/8/2016 6:07 PM
369	Keep bikes off streets in this area. Put them on trails, not arterial so.	9/8/2016 5:13 PM
370	NE 50th St between 35th Ave NE and Blakeley desperately needs a sidewalk.	9/8/2016 4:48 PM
371	Do you have a phone app for all systems for construction updates?	9/8/2016 4:42 PM
372	Please Please don't get rid of the street parking on University way NE. We rely on it for our customers to come to our business. They already have a hard time finding street parking near us, and if you were to remove the parking, we will have to move:-(9/8/2016 3:52 PM
373	Please add a cross walk on 50th, crossing 35th. Pedestrians have a hard time crossing here. Also, as a resident of a home on 35th ave NE, parking is difficult. The restrictions of no parking from 4-6 pm may make sense for traffic flow but are burdensome on our family, with two young children. We find that when cars are parked on the street, people actually drive slower and more cautiously. When there are no parked cars, people speed by, often more than 40 mph, which is dangerous. I would like to see more open parking times for this reason. I think a bike lane would make sense along a street that parallels 35th, but not a dedicated bike lane on 35th, which would lead to traffic delays and back ups. Thank you for your hard work!	9/8/2016 3:10 PM
374	I would prefer that the city focus on automobile traffic on 35th. I think that some of the recent projects have prioritized biking, and, by so doing, have made car travel less safe. I would like a protected left traffic light at 35th and 55th	9/8/2016 3:01 PM
375	No bike lanes on 35th. The corridor is to crowded with buses and cars. 39 th is a greenway and is a much safer alternate. If possible put in bus cutouts so cars can keep moving. Proper left hand turn lane at 65th, 70th and 75th is needed.	9/8/2016 1:05 PM
376	I live on 34th Ave NE between 75th and 73rd. People use this road to get around traffic and drive way too fast. I am concerned the repaving will push more drivers to speed down the street. As a mother of a toddler, I'm concerned about our safety.	9/8/2016 12:09 PM
377	40th Ave from 70th to 75th is torn up especially with the detours and bus travel that came through because of Sand Point Way being closed off last year. it's be nice to see the potholes fixed.	9/8/2016 9:59 AM
378	Please consider improving signage and lane markings on eastbound NE 75th between 12th Ave NE and 15th Ave NE (adjacent to the planned re-paving). Because of the slight rise, poorly placed "merge" sign (especially for drivers turning east from 12th), and lack of pavement markings, the merge area is a complete mess.	9/8/2016 2:06 AM
379	More "bulbs" at crosswalks, more of the on-demand blinking crosswalk lights, more special pavement treatments in crosswalks.	9/7/2016 10:12 PM
380	We have new Pedestrian zones at some of the corners of 35th; we're trying to make that area more pedestrian friendly. Right now, 35th is more like a little Aurora -- it's built for cars and not pedestrians, and drivers often go 40-45 mph through the core business districts. Please redesign car and pedestrian flow for 35th.	9/7/2016 9:50 PM
381	Curb bulbs to shorten crossing distances on NE 35th at 75th and 85th would help safety. Crossing at both of those locations can be tricky, with nearby driveways adding to the danger.	9/7/2016 8:44 PM
382	I think it is really good idea to pave 35th as it needs it. I would recommend going further north up to 95th as the pavement between 95th and 87th needs work. Also, the recent micro surfacing on the side roads in Wedgewood seems to be inconsistent. Some roads look ok, but other streets the microsurfacing slurry seems to be wearing off and much of the little traction rocks are already loosening. It also doesn't look very good either. I know it isn't as aesthetically pleasing as new asphalt, but the microsurfaced look is really bad.	9/7/2016 8:44 PM
383	Please include designated bike lanes. Also, for safety purposes, 35th Ave NE needs left turn lights at the major intersections, or the cars keep swerving around each other and it's so unsafe for pedestrians and bikers as well as drivers.	9/7/2016 8:11 PM
384	Our side streets are deplorable - a system of patch on patch, Wherever you have a bus route - other than concrete paving, the roads are a mess and disintegrate quickly.	9/7/2016 6:44 PM
385	Please add protected bike lanes ... not painted lanes in the door zone.	9/7/2016 5:41 PM
386	Street diets are fantastic. They are calming and they control the bad drivers that speed and cut in and out. Adding that kind of certainty to the streets is of the highest priority to create safe conditions for all modes of travel	9/7/2016 5:24 PM

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387	More x-walks with flashing lights needed. Like lane narrowing at x-walks!	9/7/2016 4:33 PM
388	Parts of 15th Ave (specifically north of 65th) and University Ave (just south of Ravenna Blvd.) are extra wide. These segments should have protected bike lanes incorporated in the repaving process. If the incorporation of bike lanes is not feasible then there should be a clearly marked second lane added. As it is now, these parts of the road are confusing for me as a driver and dangerous for me as a pedestrian/bike rider.	9/7/2016 4:32 PM
389	Review the use of bike lanes versus car lanes. Return some high car traffic streets to four lanes, such as Roosevelt Way NE/15th NE from Northgate Way to 125th Street.	9/7/2016 4:02 PM
390	The bigger issue on 35th ave NE is that there is no room for passing cars between NE 65th and NE 55th. Cars are constantly swerving into opposite lane of traffic because the lanes are too narrow with parked cars. Scary. Also, have you ever tried to head from lake city to the UW down lake city way and turn down 15th? There is no easy way to get there without cutting down crowded side streets. Again, how about a left turn signal? Needed more than repaving in my opinion.	9/7/2016 3:22 PM
391	The arterial streets of 65th and 75th going EB to Magnuson Park and WB to I-5 need to be redone as well. Many people drive these streets to get to the freeway.	9/7/2016 3:15 PM
392	We need trees along both streets (15th and 35th) in the spots where tree pits are currently empty. The stoplight / traffic at 35th and 75th desperately needs improvement. We need a left turn lane / signal to go from 35th to 75th. That always backs up and creates dangerous situations. I cringe every day when I have to pick my daughter up from preschool at Pinehurst and then have to make the left turn onto 75th.	9/7/2016 3:07 PM
393	It's rare to see bikers on 35th Ave NE because it's such a narrow street and cars travel relatively fast on it. I hope that will change.	8/29/2016 12:49 PM
394	DO NOT put in any bike lanes at the expense of car lanes. This is ridiculous and will drive commerce away from the city in droves.	8/23/2016 6:30 PM
395	A couple of years ago, part of 56th Street (between Latona and Kenwood) were repaved. The section of 56th between Kenwood and Meridian is horrid and should also be repaved! Roosevelt - I really hate that the parking on the north side of the road (between 50th and 65) was turned into a bike lane and the parallel street to the north of Roosevelt (not sure of the name) is now parking on both sides. It's so tight to drive through that area now and I grit my teeth every time I have to turn onto it! Trying to park to go to one of the businesses on Roosevelt is now hard since parking was cut in half. Bike lanes are great, but not when they take away from parking and make it harder to navigate the roads!	8/23/2016 4:22 PM

Q17 What's your email address?

