

Topic	Comments
Resident comments	
<i>Bike Lane cleaning and maintenance</i>	<ol style="list-style-type: none"> 1. Looks great to me. Excited about these bike improvements to 15th! Is it possible to clean bike lanes periodically? It's getting sandy/dirty/rocky along 65th St. 2. I hope this actually gets built. My confidence is not high based on recent history (N 40th St. and 35th Ave NE). I ride this corridor frequently and think it is ideal for a protected bike lane. If it gets built, please put money and energy in maintaining it. Protected bike lanes in Seattle are missing too many posts and gathering too much debris. 3. How will protected lanes be cleaned? Unprotected curb space is cleaned by street sweepers and auto traffic. This is not possible in protected lanes. In addition, proposed leaf blowers will not remove glass from bike lanes. 4. The design show looks like it would create huge maintenance commitments in: <ol style="list-style-type: none"> a. Paint, if the bike facilities shown are put in with paint b. Posts c. Keeping the bike lanes swept/cleared of debris SDOT does not have a program for the monitoring and maintenance of its painted bike lanes, particularly for a custom design as shown. Nor has it had a program for the sweeping/clearing of debris from its bike lanes in a planned and consistent way. So why should a cyclist, or anyone else, believe that these parts of the proposed facility would be reliably maintained and well-kept, that this facility and the bike system as a whole are kept-up, safe, and attractive over the long term? 5. Please maintain the new paint after it's installed. Sweep and clean the pedestrian bike lanes. 6. Seattle has built protected bike lanes in the past and won't maintain the damaged dividers or clean the debris in the bike lane. Might consider having a protected bike lane for northbound only bike going south bound will want the freedom to ride.
<i>Left turns, car doors, and general safety for bikes</i>	<ol style="list-style-type: none"> 1. I will use these lanes every day, but I'm concerned about the intersection at 75th more bikes will likely turn from N. on 15th to 75th (westbound) and will have to merge across a lane of traffic to get to the left turn light. 2. As a bike rider, the curb and bike lane protective barrier configuration is not friendly. I feel like I have to watch both the curb for pedestrians and protected areas for car doors and pedestrians who do not expect a bike to be to the right.

3. Thank you for this project. I ride on 15th Ave NE a lot. The PBW between 62nd and LCW are wonderful! Just one ask: if you can make the bike lane south of 62nd next to the parking strip protected, that would prevent dooring. You could reduce the traffic lanes to 10.5 feet each and the bike lanes to 5 feet. Altogether, that would give you 2 feet of the buffer space. Thank you!

4. Please keep parking along curb and bike lanes on traffic side. If parking → bike lane → curb this causes problems:
 - a) Bike lane always dirty with debris and glass. No way to clean.
 - b) Dangerous for bike when getting out of bike lane because of traffic you can't see behind parked cars. There's no way to merge gracefully with traffic.
 - c) Fewer parking spaces for people who live or work along the route
 - d) Passengers are not used to looking right before opening doors.
Yipes!

5. Please, no pylons along bike lanes:
 - a) They don't keep bikers safe from cars. Any car can knock them down while swerving into bike lanes.
 - b) They are impossible to get out of if a biker needs to turn left.
 - c) They keep bike lanes littered with debris and glass because they can't be cleaned.

6. Please make sure to actually prioritize safety during the design process – parking availability is NOT a safety issue, bike lanes are.

7. Add signage or additional calming at mixing zones to reduce car/bike conflicts

8. I would like to provide some feedback on the 15th NE repacking project. I offer this feedback as a regular user of the street as a driver, bike rider, and walker.

As a walker. I am excited to have new crossing paths and. Rebuilt corner ramps. This will be good. Thanks

As a driver I look forward to new pavement. I am concerned about the loss of parking in a neighborhood that is already short on parking.

As a bike rider I am concerned about the protected lanes. I have two concerns. First the protected lanes create places where cars and bike must join together at intersections. Right Turning car traffic at an intersection with protected lanes and parking makes a very unsafe situation for the bike.

