

Neighborhood Traffic Management Plan

SR 520 Montlake Phase Update

DECEMBER 2017



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Executive summary

Montlake Boulevard is a principal arterial that provides connectivity between Seattle neighborhoods, institutions, parks, and activity centers such as the University of Washington, Seattle Children’s Hospital, U-Link light rail station and the Washington Park Arboretum. Today’s land use, population and resulting traffic demands have led to congestion throughout the Montlake neighborhood. Both population and employment are anticipated to continue growing within the Seattle area in the coming years. Keeping people and goods moving to and through the Montlake area is critical to the livability of the neighborhood, the city and the Puget Sound region.

What is the Neighborhood Traffic Management Plan?

Starting as soon as late 2018, construction crews will begin four to five years of work on the SR 520 Montlake Phase. The Montlake Phase will include a new Montlake interchange, lid and land bridge, and the completion of the eastbound half of the SR 520 west approach bridge. This phase of the project will make further changes to how motorists connect between city streets and SR 520. During Montlake Phase construction, there will be disruptions for drivers, bicyclists, walkers and transit riders traveling through the neighborhood.

The Montlake Neighborhood Traffic Management Plan (NTMP) identifies scheduled and potential traffic management measures through SR 520 Program design, additional neighborhood traffic-calming, and future City projects and plans in the Montlake area.

This NTMP also fulfills a commitment by the City and WSDOT to enhance safety, connectivity and livability for all travelers in the Montlake neighborhood during construction and beyond. This commitment is outlined in the 2011 Vision and Coordination Memorandum of Understanding (MOU) for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project.

WSDOT and the City of Seattle collaborated to develop an NTMP report for the SR 520 West Approach Bridge North project, published in 2014. The Montlake Phase update of the NTMP builds on the previous version by including updated traffic information and public feedback. This report also presents a list of scheduled and proposed traffic management measures on local streets and future City of Seattle projects in the Montlake area. Some of these traffic measures have been selected for implementation based on agency and public support. More detail on these traffic management measures and how they can help minimize construction impacts is provided in Chapter 4.

NTMP Objectives

Identify traffic-related concerns in the Montlake neighborhood based on public feedback.

Propose measures to address these concerns before, during and after SR 520 construction.

Describe long-term City of Seattle plans to improve mobility in the Montlake area.

NTMP Focus Area

For the purposes of the Montlake Phase NTMP, staff focused on Montlake Boulevard East and the surrounding local streets.

The NTMP is a living document and will be updated for future phases of SR 520 construction.



Gathering public feedback

WSDOT and the City of Seattle have used extensive community feedback to inform the Montlake Phase NTMP update. As described in Chapter 2 of this report, the NTMP team has analyzed public comments collected through the SR 520 correspondence database, stakeholder engagement processes, city records, open houses, frontline neighbor meetings and through formal public comment periods between 2012 and 2017.

Based on this public feedback, WSDOT and the City identified the list of traffic-related concerns in the Montlake community and developed a list of potential measures to address those concerns where feasible. In March 2017, WSDOT and the City hosted a two-week survey and public comment period to gather feedback on the draft NTMP report. The survey asked community members to describe their concerns in the Montlake area and weigh in on a list of proposed traffic-calming and safety measures on neighborhood streets.

Using the input from the March public comment period and survey, WSDOT and Seattle Department of Transportation (SDOT) staff finalized the list of NTMP measures, which is included in Chapter 4 of this report. Each measure includes implementation timing, current status or next steps.

Traffic management measures

Chapter 4 presents a list of traffic management measures that have been evaluated both for operational effectiveness and public support. Based on positive community feedback, several of those measures will be implemented in the near term. Others require additional expressions of support from adjacent residents through a petition process. These petitions ensure that the majority of neighbors on an affected block support a traffic-calming improvement. See Chapter 4 for details on how to show support for traffic calming on your street.

The NTMP is a living document that will be updated again for subsequent phases of SR 520 construction work. In the meantime, we welcome community feedback related to neighborhood traffic operations, particularly as conditions change during Montlake Phase construction. Chapter 4 includes directions for how to request additional traffic-calming on your street. WSDOT and the City will continue to monitor traffic in the area during Montlake Phase construction, addressing issues as they arise.

Community Objectives

Improve traffic flow and mobility to and through the Montlake corridor.

Implement safe and efficient connections for bicyclists, pedestrians and transit riders.

Improve transit reliability in key corridors such as Montlake Boulevard.