Answered: 323 Skipped: 327

#	Responses	Date
1	lspiegler@hotmail.com	9/21/2016 9:31 AM
2	robertrenouard@comcast.net	9/20/2016 9:30 PM
3	jonathan.freedman@mac.com	9/20/2016 10:57 AM
4	wnorth@amazon.com	9/19/2016 9:14 PM
5	tom@seattlebikeblog.com	9/19/2016 10:39 AM
6	smgreene27@yahoo.com	9/19/2016 9:50 AM
7	michaelsuzanneglover@gmail.com	9/18/2016 9:52 PM
8	cindym0711@gmail.com	9/18/2016 11:22 AM
9	cport@comcast.net	9/17/2016 5:17 PM
10	kstevens501@gmail.com	9/17/2016 1:52 PM
11	mmbress@gmail.com	9/17/2016 11:28 AM
12	short.doug@gmail.com	9/17/2016 10:35 AM
13	ctcherrier@hotmail.com	9/17/2016 9:49 AM
14	sep102@gmail.com	9/16/2016 7:58 PM

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16	cedar13@juno.com	9/16/2016 5:01 PM
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18	elliott.smith.uw@gmail.com	9/16/2016 12:32 PM
19	ianhami@hotmail.com	9/16/2016 12:21 PM
20	alexedelman@gmail.com	9/16/2016 11:38 AM
21	monicajhaddock@gmail.com	9/16/2016 10:19 AM
22	gfrol@goloanstar.com	9/16/2016 9:54 AM
23	jjwheat@hotmail.com	9/16/2016 9:25 AM
24	rangerlarsen@msn.com	9/16/2016 9:23 AM
25	brianstephenspratt@gmail.com	9/16/2016 9:21 AM
26	Michael.arch@gmail.com	9/16/2016 8:05 AM
27	andyhaner@yahoo.com	9/16/2016 12:57 AM
28	stevehaak@gmail.com	9/16/2016 12:24 AM
29	lcalvert10@hotmail.com	9/15/2016 11:52 PM
30	barbrose@uw.edu	9/15/2016 11:15 PM
31	le.terpstra@comcast.net	9/15/2016 9:41 PM
32	nancy@blases.org	9/15/2016 8:53 PM
33	kiyotakatanaka@comcast.net	9/15/2016 8:20 PM
34	lw_on_the_road@yahoo.com	9/15/2016 7:53 PM
35	goodthings4sale@comcast.net	9/15/2016 7:42 PM
36	the.ham.fam@comcast.net	9/15/2016 6:01 PM
37	Chris@lauckhart.com	9/15/2016 4:55 PM
38	Giffordcasey@gmail.com	9/15/2016 4:24 PM
39	safesler@gmail.com	9/15/2016 4:21 PM
40	geom@uw.edu	9/15/2016 2:26 PM
41	erbarclay@msn.com	9/15/2016 1:08 PM
42	prabbate@ms.com	9/15/2016 11:09 AM
43	lgruner3@outlook.com	9/15/2016 10:39 AM
44	Rlhbmu@gmail.com	9/15/2016 10:00 AM
45	hermyu@gmail.com	9/14/2016 10:29 PM
46	jengoldman@hotmail.com	9/14/2016 10:21 PM
47	elleman@outlook.com	9/14/2016 10:05 PM
48	Betsyw@comcast.net	9/14/2016 9:32 PM
49	llovetack@gmail.com	9/14/2016 9:26 PM
50	whitneygriesbach@gmail.com	9/14/2016 9:23 PM
51	Todd_hannah@yahoo.com	9/14/2016 9:09 PM
52	spuddybuddy@ubertuber.org	9/14/2016 8:55 PM
53	jmbaresh@q.com	9/14/2016 7:44 PM
54	madickerson@gmail.com	9/14/2016 6:20 PM
55	stonesk@myuw.net	9/14/2016 6:18 PM

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56	vanbronkhorst@gmail.com	9/14/2016 5:43 PM
57	98115	9/14/2016 5:42 PM
58	jeffcoonen@gmail.com	9/14/2016 5:08 PM
59	amycware@hotmail.com	9/14/2016 4:34 PM
60	lmhaverstock@gmail.com	9/14/2016 4:32 PM
61	weybright109@gmail.com	9/14/2016 4:16 PM
62	megan.mckean@comcast.net	9/14/2016 4:07 PM
63	sfutesc@gmail.com	9/14/2016 3:43 PM
64	twomeo@seanet.com	9/14/2016 3:38 PM
65	Susanjames2112&@gmail.com	9/14/2016 1:55 PM
66	chris.gatenby@gmail.com	9/14/2016 1:52 PM
67	boni.steve@gmail.com	9/14/2016 1:49 PM
68	caughemm@outlook.com	9/14/2016 1:38 PM
69	anita.griffin@comcast.net	9/14/2016 1:23 PM
70	Jansmsm@yahoo.com	9/14/2016 1:05 PM
71	ajkreshock@gmail.com	9/14/2016 12:56 PM
72	avgoodchild@gmail.com	9/14/2016 12:17 PM
73	joechris.clare@gmail.com	9/14/2016 12:00 PM
74	jwsfga@aol.com	9/14/2016 11:10 AM
75	machikoshoji@yahoo.com	9/14/2016 10:59 AM
76	marni.klein@yahoo.com	9/14/2016 10:43 AM
77	jolorio@comcast.net	9/14/2016 10:31 AM
78	mboeglin@gmail.com	9/14/2016 9:58 AM
79	dnjan@msn.com	9/14/2016 8:14 AM
80	sara_early@yahoo.com	9/14/2016 7:16 AM
81	Mallorylouisesnull@gmail.com	9/14/2016 5:46 AM
82	rachelr@seattlerep.org	9/14/2016 1:20 AM
83	adriennefiona@yahoo.com	9/13/2016 11:05 PM
84	Colby_whitton4@msn.com	9/13/2016 10:15 PM
85	faunsea@gmail.com	9/13/2016 9:12 PM
86	davidroychen@gmail.com	9/13/2016 8:56 PM
87	hmshorn@yahoo.com	9/13/2016 8:29 PM
88	miller.ash@gmail.com	9/13/2016 7:50 PM
89	seasaswa@yahoo.com	9/13/2016 7:29 PM
90	aronofthedreaming@gmail.com	9/13/2016 7:00 PM
91	jamesrpfeiffer@gmail.com	9/13/2016 5:56 PM
92	mdmaltby@earthlink.net	9/13/2016 5:53 PM
93	lisasecan@gmail.com	9/13/2016 5:26 PM
94	fastcj.mobile@gmail.com	9/13/2016 4:31 PM
95	scott.bonjukian@hotmail.com	9/13/2016 4:26 PM
96	weemallard@comcast.net	9/13/2016 4:15 PM