	<p>Cars can not see the bike traffic because of the parked cars and have not been part of the car drivers situational awareness.</p> <p>9. The southbound mixing zones for people biking between Roosevelt high School and 65th is a safety concern for people biking.</p> <p>I have had several experiences with this at 70th and Roosevelt where the new protected lane has been installed. Twice I have had turning traffic nearly run over me on my bike because they could not see me because of parked cars.</p> <p>I also have a concern about protected lanes when a barrier is used. These bike lanes are not cleaned by street sweepers of vehicle traffic so the lanes become dirty with grit, trash, and glass quickly. How these new lanes will be cleaned must be addressed.</p> <p>70th street between I-5 and Roosevelt is a good example of this. The lane is only a few months old and after two storms is significantly covered with sand and glass.</p> <p>I do not have a solution to this situation, and I feel that solutions must be addressed as more lanes are built.</p> <p>Thank you for your review and consideration of these concerns.</p> <p>10. Southbound operations look potentially complex at 66th street. I'm concerned that with free flow southbound general traffic and a bus pulling out, a cyclist in the middle lane could be cut-off/pinched by this other traffic. Has this operation been though through?</p> <p>11. At 80th, the left turn pockets don't line up. This invites and promotes a real problem of turning collisions, unless the left turn movements are only made with protected signals.</p> <p>12. Have had to run yellow lights turning from 75th and 65th nearly every time for many years, these intersections are unsafe. Looking forward to left arrows and other improvements.</p>
<p><i>Concerns with Pedestrian/Crosswalk Safety</i></p>	<p>1. Drivers on 15th act as if they do not need to attend to pedestrians. Crossing at 77th is taking your life in your hands. Even crossing at major intersections like 75th, 80th, and Lake City Way feels like you must be hyper vigilant. I have lived on this street for 10 years and have two children growing up here. I'd like to let them walk to the nearby parks or ride their bikes in the neighborhood, but neither feels safe. There is no route from our home (7722 15th Ave NE) to either Maple Leaf Park or Froula Park that feels reliably safe for children. About 10 year ago, when we first moved to the neighborhood, my husband was struck by a car in the intersection at 15th &</p>

80th. He was pushing a large orange stroller containing our daughter. Even with the crosswalk, drivers don't attend to the pedestrians closely. Instead they're focused on making the lights on lake city way. I hope you can help improve the safety of street crossing on 15th!

2. Frequently, cars park too close to my driveway. This makes it difficult and unsafe for me to back out of my driveway onto 15th. I can't see well and the turn radius available to me with cars that close requires I obstruct both lanes of traffic.

As you adjust the parking, please clearly mark driveways with 5' yellow parking clearance zones and consider white markings for parking spot start and stop locations as well. Thank you!

3. My father in law was in today and he jay-walked to his car across the street because he could not make it to the cross walk. "Too far."
4. Please consider a cross walk on 15th at 63rd. Very necessary.
5. I have just received your mailing about the 15th NE paving project plans, and am very disappointed to see that there are no plans to improve the intersection of 15th NE and NE 62nd St despite this extensive project.

NE 62nd runs adjacent to Ravenna/Cowen park. Many, many pedestrians use this street when accessing the park, yet at this time it is extremely difficult for pedestrians to cross 15th NE at 62nd because there is NO CROSSWALK at this intersection. This intersection has much higher pedestrian traffic than many others, so the absence of any crosswalk here is unfathomable.

Moreover, since the addition of a new stop sign on northbound 15th NE just south of the park, the northbound traffic is now evenly spaced at 15th NE and 62nd, making it even more difficult for pedestrians to find a break in traffic so they can cross safely.

Is it too much to ask the city to please add a crosswalk at 15th NE and 62nd? Given the scale of this repaving project, this seems like a fairly small and obvious modification of the existing plan that would benefit a large number of citizens and park users.

Please add a crosswalk at 15th NE and 62nd!

