
**March 27, 2014
Wedgwood
Neighborhood Greenway
Open House**

Meeting Summary

**Seattle Department of
Transportation**

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Overview

On March 27, the Seattle Department of Transportation (SDOT) hosted an open house in Wedgwood to talk with community members about where they walk and bike, barriers to doing so and the possible extension of the 39th Avenue NE neighborhood greenway. The meeting was held at Thornton Creek School. Display boards and a PowerPoint presentation explained existing traffic speeds, volumes and collisions for streets in the neighborhood and what neighborhood greenways are. Also in attendance was staff from SDOT's Safe Routes to School Program to describe safety improvements planned to help students walk and bike to Thornton Creek School.

Meeting notification included a flier mailed 1,024 residents between NE 91st Street on the north, NE 75th Street on the south, 30th Avenue NE on the west and 40th Avenue NE on the east. Meeting dates were also distributed via the Wedgwood Community Council web site, Seattle Neighborhood Greenways and the Seattle Bike Blog. About 20 people attended the open house.

Comment Summary

Below is a summary of comment sheets, emails and flip chart notes received.

Overwhelmingly, commenters walk in the neighborhood. Streets located between 35th and 40th Avenue and NE 95th and NE 75th streets are commonly used. A large number of people also bike, often going to the Burke-Gilman Trail and existing neighborhood greenway on NE 39th Avenue. Barriers to walking in the neighborhood include car speeds, lack of sidewalks, uncontrolled intersections and crossing 35th Avenue NE.

Almost everyone was familiar with the existing neighborhood greenway and over half walk and bike on the street more than previously. Reasons for using it include slower traffic and the east-west stop signs. Adding speed humps and missing stop signs are a couple of suggestions recommended for improving it.

Continue reading for a complete summary of comments.

Comments related to the proposed neighborhood greenway extension

Do you walk in your neighborhood? If yes what streets do you use?

- 8th Ave NE(NE 85th to NE 95th), 35th Ave NE (NE 85th to NE 95th), NE 89th St (40th Ave NE to 35th Ave NE).
- Mostly 39th to QFC, Rite Aid, Van Gogh Café, bank every day.
- Yes All! N-S 30th, 31st, 34th, 35th, 36th E-W 87th, 86th, 85th, 84th, 82nd, 80th.
- 38th Ave NE(NE 85th to NE 95th), 35th Ave NE (NE 85th to NE 95th), NE 89th St(40th Ave NE to 35th Ave NE).
- Yes, 40th NE, 39th NE, NE 82nd and many more.
- Yes, all within a 5 mile radius, 2 dogs—walk all the time.
- Yes, 38th, 39th, 43rd, 82nd, 45th, 77th, sand point golf course, 40th when I have to.
- Yes- 35th, 39th, 38th, 68th, 85th and 80th.
- Yes. All streets and avenues within approximately two square miles, mostly east of 35 Ave NE.
- Yes, 35th Ave NE, 38th Ave NE, 32nd Ave NE.
- This is a serious walking neighborhood. With two grocery stores, the post office, restaurants and coffee shops, our little "strip mall," and more, people are walking all over the place, all year round. I personally use 38th NE, NE 82nd, 36th NE, 35th NE, and NE 85th most often.
- Yes, I walk along 38th, 39th , 40th and 82nd and 85th
- Yes, I walk in my neighborhood. I use 90th ST, 89th St, 38th Ave and 40th Ave
- Yes, I use 38th (all the way down to 75th) and 39th down to 75th and up to 85th
- Yes, along 38th Ave, 39th Ave and 40th Ave.

Do you bike in your neighborhood? If yes what streets do you use?

- 80th Ave NE-NE 85th-39th Ave NE to trail. 89th-35th Ave NE-North
- Yes mostly down 45th- South
- Yes all! N-S 30th, 35th , 39th E-W 87th, 56th, 52nd, 67th, 65th
- 80th Ave NE-NE 85th-39th Ave NE to trail. 89th-35th Ave NE-North
- No, too much traffic on 40th I work in Northgate, hard to go east/west. The city is setup for easier north/south travel
- No
- Yes, 35th Ave NE,40th Ave NE, 38th Ave NE, 95th St, 85th St,
- I do not, but my husband does. When he goes north and south, he uses the current greenway on 39th
- No
- No, it is not safe to bike
- Yes, I use 38th up to 85th, then take 35th up to the Lake Forest Park area and further. When I ride around the lake (Washington) I come back up 39th (thank you for the green street) to home
- Not really, feeling not safe.