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97	bellotto.gill@comcast.net	9/13/2016 4:13 PM
98	charlielaboda@comcast.net	9/13/2016 3:04 PM
99	jan.jacobs@americanseafoods.com	9/13/2016 2:33 PM
100	ian.strader@gmail.com	9/13/2016 2:05 PM
101	macki@seanet.com	9/13/2016 1:33 PM
102	hmtully@uw.edu	9/13/2016 1:25 PM
103	jlsasser@earthlink.net	9/13/2016 12:37 PM
104	jstoltzfus@gmail.com	9/13/2016 12:31 PM
105	dnmaider@gmail.com	9/13/2016 12:11 PM
106	letnisad@gmail.com	9/13/2016 12:05 PM
107	wheelieking@gmail.com	9/13/2016 11:24 AM
108	pat_morley@yahoo.com	9/13/2016 11:15 AM
109	barbmcmahon02@hotmail.com	9/13/2016 11:08 AM
110	kptrease@gmail.com	9/13/2016 11:04 AM
111	azcolin@gmail.com	9/13/2016 10:58 AM
112	maiad@aol.com	9/13/2016 10:19 AM
113	dilinger@queued.net	9/13/2016 10:08 AM
114	ejervin@live.com	9/13/2016 9:55 AM
115	biguglyfish@hotmail.com	9/13/2016 9:47 AM
116	michelespruance@gmail.com	9/13/2016 9:47 AM
117	michaelm@sidlon.com	9/13/2016 9:31 AM
118	aesobie@gmail.com	9/13/2016 9:30 AM
119	shannoninmotion@gmail.com	9/13/2016 9:23 AM
120	pope.kevin@gmail.com	9/13/2016 9:20 AM
121	richlaura3@comcast.net	9/13/2016 8:54 AM
122	questfortruthagain2015@gmail.com	9/13/2016 8:40 AM
123	krm1012@live.com	9/13/2016 8:24 AM
124	john.schussler@gmail.com	9/13/2016 8:07 AM
125	Lisstuller@gmail.com	9/13/2016 7:38 AM
126	michcon@comcast.net	9/13/2016 6:33 AM
127	maderh@yahoo.com	9/13/2016 6:29 AM
128	rouletn@w-link.net	9/13/2016 6:02 AM
129	Davcarl62@hotmail.com	9/13/2016 5:43 AM
130	mwpenk09@gmail.com	9/13/2016 5:34 AM
131	Sarajane3h@comcast.net	9/13/2016 1:09 AM
132	PDTAYLOR@ATT.NET	9/12/2016 11:03 PM
133	robertnorheim@hotmail.com	9/12/2016 10:59 PM
134	krdickeman@msn.com	9/12/2016 10:38 PM
135	brian.mattern@gmail.com	9/12/2016 10:35 PM
136	jmviydo@windermere.com	9/12/2016 10:27 PM
137	colby@odonnell.cx	9/12/2016 10:19 PM

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138	Lrooney1@gmail.com	9/12/2016 10:01 PM
139	ann@odonnell.cx	9/12/2016 9:53 PM
140	Suzanne.randall@gmail.com	9/12/2016 9:51 PM
141	vincent.miller@comcast.net	9/12/2016 9:51 PM
142	lani@tjp.us	9/12/2016 9:47 PM
143	elwood_proxy@mac.com	9/12/2016 9:42 PM
144	lwerbel@yahoo.com	9/12/2016 9:39 PM
145	kraywood@gmail.com	9/12/2016 9:36 PM
146	ebonipart@comcast.net	9/12/2016 9:31 PM
147	William.Gerdes@gmail.com	9/12/2016 9:26 PM
148	caitlin.k.hart@gmail.com	9/12/2016 9:19 PM
149	rjbeg123@aol.com	9/12/2016 9:17 PM
150	dreinhar9@aol.com	9/12/2016 9:04 PM
151	jpnancar@gmail.com	9/12/2016 9:03 PM
152	thesaltvigs@aol.com	9/12/2016 8:58 PM
153	Dominic.chiarelli@gmail.com	9/12/2016 8:39 PM
154	akknox@gmail.com	9/12/2016 8:31 PM
155	drohraba@gmail.com	9/12/2016 8:24 PM
156	jpharvey47@yahoo.com	9/12/2016 8:22 PM
157	Mlmcint@gmail.com	9/12/2016 8:18 PM
158	Sarasmccoy@msn.com	9/12/2016 8:11 PM
159	Sdofelmier@hotmail.com	9/12/2016 8:06 PM
160	tcbressey@msn.com	9/12/2016 8:00 PM
161	sean.pender@gmail.com	9/12/2016 7:52 PM
162	daihard@gmail.com	9/12/2016 7:35 PM
163	Jprovenson@gmail.com	9/12/2016 7:26 PM
164	nancycrowley@hotmail.com	9/12/2016 7:24 PM
165	am98125.maguire@gmail.com	9/12/2016 7:05 PM
166	sinclair.lindsey@gmail.com	9/12/2016 7:01 PM
167	llittle@gmail.com	9/12/2016 6:52 PM
168	ezmist@comcast.net	9/12/2016 6:49 PM
169	greensh123@comcast.net	9/12/2016 6:48 PM
170	tjmcnulty@msn.com	9/12/2016 6:46 PM
171	lacugnamiller@comcast.net	9/12/2016 6:39 PM
172	patjan@uw.edu	9/12/2016 6:35 PM
173	Rissa523@gmail.com	9/12/2016 6:11 PM
174	Duffphil@hotmail.com	9/12/2016 5:45 PM
175	stefanba3@gmail.com	9/12/2016 5:37 PM
176	muddywombat@gmail.com	9/12/2016 5:34 PM
177	afabrell@hotmail.com	9/12/2016 5:20 PM
178	Sminer@windermere.com	9/12/2016 5:16 PM