6. We just received your pamphlet about the 15th Ave NE repaving project that is currently in the design phase. I would urge you strongly to consider adding a flashing beacon at the intersection of 15th Ave NE and NE 62nd St. NE 62nd St. runs along the north side of Ravenna and Cowen Parks. Numerous people walk along this street, with children and dogs, because it runs along the park, and they have extreme difficulty crossing 15th Ave NE safely. The addition of a stop sign farther south on 15th Ave NE, at the

	<p>south end of the Cowen Park Bridge, a year or so ago has resulted in cars heading north being spaced out perfectly, so that crossing at 62nd Ave NE has become exceedingly difficult. In addition, this is a designated bicycle boulevard, and cyclists also get caught at this intersection for a long time. The closet crosswalks are quite far away, for both cyclists and pedestrians. Adding a flashing beacon that pedestrians and cyclists could use to stop traffic temporarily would be very helpful.</p> <ol style="list-style-type: none"> 7. Protect people who walk. We are citizens who pay taxes and deserve safety on our sidewalks. I haven't owned a car for over 10 years but am thinking of buying one because I no longer feel safe walking because of bikes and cars. 8. Community concerns about jaywalking between 77th and 80th. 9. Add a rectangular rapid flash beacon crossings at 55th or 56th and also 73rd, as well as more marked crosswalks. There's no safe crossing between Ravenna and 52nd. There was a pedestrian fatality at 55th that's not reported and should be considered. 10. I would just like to bring up how beneficial it would be to have the same type of crosswalk at 77th and 15th as is planned in front of Roosevelt HS. With much of the parking going away on the west side of the street and the protected bike lane. This is also a main crossing area for foot traffic going to Dahl Park. 11. I will not be able to attend the drop-in event, but I still care greatly about the safety of myself and others at our intersection of 15th and 55th! If this project were to go into effect as is, safety would be good along all intersections of 15th except where it crosses 55th street. Please don't forget our intersection! Currently there are walk lights at 52nd, a light at 50th, a light at 47th etc. We need our intersection to be safe, please.
<i>Handicap access</i>	<ol style="list-style-type: none"> 1. The Park Vista Co-Op has RP2 parking on all three sides. Any loss of parking on either side of 15th by the co-op would put under hardship the several handicapped residents and the families with children that rely on car transport for mobility.
<i>Parking</i>	<ol style="list-style-type: none"> 1. As far as safety issues relating to eliminating parking on east side of 15th Ave NE (off Park Vista Co-Op), it has been shown that generally eliminating parking does <u>not</u> increase safety for cyclists and pedestrians as such. The contradiction here is that Cowen Pl. had bicycle lanes introduced which narrowed traffic lanes and increased hazard from parallel parking and car door openings.

	<ol style="list-style-type: none"> 2. I feel you've got to stop taking parking away. If you want equality for all then don't keep taking parking away from the UDistrict. I have to have a car to get to my doctor appointments. The bus doesn't work for that. 3. Why is parking on the east side of the street? Can it be on the west side? 4. Like bike lanes, but don't want parking removal. Some favor car parking over bike lanes, saying that people want to bike on the 20th anyway. 5. There's a parking shortage for residents of Park Place at 15th and Cowen, and there needs to be more parking for them. SDOT has worked to get them more 24/7 parking, and now it's slated to go away. 6. There's a lot of illegal parking and abandoned vehicles on the 15th that can be towed daily because of the parking restrictions. Some people have concerns that they'll stay long-term with 24/7 parking. 7. The block between 80th and 77th often has full parking, particularly on weekend evenings. Taking away parking there will force parking onto side streets which already struggle with adequate parking. If it is absolutely necessary to remove parking, zone parking should be implemented in this neighborhood. Two bike lanes on 15th are not necessary. Roosevelt already has one lane. One bike lane on 15th would be sufficient. 8. Please consider zoned parking on side streets (we live on the NW corner of 15th Ave NE and 77th) to prevent long-term parking by out of area cars either visiting area restaurants or taking public transit. Also, please consider a North bound bike lane only since there is a South bound already on Roosevelt Ave. We are very concerned with our ability to find parking as we regularly witness both sides of our block from 77th to 80th full.
<p><i>Greenways</i></p>	<ol style="list-style-type: none"> 1. I definitely support the planning to date. It is a thoughtful balance of many demands on the right-of-way. One question— Is there the possibility to coordinate new street trees with the project? 2. As a biker, I would like as many bike lanes as possible. Ideally it would be great if there was a physical barrier rather than pylons, but reflective pylons are a decent compromise. I love greenways as well in neighborhoods and wouldn't mind more of them, especially more signs and visibility to them. I hope the car users' inputs are taken seriously and in the end there are bike lanes with good car driver input on their needs. 35th is fresh in my mind. 3. I believe we are fooling ourselves with the use of arterial bike lanes. Many cannot use them and they use up valuable space. Please consider greenways that are very close to the arterials. Please support bike racks and easy walking from the greenway to the arterials. It just takes planning.