What barriers prevent, or make it more difficult for you to walk and ride a bike? Are there specific locations?

- Uncontrolled intersections with poor visibility of approaching cross traffic. Did you know there is an existing neighborhood greenway along 39th Ave NE between the Burke Gilman Trail and NE 80th Street
- Just getting through 75th and 65th
- Uncontrolled intersections with poor visibility of approaching cross traffic

- Lack of sidewalks on many of our streets make it more dangerous to walk
- No sidewalks! Must walk in road!
- 35th is difficult between 68th and 85th
- Barriers that prevent and make it difficult to walk: Traffic noise, sidewalk pavement breaks and holes and some missing sidewalks
- Crossing the street near 92nd St, big downhill/uphill on 95th St to get to Burke-Gilman Trail.
- 35th Ave is a little too busy to bike with child on bike seat
- There's a difficult curb on the northeast corner of NE 82nd and 37th NE, but we have requested an "ADA curb" treatment there. (We have a neighbor who is disabled and uses the street instead of the sidewalk in that block!) We're scheduled for that work in 2015, a ~l~o~n~g~ time off.
- Half of our block (38th between 82nd and 85th) doesn't have sidewalks so we have to walk in the road which is not safe, especially near intersections. Cars go too fast to be walking on the streets
- First, the traffic on these streets is busy during school hours and some weekends. Second, cars between 35th Ave and 40th Ave are fast, especially those cars turns from 40th Ave to 90th St. Because there is a slope from 88th St to 90th St along the 40th Ave, which make our neighborhood not safe
- Not many, but people do race down 38th
- Car traffic in the neighbor, especially along 90th street between 35th Ave and 40th Ave.

Comments on the existing neighborhood greenway

Did you know there is an existing neighborhood greenway along 39th Ave NE between the Burke Gilman Trail and NE 80th Street?

- Total 12 yes and one no
- Yes (was using and recommending that route for years)
- Yes! Watched it take shape over the last couple of years.
- Yes. I use this greenway all the time
- Yes, but not until recently

Do you walk or ride a bike more on 39th Ave NE because it is a neighborhood greenway?

- Total 7 yes and 4 no
- Yes and because best route northbound
- Yes, but I rode it before for many years from my house (3800 block of 82nd) to the Burke-Gilman trail. It's the best way
- Walk more some of the time
- N/A. I would now I know its existence.
- My husband does
- I will sometimes walk along 39th
- Yes. I absolutely use 39th more because it is a greenway (it is also 100 times more safe than 40th)

What do you like best about the street?

- Slow enough traffic
- Easy and quite safer
- That it informs that cyclists will be present and welcome.
- Stop signs on side streets

- Quietness, little car traffic, more of a natural ambience
- N/A. I would like to see signs for bike route, speed bump for cars. Car stop signs so bikers can cross the busy street such as 75th, 85th, 70th, etc.
- I like the traffic calming arrangements on NE 75th and elsewhere. Really works to slow traffic down. Nice to know, too, that my husband is theoretically safer
- Sidewalks and slower cars
- Would like to limit the car throughput and speed
- The markings help to delineate a pathway for the cars. The added stop signs help as well
- Very little car traffic

Are there still barriers to you walking or biking along the neighborhood greenway?

- Going north out of Wedgwood, particularly crossing NE 95th St
- The cars can be careless with the yield signs or not pay attention to stop signs
- No
- It dead ends at 77th
- Sidewalk pavement breaks/holes and some missing sidewalks. Lack of safe pedestrian access from the west across the 35th Ave arterial to get to the north-south neighborhood greenway
- I bike to work regularly on the current greenway and it works great. I do worry that the some bikers may assume stops on the 77th St crossing and north of the 80th, lulled by the stop signs on the other cross streets.
- Yes, I would like to see it extended to close to 92nd St, we normally just go to 80th St to Thornton Creek School but would like to go further south to View Ridge Playground, then to Burke-Gilman Trail.
- I'm curious that so many bicyclists still use 40th – dangerous to them and to auto traffic. I wonder why they do this. Anybody know?
- No
- Yes, no speed bumpers and speed limit signs
- In places where there are not stop signs for cars along the green way (crossing patterns) there is a danger factor
- Lack of speed bumps and speed limit signs

Other comments

Do you have any other comments on the information presented tonight?