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179	tread20@comcast.net	9/12/2016 5:14 PM
180	grantkeg@hotmail.com	9/12/2016 5:11 PM
181	Shelagh@lastkisscomics.com	9/12/2016 5:09 PM
182	Shermmail@gmail.com	9/12/2016 5:06 PM
183	ljsandia@msn.com	9/12/2016 5:00 PM
184	aletheawestover@gmail.com	9/12/2016 4:58 PM
185	Ann.nez@icloud.com	9/12/2016 4:55 PM
186	Tifferjohnson@gmail.com	9/12/2016 4:55 PM
187	davidbedwell@yahoo.com	9/12/2016 4:55 PM
188	theyerkes@comcast.net	9/12/2016 4:54 PM
189	r_millar@comcast.net	9/12/2016 4:52 PM
190	kozy3kozy3@gmail.com	9/12/2016 4:51 PM
191	Nemstuyt@gmail.com	9/12/2016 4:44 PM
192	Joelb@wardscove.com	9/12/2016 4:39 PM
193	rushbarbara3@gmail.com	9/12/2016 4:39 PM
194	Pjcorr2@comcast.net	9/12/2016 4:36 PM
195	jim@mrgseattle.com	9/12/2016 4:33 PM
196	Deniseb33@comcast.net	9/12/2016 4:32 PM
197	bbonipart@gmail.com	9/12/2016 4:26 PM
198	skodama@nwrain.com	9/12/2016 4:25 PM
199	cbyrne@ssfengineers.com	9/12/2016 4:22 PM
200	tcolewa@yahoo.com	9/12/2016 4:04 PM
201	Finelli1977@gmail.com	9/12/2016 2:21 PM
202	lee@destinationtiki.com	9/12/2016 1:58 PM
203	liam.bradshaw@gmail.com	9/12/2016 1:39 PM
204	john_obrien1@hotmail.com	9/12/2016 12:58 PM
205	vmcgovern@ollseattle.org	9/12/2016 11:39 AM
206	Schelan2001@yahoo.com	9/12/2016 10:15 AM
207	kgbkgb43@gmail.com	9/12/2016 10:10 AM
208	maryigreen@comcast.net	9/12/2016 9:54 AM
209	lisa@awnmed.com	9/12/2016 9:42 AM
210	ingamanskopf@msn.com	9/12/2016 8:58 AM
211	jshahn@comcast.net	9/11/2016 10:14 PM
212	pthan41@gmail.com	9/11/2016 9:58 PM
213	Sam.n.thomas@gmail.com	9/11/2016 8:51 PM
214	mjsannella@acm.org	9/11/2016 6:20 PM
215	amylodwig@gmail.com	9/11/2016 6:12 PM
216	jennejames@hotmail.com	9/11/2016 5:23 PM
217	joebcks7@gmail.com	9/11/2016 3:35 PM
218	jneff48@aol.com	9/11/2016 3:19 PM
219	danieljdenman@gmail.com	9/11/2016 2:12 PM

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220	rtubuff@msn.com	9/11/2016 1:26 PM
221	RWMaas@gmail.com	9/11/2016 1:26 PM
222	marci.retsof@ymail.com	9/11/2016 1:11 PM
223	DAPHNE_D@HOTMAIL.COM	9/11/2016 1:06 PM
224	happyenciso@hotmail.com	9/11/2016 12:38 PM
225	williamwilcock@gmail.com	9/11/2016 12:37 PM
226	rickkeating@msn.com	9/11/2016 12:36 PM
227	dsschneider@mac.com	9/11/2016 12:18 PM
228	mmzapico@yahoo.com	9/11/2016 11:50 AM
229	marebon@yahoo.com	9/11/2016 11:36 AM
230	devnullsa@gmail.com	9/11/2016 11:36 AM
231	lisa@lisagrimm.com	9/11/2016 11:01 AM
232	sfletcher419@gmail.com	9/11/2016 10:50 AM
233	andrewcnelson@hotmail.com	9/11/2016 10:15 AM
234	ansea2003@ymail.com	9/11/2016 8:52 AM
235	josatz@aol.com	9/10/2016 10:26 PM
236	ejpowicke@gmail.com	9/10/2016 10:21 PM
237	mwgormancom@gmail.com	9/10/2016 7:06 PM
238	peterhan@microsoft.com	9/10/2016 7:01 PM
239	Christophe.guittard@gmail.com	9/10/2016 6:51 PM
240	wfishe3162@comcast.net	9/10/2016 6:24 PM
241	ScottKublyshouldquit@seattle.gov	9/10/2016 5:10 PM
242	wpharris47@gmail.com	9/10/2016 5:04 PM
243	dongillisjr@gmail.com	9/10/2016 4:33 PM
244	lindseyk@vt.edu	9/10/2016 3:26 PM
245	amybarone76@gmail.com	9/10/2016 11:34 AM
246	roymason@outlook.com	9/10/2016 11:15 AM
247	annette@mcgary.cc	9/10/2016 10:52 AM
248	moskoj@gmail.com	9/10/2016 9:35 AM
249	callanatzke@gmail.com	9/10/2016 9:12 AM
250	emily.k.donaldson@gmail.com	9/10/2016 9:01 AM
251	lericksonms@gmail.com	9/10/2016 8:33 AM
252	mattfoxseattle@hotmail.com	9/10/2016 8:14 AM
253	pstemmen@hotmail.com	9/10/2016 7:47 AM
254	steve6320@gmail.com	9/9/2016 11:18 PM
255	Apartmentbuitenveldert@gmail.com	9/9/2016 11:06 PM
256	gallobrown11@gmail.com	9/9/2016 10:55 PM
257	fisherg@gmail.com	9/9/2016 9:21 PM
258	brantleycoleman@gmail.com	9/9/2016 8:47 PM
259	ajdonim@gmail.com	9/9/2016 8:41 PM
260	eleanorboba@comcast.net	9/9/2016 8:12 PM

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261	maryreeder@hotmail.com	9/9/2016 7:55 PM
262	chuck-ss@hotmail.com	9/9/2016 7:46 PM
263	schapstl@gmail.com	9/9/2016 7:15 PM
264	j_vandersluis@hotmail.com	9/9/2016 6:38 PM
265	rwfetty@msn.com	9/9/2016 6:32 PM
266	asieberson@gmail.com	9/9/2016 6:27 PM
267	kristileland@gmail.com	9/9/2016 6:13 PM
268	mollydmike@msn.com	9/9/2016 6:04 PM
269	erikn@icloud.com	9/9/2016 5:42 PM
270	pleasepleasemrpostman@yahoo.com	9/9/2016 5:30 PM
271	davekaplan2000@yahoo.com	9/9/2016 5:03 PM
272	jeffwilner@mac.com	9/9/2016 4:55 PM
273	laurenelgee@gmail.com	9/9/2016 4:48 PM
274	gerald.tobin@comcast.net	9/9/2016 4:30 PM
275	weston.powell@gmail.com	9/9/2016 4:15 PM
276	noel_nutball@hotmail.com	9/9/2016 4:04 PM
277	Jdub356@gmail.com	9/9/2016 4:03 PM
278	jsweigert@mariners.com	9/9/2016 3:57 PM
279	hughandjanetkimball@yahoo.com	9/9/2016 3:55 PM
280	Torijean75@gmail.com	9/9/2016 3:48 PM
281	krisicj@msn.com	9/9/2016 3:20 PM
282	blbetch@centurylink.net	9/9/2016 3:18 PM
283	r_steele@q.com	9/9/2016 2:59 PM
284	abfrazer@yahoo.com	9/9/2016 2:28 PM
285	liz.dodds@gmail.com	9/9/2016 1:38 PM
286	andrea.seattle@gmail.com	9/9/2016 12:25 PM
287	mikeyfinn@gmail.com	9/9/2016 11:55 AM
288	Peggy_Booth_21@comcast.com	9/9/2016 11:52 AM
289	NOYB!	9/9/2016 7:44 AM
290	Nicoli.q@gmail.com	9/8/2016 7:30 PM
291	martingunn@gmail.com	9/8/2016 6:44 PM
292	Newmanheather@comcast.net	9/8/2016 5:13 PM
293	evlope@gmail.com	9/8/2016 5:07 PM
294	cjsnee@gmail.com	9/8/2016 4:48 PM
295	vrleland@hotmail.com	9/8/2016 4:42 PM
296	dan@rodbikes.com	9/8/2016 3:52 PM
297	Travisjocufley@yahoo.com	9/8/2016 3:10 PM
298	regan.e.mcbride@gmail.com	9/8/2016 2:43 PM
299	Janetter@gmail.com	9/8/2016 12:10 PM
300	jasonrsimonds@gmail.com	9/8/2016 11:22 AM
301	bdm@sprylo.com	9/8/2016 2:06 AM