*(Increased)
Traffic*

1. Please direct bicycles to other north-south streets! Parking gets worse and so does traffic when bike lanes go in. Existing bike streets are under-utilized.
2. I will take the survey when it becomes available about this project. But I would like to express my concern that turning 15th Avenue into a one-lane road in each direction is unwise and will make traffic more congested and more complicated. This street is one of the few alternatives to the 101 freeway, which is almost impossible to deal with between 8 and 10 a.m., and 4 and 7 p.m.

I have nothing against bike travel. To each their own, especially for young people who are fit enough and don't have to cart around children, groceries, elders, etc. And I fully understand the need to reduce carbon emissions.

But we have seen more and more bike lanes, less bike traffic, and more difficulty for cars (including, in our neighborhood, many hybrids and electric vehicles) to maneuver. 15th Avenue NE is well-served by bus lines. It's going to be even harder to maneuver between the bikes and the buses.

I don't know why you are putting these lanes on arterials, when it might make more sense to place them on streets with LESS traffic – like 17th Ave. NE or 20th Ave. NE. I will try to make it to a meeting to express my opinion, but I wanted you to know my concerns asap.

3. Like that for 15th and 80th/LC Way, I'd have concerns about transit's ability to operate at 15th and 65th with reasonable flow and reliability – both north-south and east-west. [I'm concerned] that it will get caught in congested general traffic in the general traffic lanes. High volume access to the light rail station will be highly dependent on reasonable and reliable transit service to the station. In some cases, this is provided by providing transit priority operation on the street with transit lanes and signal jumps. How is this being provided for here?
4. A general concern about this intersection is that in "designing" it to accommodate many modes (pedestrian, bike, transit, general traffic) and having demands for high volumes for each. This design will create a large choke point that will extend well back from the intersection and a foreseeable result is that the design will serve all of them poorly.
5. Considering 1, 2, & 3 above, the 15th and 80th intersection looks like it will be a choke point for users – general traffic and transit during the PM peak. This will be magnified by the reduction of northbound through lanes on 15th at LC Way. Given these points, a serious look should be taken on how northbound transit will be impacted in terms of speed and reliability through this part of 15th – through 80th and LC Way. Ways to enable transit