- Traffic circles do not seem to help safety, stop signs do. People often do not know what to do at uncontrolled intersections.
- Thanks for your passion in making the neighborhood later.
- Good luck.
- We at 39th Ave NE and NE 82nd St have been trying to get traffic calming for many years. Cars speed through intersection, making it unsafe and there have been several accidents at intersection.
- Thanks!
- Vehicle traffic on 38th between 85th and 80th can be quite fast because there is no roundabout at 82nd and 38th. If the 38th Ave route is selected, traffic calming, pedestrian signs are needed for 38th.

- It would be very helpful and would make sense, if there were some neighborhood greenway east west cross streets or at least some pedestrian traffic lights at intervals other than major traffic intersections on 35th Ave to facilitate safe pedestrian access from west across that arterial to get to the north-south neighborhood greenway. For instance, you take your life in your hands, if you want to walk and access the north-south neighborhood greenway from west of 35th, having to first cross the busy arterial traffic unless you go 10 blocks to a major crossing. That eliminates much of the choices of getting from east-west blocks of streets west of 35th Ave. Therefore, it will at least require installation of a few pedestrian traffic lights at intervals—at least one every other five blocks from those major intersections.
- It would be desirable and make sense to have a few locations along the neighborhood greenway where one could sit and relax in that quiet environment. Thanks for asking. I hope as a resident of the Wedgwood Neighborhood that our moments will help to implement beneficial ideas and visions; that we will know as the local residents that our efforts to participate in the decisions for improvements and to provide comments have been heard, understood and acted on.
- Sorry, I did not attend the presentation but see a call for comments on neighborhood website so I would like to throw my comments in here.
- I was not present at the meeting, but I do have comments. We have had two terrible accidents in the last 2.5 years at our intersection, 38th NE and NE 82nd. People don't understand the concept of "right-of-way." One driver, the one in the wrong, was in a daze after the last accident (Sept. 2013), and kept repeating, "I'm confused. I'm so confused." She was "confused" because she had flown through here every day for years and never met anyone coming from the other direction. And that day she did. In a BIG WAY. If we could have the sort of sidewalk adaptation that was done at 39th and NE 75th, it could perhaps calm the traffic at the intersection. It would be nice to have some of that *calming* shared by 39th with 38th.
- Yes, I want to have the greenway extended to 40th street, which would prevent speeding cars from 88th street driving down to 90th street. And the whole neighborhood would be a safer place
- I was not there (my wife was) but I fully support the idea of making 38th Ave. NE from 82nd to 85th Ave. NE a greenway!
- I hope the greenway project could extend to 40th Ave and 90th Street. It is on the border of forested land so it should be an ideal place for walking and biking.

Email comments

- I live in 38th Ave NE near the intersection with NE 82nd Street. I could not go to the meeting last night but my spouse went. I just want to submit a comment to indicate that I support the Greenway to continue in 38th Ave NE to NE 85th Street. I used to be a bike commuter for about 15 years now I work, mostly, at home. I am now a recreational cyclist. So I notice the amount of traffic, particularly delivery trucks that use the 38th Ave NE as a corridor. I noticed many times they do not deliver anything they just take it to avoid another street as we do not have a traffic circle as the 39th Ave and 37th Ave do.
- I also see a lot of bike commuters already using 38th Ave NE in front of my house coming from 85th Street. So it does make sense to continue the greenway into NE 38th Ave to 85th. I suggest SDOT measures the traffic at the intersection of those two streets and they would notice that the amount of traffic has increased a lot in the last few years. A good calming traffic measure could be a stop sign or something similar to what SDOT did in 75th and 39th Ave NE a way for

pedestrians, bicycles and cars to better cross that intersection. Please include this comment in the record for this proposed improvements of the Wedgwood Greenway in 39th Ave (for now).