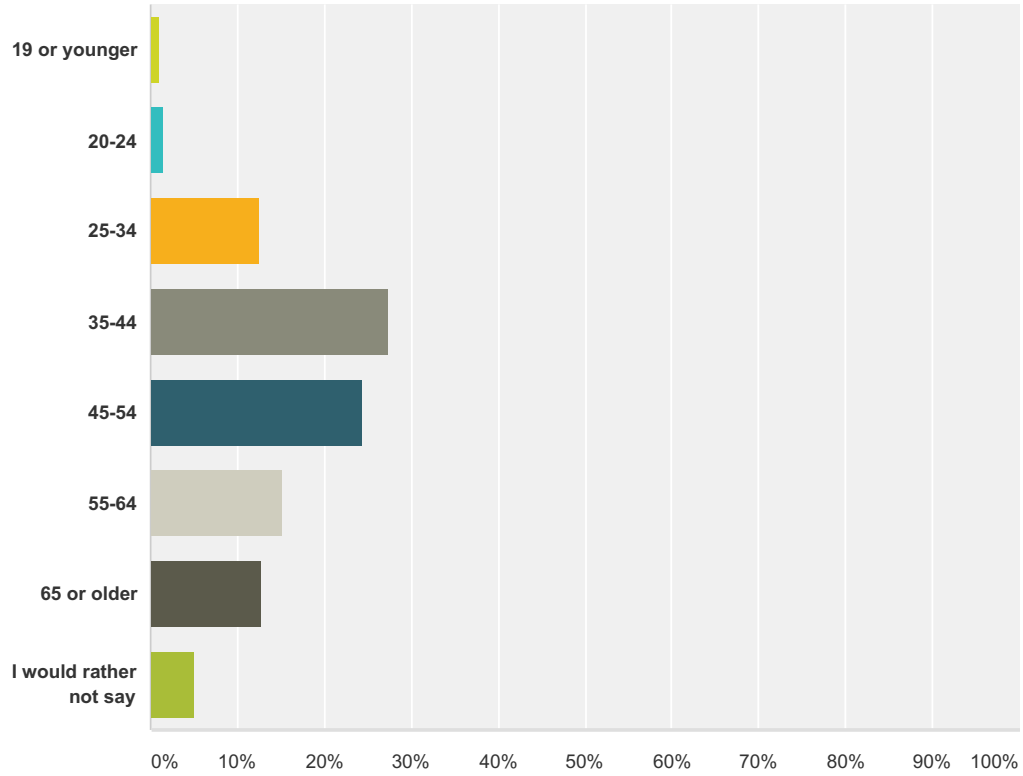
2018 Arterial Paving Questionnaire - Northeast Seattle

302	Adagiogs@comcast.net	9/7/2016 10:23 PM
303	gordondass@yahoo.com	9/7/2016 10:12 PM
304	marybethcrow@gmail.com	9/7/2016 9:50 PM
305	Park37@gmail.com	9/7/2016 8:19 PM
306	Annesavery@yahoo.com	9/7/2016 8:16 PM
307	Forrester.tanya@gmail.com	9/7/2016 8:12 PM
308	leighrealm@cs.com	9/7/2016 8:10 PM
309	jebendich@comcast.net	9/7/2016 6:44 PM
310	ohhoward@gmail.com	9/7/2016 5:41 PM
311	gsbarnes@gmail	9/7/2016 5:37 PM
312	JeanneMuir@me.com	9/7/2016 5:25 PM
313	valariebunn@msn.com	9/7/2016 5:04 PM
314	Nancyb4241@gmail.com	9/7/2016 4:33 PM
315	gabrielle.glass@gmail.com	9/7/2016 4:32 PM
316	Rebeccaschellings@gmail.com	9/7/2016 3:23 PM
317	suziestephan@gmail.com	9/7/2016 3:15 PM
318	jdilley2@gmail.com	9/7/2016 3:07 PM
319	rkling@mac.com	9/1/2016 3:17 PM
320	james.stack@gmail.com	8/29/2016 12:49 PM
321	nycgirl26@gmail.com	8/24/2016 11:25 PM
322	mrs.katylin@yahoo.com	8/23/2016 7:10 PM
323	anita@anitaelder.com	8/23/2016 4:23 PM

Q18 What is your age?

Answered: 596 Skipped: 54

2018 Arterial Paving Questionnaire - Northeast Seattle

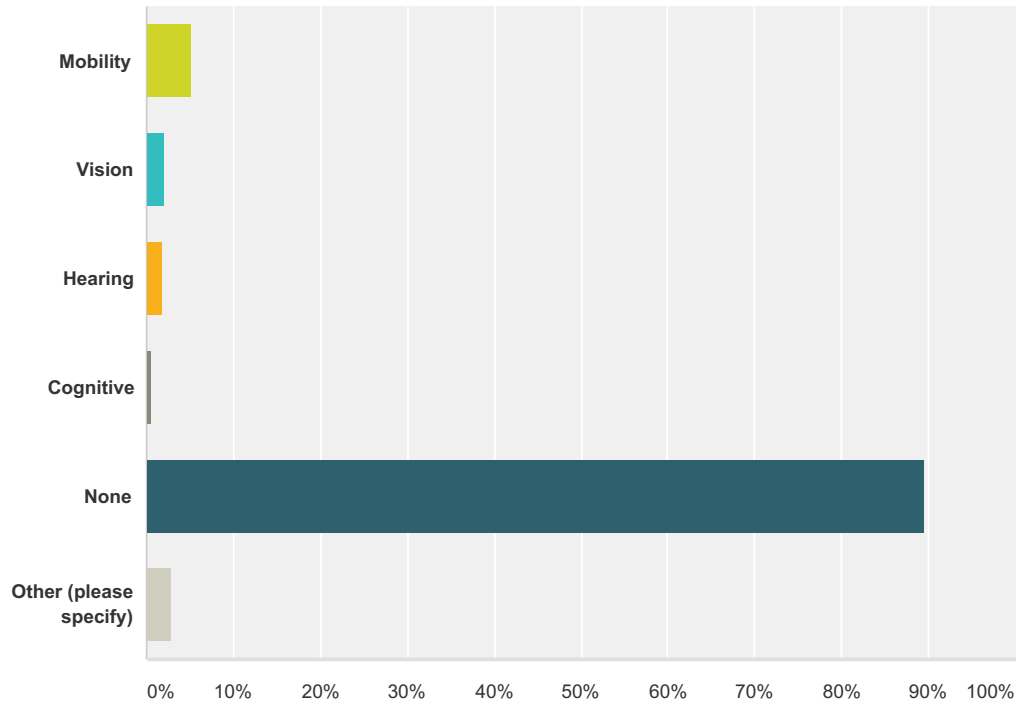


Answer Choices	Responses	
19 or younger	1.01%	6
20-24	1.51%	9
25-34	12.58%	75
35-44	27.35%	163
45-54	24.50%	146
55-64	15.27%	91
65 or older	12.75%	76
I would rather not say	5.03%	30
Total		596