	<p>flow through what looks to be a foreseeable choke point should be included in this project.</p> <ol style="list-style-type: none"> 6. Reducing the number of lanes available to cars will increase idling, as people cannot pass through the neighborhoods efficiently. As stewards of public tax dollars, pending 8 million dollars to create bike lanes when there is already a bike route on NE 20th not a good of public \$. 7. Stupid, people in NE Seattle need to drive a car as we move kids around buses are not an option. I have yet to see any plans related to the overcrowding at Roosevelt High School, the lack of parking, and the inevitable effects on the school service area from the increased density in the area. While I support the transit-oriented development, I would like to see more coherent and cohesive planning about its effects. 8. I am really concerned that traffic will not just be slowed but completely stopped by this design. How many people are going to be swerving around stopped buses or cutting over to side streets to avoid the stop and go of the buses? 9. I just hope you actually heed or at least actually consider some of this. There have been some things you have really screwed up on Roosevelt & on 65th. Really simple design things that a professional and the thousands of overseers somehow did not catch. Like the stupid mini island on Roosevelt that are grey cement colored? Just paint them a visible color like red or yellow. Simple stuff. People turning onto Roosevelt from say 63rd - they are very hard to see, let alone if it's dark or wet (so basically 6 months a year). Also, so many of these updates you implement make traffic worse, which makes people more cranky, which makes people impatient and more likely to do dumb things (speeding down narrow side roads, running red lights, etc), which actually negates your efforts. Just look at how far traffic backs up (eastbound) on 65th now! FYI I live on 61st & Brooklyn.
<p><i>Impact on Public Transit</i></p>	<ol style="list-style-type: none"> 1. I reside at 7342 18th Avenue NE, and often drive or walk on the 15th Avenue corridor. I am also a cyclist, but I seldom use that corridor when cycling. In my experience, the 20th Avenue corridor is much better and lower traffic if I'm heading south. There are also bike lanes on 12th Avenue (northbound) and Roosevelt (southbound) that I sometimes use. <p>I point this out because I have significant concerns about the design for the project, especially the impact on the intersection of 15th Avenue at 65th Street. With a bus stop southbound just past 65th, a bus stop northbound just past 65th, special education bus unloading and loading on 15th at 66th, and a light rail station opening in less than two years that will be destination for drivers dropping off and picking up, I believe that accommodation of bike lanes at the intersection and the lack of ability for drivers to move around cars turning right on 65th, coupled with buses</p>

stopped in the only lane of travel either way, will create significant backups, backups that are likely to result in unsafe driving maneuvers as drivers get frustrated. I believe this is a significant issue with the design that needs to be corrected.

I'm also concerned about taking out yet more parking, as density increases in the area around the light rail station. My observation of the new bike lanes on 65th is that they are seldom used--I never use them as I have found effective, low-traffic routes that avoid arterials. I would urge the city to review the bike master plan in light of current realities, and actually base the installation of protected cycle lanes based on good data about their use.

I'm also concerned about Roosevelt High School. Lincoln opening in the fall will relieve some of the congestion, but Lincoln's boundaries will also include students that currently go to Ballard and Ingraham as well. I think the neighborhood around Roosevelt would be interested to see the school district demographic projections based on the number of housing units being added in the Roosevelt area and the expected growth in the new high school boundary area.

I have consistently supported the build-out of the light rail system, and transit-oriented development around stations. I support cycling and bike commuting as well. However, people will still drive, and my observation is that our arterials are busier than ever and that the current design will worsen congestion and not enhance safety.

2. A check should be made with the fire department to determine how/whether the design and peak-time operation of the intersection would affect their emergency operations.
3. In general, traffic operations in the neighborhood will likely be tough near the light rail station when it goes into operation. Has consideration been given to the likely rerouting that traffic will do around points of congestion? As it looks that 15th and 65th will be? A particular concern would be cut-through on neighborhood non-arterials to get around the intersection.
4. 15th and 65th: is this design compatible with projected volumes and operations (for pedestrians, bikes, transit, general traffic) when the light rail station opens? The design looks like it will present a lot of issues with peak time capacity that will affect flow for many modes:
 - a. Buses stopped in the bus zones (northbound and southbound) will block northbound and southbound through flow
 - b. Right turning vehicles at the intersection will block through flow, particularly as they will be delayed by large amounts of pedestrian traffic in the north-south crosswalks near the light rail station.
 - c. Is it envisioned with the light-rail station in operation that buses will be making southbound-to-northbound right turns? If so, does this channel accommodate this turn?