- I recently attended the community outreach meeting in my neighborhood on the Greenway extension. I have a few comments that I would like to make. I would support either route option. However, my primary concerns with either option are about the impact of cut-through traffic on NE 80 St. Currently, many cars use that residential street as a alternative to either NE 75 or NE 85. (This traffic is bound to increase with the new school at Thornton Creek.) They can travel at excessive speeds. This is particularly concerning because there are MANY children in the immediate neighborhood, especially on 38th and 39th. I strongly suggest the following measures to ensure that the extension of the Greenway is safe for everybody and results in a safer more bike and pedestrian friendly neighborhood:
 - If the route on 39th is chosen, please install stop signs at 39th and 80th for east-west traffic.
 - Also, a speed bump on 80th between 38th and 39th would help.
 - If the route on 38th is chosen, please install 4-way stop signage at the intersection of 38th and 80th, along with a speed bump on 80th between 38th and 39th.
 - The intersection of 38th and 80th is particularly problematic from safety perspective. Directly to the west of this intersection, 80th goes over a steep short rise and narrows with very limited visibility. Cars travelling east often go too fast over and down this stretch of the road. They can't see any pedestrians, bikes, or cars that may be in or near the intersection until they are almost upon it. And any pedestrians or bikes can't see or hear the oncoming vehicles until the last seconds either. Note: stop signs for north-south traffic alone will make this situation WORSE.
 - Bottom line: Please be aware of this situation when designing either option for the Greenway. Any traffic calming measures for the intersection of 80th and 38th would be most welcome, particularly calming and/or reducing east-west travel by autos.
- I live 8215 38th Ave NE. I ride my mobility scooter around most of the streets in the neighborhood. The "greenway" on 38th Ave NE would positively impact my mobility efforts. I hope the proposed greenway for this area will pass. We were happy to receive your flyer about proposed extensions to the 39th Ave NE neighborhood greenway. We will have to miss the meeting on the 27th, so I wanted to write. We are very much in favor of neighborhood improvements, especially north-south *sidewalks*. We walk one of our children to the school bus stop every day at the corner of 88th and 38th Ave NE, and the other to kindergarten at Our Lady of the Lake (which your flyer map accidentally puts on the wrong side of 35th.) The walk can be pleasant, but there are no sidewalks north of 85th St on 38th, and a sidewalk on 40th only as far north as 87th or so, on the east side, where it ends in a dirt/mud trail shortly before 40th becomes a one-lane road. North-South sidewalks would be invaluable on 88th and 40th (and/or 38th), since the cars drive dangerously fast and the margins of the road are very muddy during most of the school year (they dry in the summer, of course, but we're not walking to school then). I particularly worry about the one-lane road part of 40th, as the visibility is bad and my kids are small. The homeowners on the corners have helpfully removed brush and low trees, but it is my biggest nightmare that one of my kids can get hit by a car on that stretch.

Flip Charts

- Diagonal curb ramps, pedestrians more visible at intersection.
- Bike route needs to be obvious.

- Lots of turns, people might get lost.
- Uncontrolled intersections, poor vision, danger for peds/bikes.
- Stop signs are too small, need to be more visible.
- Crosswalks should be curved at traffic circles.
- Traffic circles don't help safety for peds/bikes.
- Parking at intersection of 39th/77th blocks visibility.
- Safer crossings of 40th at 77th and 80th for school kids
- More public education about what a NG is.
- Transit operations conflict with NG, can metro move or change operations/route?
- Our Lady of the Lake (OLL), lots of pick up and drop off traffic.
- Lots of church/school traffic on 89th - too much traffic chaos.
- Both sides of OLL problematic for pedestrian/bike traffic.
- 89th road is narrow.
- 88th/30th mud on shoulder. People wait in middle of street.
- Pro stop signs: Pro Burke-Gilman Trail/52nd crossing improvement.
- Difficult to cross 40th at 80th especially at night.
- 85th pavement bad: bikes will use it: crossing at 85th/35th tough.
- Paint used for bike lanes/sharrows doesn't last, not visible enough: better quality for paint.
- Education needs to be targeted at cyclists.
- 35th needs a TWLTL, get rid of pinch points, lane drops
- Bikes on 35th get in way of buses/drives.
- Pro doing something like 75th on 35th.
- Why not cut over at 88t or 87th to 32nd to avoid OLL traffic?
- Use traffic signals on 35th to slow down traffic.
- 38th bet. 93, 93.94 pathway possible connection to BGT.
- Hard to make left turns at 75th/39th. Have to slow down significantly!
- Ambiguity not safe.
- Making crossing at 75th jog traffic does not stop.
- Green paint all the way across intersection at 75th.
- 38th/82nd traffic concerns.
- 80th connection to the business district.