Q19 Do you have a disability? (Check all that apply)

Answered: 554 Skipped: 96

2018 Arterial Paving Questionnaire - Northeast Seattle



Answer Choices	Responses	
Mobility	5.23%	29
Vision	2.17%	12
Hearing	1.81%	10
Cognitive	0.72%	4
None	89.53%	496
Other (please specify)	2.89%	16
Total Respondents: 554		

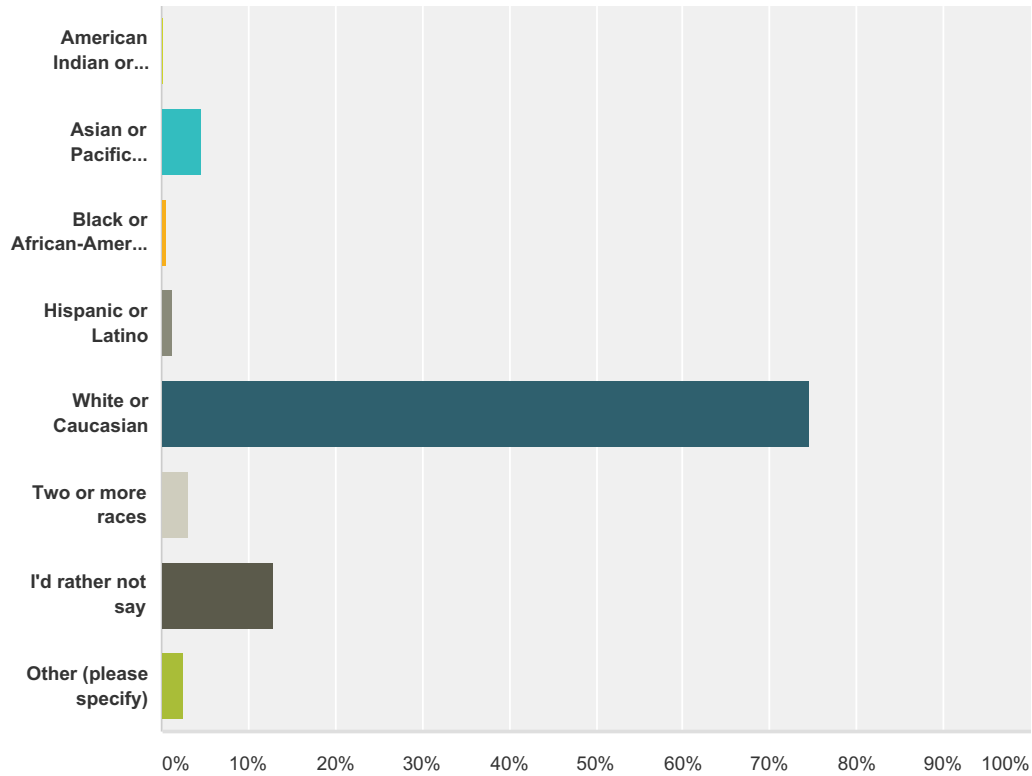
#	Other (please specify)	Date
1	arthritis affects my ability to move quickly as I age.	9/16/2016 5:03 PM
2	not severe	9/14/2016 4:01 PM
3	Grumpy, prematurely-old, crotchity conservative white male	9/14/2016 4:01 PM
4	My grandmother lives with me and she has a mobility disability	9/14/2016 11:19 AM
5	slight deafness in one ear	9/13/2016 1:02 PM
6	I don't, but members of my immediate family do.	9/13/2016 10:20 AM
7	No, but I have family members who do and I am very aware of the challenges faced by those with a disability.	9/13/2016 8:42 AM
8	son does so I appreciate the wheelchair ramps being added to corners for crossing.	9/12/2016 7:24 PM
9	chronic illness -- like a mobility disability but not as you're probably imagining it	9/12/2016 7:21 PM
10	Skullholes!	9/12/2016 9:47 AM
11	I feel scared about the traffic and in shape for walking but not biking because of not doing it enough.	9/11/2016 12:22 PM
12	I live in a Carp Tunnel!	9/11/2016 7:34 AM
13	Alternate Reality!	9/10/2016 7:50 AM

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14	Mental illness	9/8/2016 7:31 PM
15	None of your business	9/8/2016 6:17 PM
16	My child does and we need to use our car so we need to use our driveway. Please read my prior comment.	8/23/2016 7:11 PM

Q20 What race/ethnicity best describes you?

Answered: 575 Skipped: 75



Answer Choices	Responses
American Indian or Alaska Native	0.17% 1
Asian or Pacific Islander	4.52% 26
Black or African-American	0.70% 4
Hispanic or Latino	1.22% 7
White or Caucasian	74.61% 429
Two or more races	3.13% 18
I'd rather not say	13.04% 75
Other (please specify)	2.61% 15
Total	575

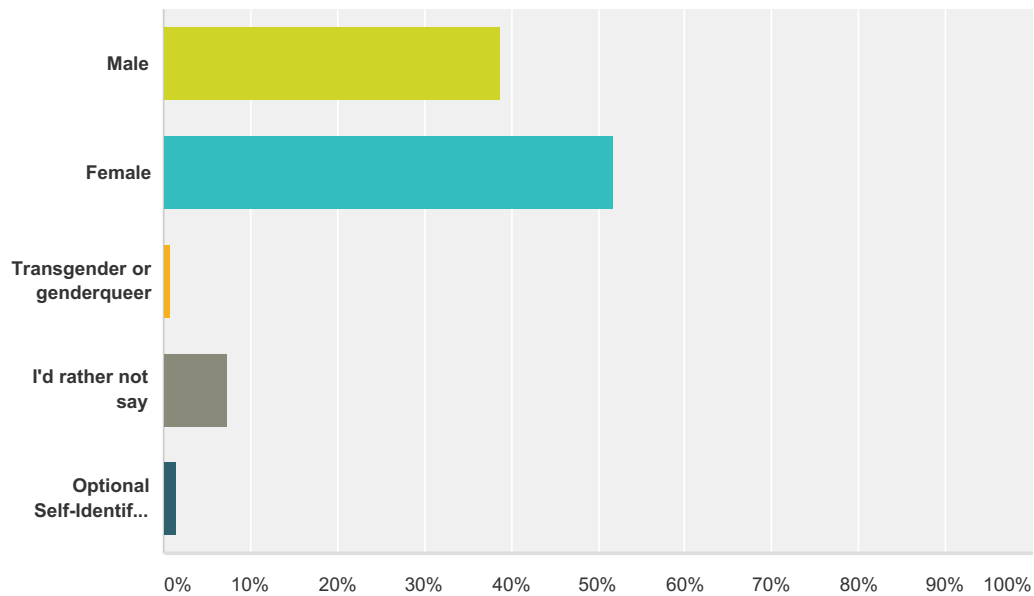
#	Other (please specify)	Date
1	Japanese American	9/21/2016 11:25 AM