	<ul style="list-style-type: none"> i. And a concern would be what will southbound cyclists do when a bus is making a right turn? <ul style="list-style-type: none"> 1. During peak times? 2. During non-peak times? 5. Buses stopped in zone on E S/O 15th, N/O 80th will block all northbound through traffic – which during the PM peak is considerable. 6. With northbound lane widths as shown – will have a lane blockage issue on 15th N/O 80th – as many buses make a left turn from eastbound 80th and their tails block the inside of northbound lane. Consider modification to allow bus to pull up and straighten out.
<i>Environmental impact</i>	<ul style="list-style-type: none"> 1. Big concern about air pollution when streets are put on diets. Cars will sit idle waiting to get through on 75th. 2. 3. Worry about idling traffic and emission if car traffic is slowed or new channel creates congestion
<i>Aesthetics</i>	<ul style="list-style-type: none"> 1. No bollards! They look industrial and will get trashed. A nice residential street where people take care of their properties should not have to have those ugly posts imposed on them. How about reflective dots on the street?
<i>Miscellaneous Traffic-Related Asks</i>	<ul style="list-style-type: none"> 1. [I would like] sensors mid-block to change lights to keep traffic moving. Sensors, not surveillance. What, not who. 2. I continue to be puzzled why SDOT has not implemented any traffic circles at any major intersection in Seattle, while other cities in the US, Europe, Australia, New Zealand, Canada, and elsewhere have found them to be extremely effective and practical even with space constraints and the needs of pedestrians and bicyclists. NE 45th St and 35th Ave NE near U-Village is one of dozens of intersections that seem quite viable, <u>zero</u> exist. I don't trust that SDOT is giving this proven technology the chance to positively impact Seattle traffic that it sound get. What will it take? 3. At least one of the pedestrian crosswalks should be a rainbow crosswalk. 4. Traffic safety would improve for bicyclists and other if traffic rules were enforced on bicyclers! 5. Priority: Ravenna/Cowen to 65th because of bike connection. The destruction of 15th and 75th NE for gas line updates left very bumpy unsafe pavement. Please fix the parts on 75th when repaving. Would appreciate it sooner if not done alongside the 15th repaving. Also, increase green-time (of traffic light) going east or west 70th and Roosevelt and 12th Ave.

	<p>6. Does project include signal work to support channel design changes? Including installation of left turn heads over new left turn lanes, detection in left turn lanes and possibly other detection signal box upgrades at very old signals, like at 15th and 80th. It looks like this may require new mast arms and poles in some locations.</p> <p>7. One man lives in a house on the east side of 15th, two houses down from 75th. He is concerned about how to get in and out of his driveway with his family. He's curious about how to level and/or expand his driveway.</p> <p>8. Don't put the bike lane between 55th and Cowen Pl. Enforcement of traffic rules, especially for cyclists would improve safety overall. Quit taking our parking. It is already under intense pressure from all the big apartment complexes without parking. How can we better report traffic issues and flagrant violators? For example, stop signs on some of our streets are not visible enough because they are too far off the ground. Drivers and most cyclists don't stop. Maybe lights on the signs would also help (and definitely more enforcement).</p> <p>9. I know there are constrictions with the width of the street without major modifications to the sidewalks. It would be nice to have a fully protected bike lane and a way for cars to flow as buses stop. Maybe this is a dumb idea, but maybe there could be a median? A median that is multi-use depending on what is needed at that particular section? A median that allows cars to flow around the bus but prevents cars on the opposite direction from using it during that point to avoid head on collisions (solid lines for opposite side, or maybe actual thin curbing)? The buses have specific stop points and I don't think they're usually on the other side of the street at the same time. Maybe these designated passing areas can have very gradual speed bumps to discourage cars from flying through them? Obviously, the median would function as the left turn lane too. Does that make sense? A multi-use median lane that using "barriers" can control if cars going north or south can use it as a passing lane, or used as a left turn lane, but it can only serve one of those depending on what's needed in that section. If this idea is stupid... I just thought of it and I have no education in this whatsoever. I just want everyone to be safe and happy.</p>
<p><i>General support and asks for more bike lanes</i></p>	<p>1. Looks great, I support building this 100%.</p> <p>2. I strongly support the protected bike lanes and other changes to 15th. I live just off of 15th on 68th and walk, bike, and drive frequently on the 15th. The changes will make this corridor safer (as the street is too wide now, which encourages speeding) for getting to and from Cowen and Froula Park with my kids (7 & 5). Thank you!</p> <p>3. I'm happy to see the protected bike lane on 15th. I believe we need to actively encourage a variety of transportation alternatives. I don't want</p>

these bike lanes to be removed as on the 35th Ave project (and I believe the 35th Ave should have the bike lanes restored!)

4. Please put bike lanes on NE 20th.
5. I'm a neighborhood resident writing in support of the proposed 15th Ave paving project.

I am particularly encouraged by the planned bike lanes as NE Seattle does not have a dedicated N/S bike lane. I was very disappointed to see the Mayor walk back the 35th Ave bike lane plan. Living so close to 65th, I have seen firsthand how bike lanes change car traffic behavior for the better, enhancing safety for both bicyclists and pedestrians. I would love to see the same for 15th Ave NE.

My family practices alternative commuting as much as we can. I bus to work. My husband bikes to his job in Bellevue three days a week. My school aged children either walk to school or take a school bus. I'd love to see more supports in our neighborhood for pedestrians. We live near the light rail station, and I expect our neighborhood will grow by thousands in the coming years. This is a fantastic opportunity to build in more alternative and low-cost commuting infrastructure in NE Seattle.

Please feel free to call me if you want to talk further. I'd love to be included on any email lists about the project, if you are emailing out regular communication.

6. I live in Wallingford and my grandmother lives in an assisted living facility on NE 65th Street in Ravenna. I don't own a car and ride my bike once or twice a week to bring her groceries. I often ride 15th Ave NE, and I am in total support of expanding the protected bike lane along that corridor.
7. I support creating streets that are built for everybody, especially vulnerable road users. If that means removing parking, then that is the way to go.
8. Thank you for removing parking! And making improvements for safety of people traveling outside of cars! This is an important shift in priorities to really address climate change.
9. I support removing parking to make streets safer for all users! I'm also interested in seeing the cross-section for 62nd to LC Way, so all areas have bike lanes next to the curb, with a buffer between the bike lane and parking. Thanks! – A 25-year-old long-time neighbor who wants to bike more but doesn't feel safe doing so without protected bike lanes.
10. I fully support this. It needs to happen. I'll feel so much safer
11. Love the idea of slowing down the roadway.

	<p>12. Please do not cave to any pressure you might receive about the bike lanes. What you've done on 65th NE has made things feel so much safer, and I know this will make the area safer as well. Thank you!</p> <p>13. Please stop cramming bike lanes onto every street. This is catering to only 2% of the population, and it's causing much worse traffic.</p> <p>14. Bike lanes are VERY important. The more protection for bikes, the better our city will be. Please help people travel by bike safely by putting in protected bike lanes. It is very scary to travel on bike with so many distracted drivers.</p> <p>15. Please keep the bike lane. It is so necessary.</p> <p>16. Please keep the commitment to Vision Zero and the Bicycle Master Plan.</p>
<p><i>General opposition (protected bike lanes are unnecessary)</i></p>	<p>7. Cowen Pl already has bicycle lanes, which are used intermittently. Also has 0 gradient – a bike lane going south immediately has an uphill grade past the Park Vista and on up past Ravenna Blvd. Cowen Pl bike traffic far exceeds any bike traffic on 15th Ave NE.</p> <p>8. As an 11 year resident of 15th NE (at Cowen Pl) and a frequent bicyclist who generally favors bike lanes over car parking places, I still think a bike lane north-bound from 65th to Lake City Way is unnecessary. I work in Lake City and my preferred route by bike or car is N. on 15th, R. on 65th, L. on 20th NE. Car traffic is calmer, slower, and less frequent on 20th NE, and also more pleasant visually.</p> <p>9. We live at 6840 15th Ave NE, the east side of 15th. It's not clear on the map you sent where you plan to put the bike lane on 15th. We will be very upset if you are planning to put the bike lane on the east side of the street with all the parking. That would be imposing all the problems on the residents who live on the east side of the street. We have lived in this home over 20 years and had to have many cars towed or ticketed because they were blocking our driveway. It's often dangerous pulling out from our driveway, because we can't see around the parked cars and trucks. Don't add bikes to the problem.</p> <p>10. It is my understanding that the bike route is on 20th ave NE. It is flatter than 15th. Is this no longer the case?</p> <p>11. Look people, the DOT and the city have already ruined Roosevelt Ave NE, among other thoroughfares, which is a parallel to Roosevelt. Why do you have to ruin 15th Ave ALSO?</p>