2018 Arterial Paving Questionnaire - Northeast Seattle

2	White	9/15/2016 10:03 AM
3	Doesn't matter. Stupid question.	9/14/2016 1:15 PM
4	how does this pertain to this survey?	9/13/2016 10:22 AM
5	Other	9/13/2016 8:29 AM
6	does it really matter	9/13/2016 7:58 AM
7	Troglodyte!	9/12/2016 9:47 AM
8	I can't believe you ask this question	9/11/2016 10:27 PM
9	I am a White Latino.	9/11/2016 11:52 AM
10	Scandinavian	9/10/2016 12:08 PM
11	Arthropod!	9/10/2016 7:50 AM
12	You racists, always trying to put people into categories.	9/9/2016 2:47 PM
13	Human	9/9/2016 12:49 PM
14	from Uranus!	9/9/2016 7:46 AM
15	American	9/8/2016 3:53 PM

Q21 What gender do you identify with?

Answered: 583 Skipped: 67



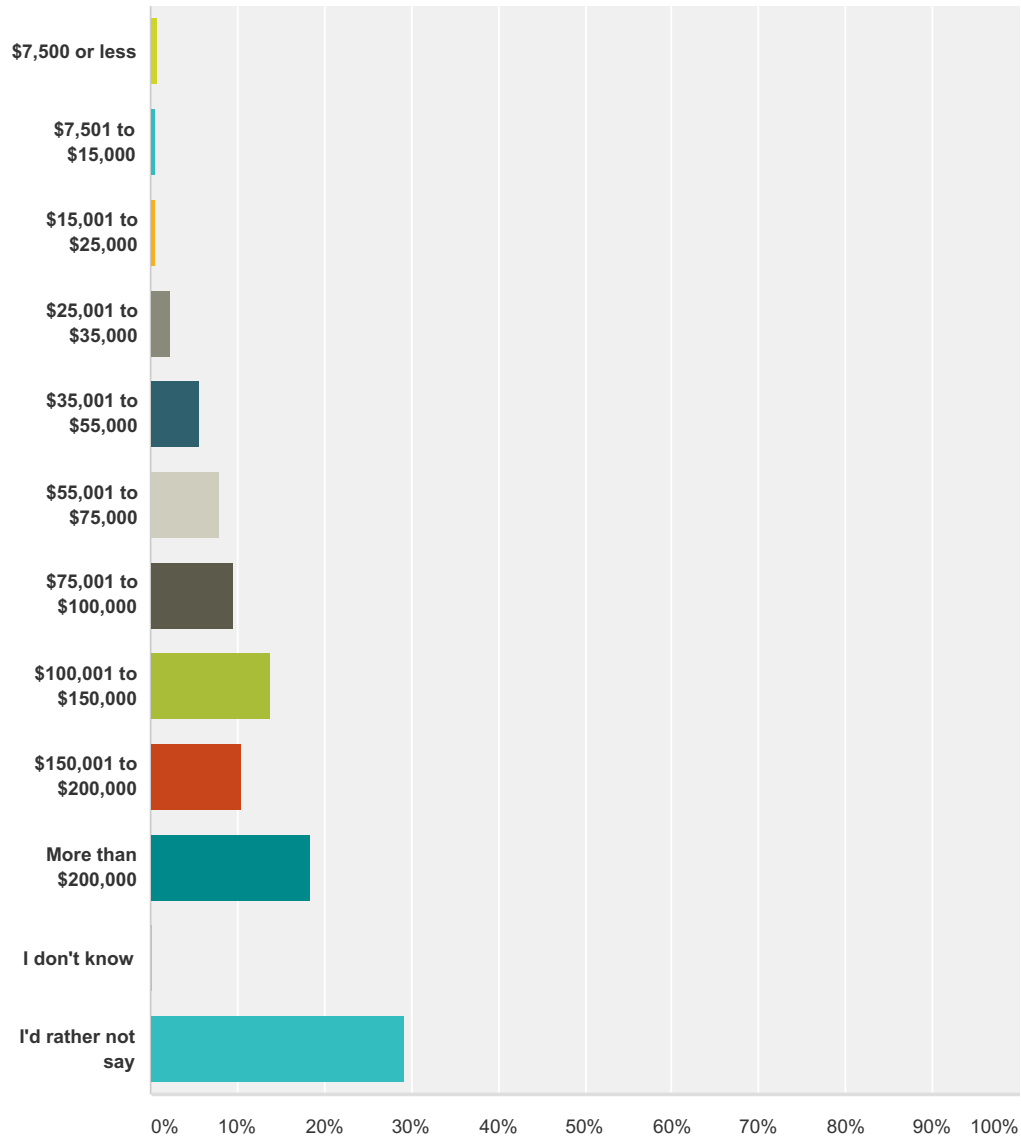
Answer Choices	Responses	Count
Male	38.77%	226
Female	51.80%	302
Transgender or genderqueer	0.86%	5
I'd rather not say	7.20%	42
Optional Self-Identification	1.37%	8
Total		583

2018 Arterial Paving Questionnaire - Northeast Seattle

#	Optional Self-Identification	Date
1	Pissed off voter due to wasteful levies	9/16/2016 3:36 PM
2	WTF? Why do you care? Again...has nothing to do with this issue. Stop it.	9/14/2016 1:15 PM
3	how does this pertain to this survey?	9/13/2016 10:22 AM
4	Moon Man!	9/12/2016 9:47 AM
5	I can't believe you ask this question	9/11/2016 10:27 PM
6	Ambivalent	9/10/2016 7:50 AM
7	See above.	9/9/2016 2:47 PM
8	BAMF	9/9/2016 12:49 PM

Q22 What is your annual household income?