	<p>You must stop reducing the circulation space for cars. The practice of narrowing the streets to allow bikes has made it a nightmare to circulate. Bikes (the infinitesimal amount of them in comparison to 4 wheel vehicles) can use Roosevelt to go south and 12th Ave NE to go north (actually, bikers ultimately do what they want and I have seen them ride north on Roosevelt).</p> <p>Please leave one street normal. PLEASE LEAVE 15th Ave NE BIKELESS!</p> <p>12. SDOT should have their pencils broken until they learn to design bike infrastructure in a way that doesn't screw up traffic and make life more difficult for the victims of their half-baked schemes. I don't know whether to laugh or cry at your feckless disregard for the vast majority of citizens stuck in their cars. As a cyclist I fear I will bear the brunt of their frustration at your incompetence. Basing design decisions on the speculative fantasies of a small group of users out to bollix the traffic in this town makes no sense. Where is the data showing a big move to cycling after these kind of projects?</p> <p>13. I understand it better and dislike it much more intensely. I also think the city doesn't care in the least how residents feel.</p> <p>14. I gave feedback (we give feedback) but you all never consider it until a Wedgwood situation occurs. We are going to vote the bike people out, you're going to lose many businesses that give you taxes when persons can't park near them and don't have other ways to get there (with their families), and your bike lane on 65th at 20th is dangerous as one heads west and comes up on the supposed turn lane. when I was in planning school, we were taught that you can have some roads (for safety) that do not allow bicycles, but you're going to make every street bike friendly so that your partnerships with bike companies can flourish when walking costs nothing and we lack sidewalk in my neighborhood near a major transportation hub. Explain that!</p> <p>15. No more protected bike lanes. They will be as underutilized and wasteful as those on Roosevelt Way, NE 75th and NE 65th. They are a waste of scarce resources and funds.</p>
<p><i>Project process</i></p>	<p>1. I would like to know how to find out Metro's plans and give input on them before the city approves. It seems to be a rubber-stamp without citizen involvement.</p> <p>2. SDOT should better explain reasons for parking removal for intersections and crosswalks</p> <p>3. One person was worried that the SDOT director or mayor will cancel the project like the 35th right when it's either being built or about to be built.</p>

	<p>4. Thanks for taking feedback and keeping folks involved in a proactive way. I wasn't able to attend the open houses and appreciate the online option.</p> <p>5. I really hope you solicit more feedback from people all along 15th. Many of my neighbors had heard about the re-paving project, but were not aware of the configuration changes that are planned. Also, there are already bike lanes traveling north and south only one and two blocks away. It seems like a lot of money to spend for the redundancy. I'm happy to share the road. What makes it easiest for me to see bikers is the green bike boxes at intersections. I love those.</p>
<p>Business comments</p>	
<p><i>Load Zones</i></p>	<p>1. Removing the loading zone on 15th and 68th will hamper our businesses Ravenna Catering and Dan's Kitchen. If the commercial loading zone was more to 68th right around the corner from 15th, it could possibly work. However it's going to be next to impossible for semi-trucks to make the corner and park.</p>
<p><i>Parking & handicap access</i></p>	<p>1. Very interested in improving handicap access to my dental office. Current model— the first available spot is about 40 yards to the south. I'm very concerned my elderly and disabled clients will no longer be able to access Maple Leaf Dental. Landlord Dennis Michalento was required by the city 25 years ago to build retail space in this building. I leased space in 2010 and did complete ADA (American Dental Association) – compliant dental office. Dedicated left turn on 15/80 is NOT needed – look at your studies. Thank you.</p>