Answered: 570 Skipped: 80



Answer Choices	Responses
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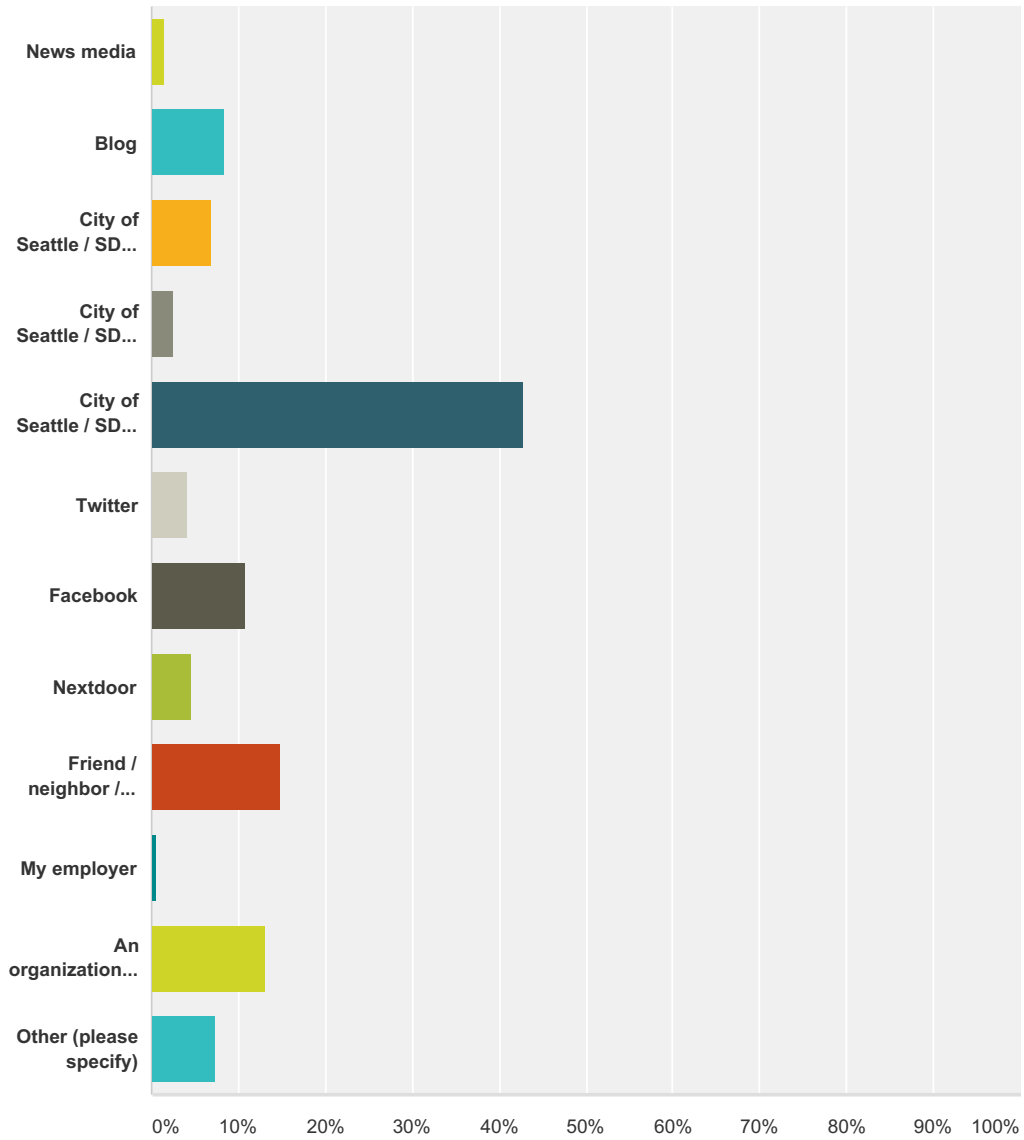
2018 Arterial Paving Questionnaire - Northeast Seattle

\$7,500 or less	0.88%	5
\$7,501 to \$15,000	0.70%	4
\$15,001 to \$25,000	0.70%	4
\$25,001 to \$35,000	2.28%	13
\$35,001 to \$55,000	5.61%	32
\$55,001 to \$75,000	7.89%	45
\$75,001 to \$100,000	9.65%	55
\$100,001 to \$150,000	13.86%	79
\$150,001 to \$200,000	10.53%	60
More than \$200,000	18.42%	105
I don't know	0.18%	1
I'd rather not say	29.30%	167
Total		570

Q23 How did you learn about this project? (Pick all that apply)

Answered: 597 Skipped: 53

2018 Arterial Paving Questionnaire - Northeast Seattle



Answer Choices	Responses
News media	1.51% 9
Blog	8.38% 50
City of Seattle / SDOT email	6.87% 41
City of Seattle / SDOT website	2.51% 15
City of Seattle / SDOT mailer	42.71% 255
Twitter	4.19% 25
Facebook	10.89% 65
Nextdoor	4.69% 28
Friend / neighbor / family member	14.91% 89
My employer	0.67% 4
An organization I'm involved with	13.07% 78

2018 Arterial Paving Questionnaire - Northeast Seattle

Other (please specify)	7.37%	44
Total Respondents: 597		

#	Other (please specify)	Date
1	STB	9/17/2016 10:36 AM
2	Block watch mailing list	9/16/2016 9:35 PM
3	The Urbanist	9/16/2016 12:15 PM
4	greenways listserv	9/15/2016 11:16 PM
5	Ravenna/Bryant community association	9/14/2016 10:22 PM
6	Bike shack	9/14/2016 5:05 PM
7	Nextdoor	9/14/2016 1:56 PM
8	church	9/14/2016 11:00 AM
9	school newsletter	9/13/2016 2:43 PM
10	Church	9/13/2016 1:05 PM
11	Greenways	9/13/2016 12:59 PM
12	Assumption Church	9/13/2016 12:48 PM
13	Church & School	9/13/2016 11:08 AM
14	My church	9/13/2016 10:01 AM
15	And I was getting curious from watching the surveyors.	9/13/2016 9:47 AM
16	I attend SDOT community meetings and I READ and listen.	9/13/2016 8:42 AM
17	mailer	9/13/2016 7:58 AM
18	Church	9/13/2016 6:53 AM
19	Ravennablog	9/12/2016 11:05 PM
20	church	9/12/2016 9:13 PM
21	Ravenna Bryant Community Association	9/12/2016 9:11 PM
22	ASB School	9/12/2016 8:46 PM
23	My church	9/12/2016 8:06 PM
24	church	9/12/2016 7:43 PM
25	my church	9/12/2016 7:24 PM
26	Church	9/12/2016 4:40 PM
27	school	9/12/2016 4:31 PM
28	Church	9/12/2016 4:25 PM
29	Wedgwood Community Council.	9/12/2016 2:22 PM
30	Martians!	9/12/2016 9:47 AM
31	random person came into our store at 5908 roosevelt way ne today, 9-11-16 and told us we had no warning about this bad plan untill now.	9/11/2016 3:37 PM
32	Wedgwood City Council notices	9/11/2016 1:08 PM
33	A little bird told me!	9/11/2016 7:34 AM
34	Psychic Friends!	9/10/2016 7:50 AM
35	Saw surveyors on the street	9/9/2016 1:39 PM
36	HOA at our condo	9/9/2016 11:53 AM

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37	Wedgwood Community Council	9/9/2016 11:51 AM
38	Nextdoor Wedgwood	9/7/2016 10:25 PM
39	Dept of Neighborhoods North Newsletter	9/7/2016 10:13 PM
40	The Wedgwood Echo online edition	9/7/2016 9:52 PM
41	Link from email received from Mayor.	9/7/2016 6:45 PM
42	Seattle Department of Neighborhoods newsletter -- North Edition	9/7/2016 5:05 PM
43	DON newsletter	9/7/2016 3:08 PM
44	Department of Neighborhoods newsletter	8/23/2016 4:23 PM