Divert cut-through traffic away from nonarterial streets, and reduce speeds on neighborhood streets.

Implement travel demand management strategies to reduce traffic volumes.

Improve accessibility in and around the Montlake neighborhood.

Chapter 1: Background



Traffic on the Montlake Bridge.

Montlake Phase NTMP goals

WSDOT and the City of Seattle recognize that roadway construction in a densely populated area can be disruptive. In the coming years, WSDOT and the City will be investing in a number of projects in the Montlake neighborhood, including SR 520 construction, the 23rd Avenue East Vision Zero Project, and other local street enhancements. The NTMP represents WSDOT's and the City of Seattle's commitment to proactively minimize construction impacts and develop traffic management strategies that enhance safety and livability in the Montlake neighborhood throughout project construction.

City of Seattle & WSDOT Memorandum of Understanding

WSDOT and the City acknowledge that improving existing and future traffic in the Montlake area requires thoughtful collaboration and investment by both the City and WSDOT, and close coordination with other planned regional projects. This commitment was reaffirmed in the 2011 Vision and Coordination Memorandum of Understanding (MOU) for the SR 520 I-5 to Medina: Bridge Replacement and HOV Project.

In fall 2011, the City and WSDOT developed and finalized the MOU to direct future coordination regarding the SR 520 Program. As stated in the MOU, WSDOT and the City are working together, in coordination with King County Metro, Sound Transit, the University of Washington, and other stakeholders, to explore potential neighborhood traffic management solutions that could be implemented during design, construction, and operation of the SR 520 Program in Seattle.

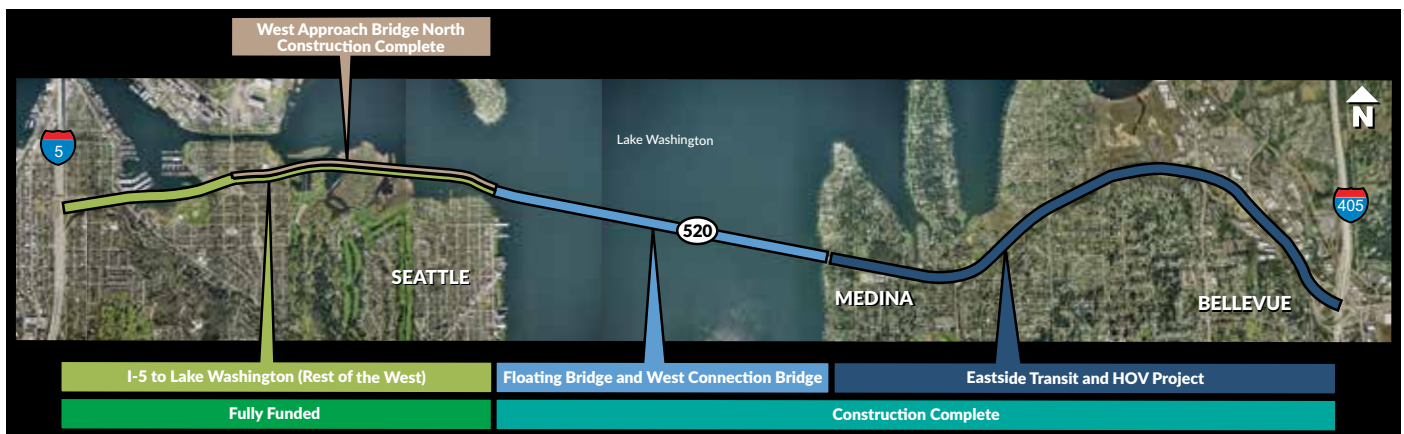
This excerpt of section 2.3.3 of the MOU states that WSDOT and the City of Seattle intend to:

Collaborate to develop a Neighborhood Traffic Management Plan to catalog and develop solutions for community traffic concerns in the Montlake corridor and surrounding neighborhoods and to identify potential funding sources for projects consistent with recommendations and findings from the ESSB 6392 Final Workgroup Technical Report. The plan will define traffic management measures to proactively reduce Project construction effects and develop long-term traffic management strategies that work in conjunction with the Project's Preferred Alternative and existing City traffic management practices.

SR 520 Program overview

The SR 520 Montlake Phase is one construction phase of the SR 520 Bridge Replacement and HOV Program. The SR 520 Program's construction began at I-405 in Bellevue and will extend improvements to I-5 in Seattle.

The SR 520 Program includes the following completed projects: The Pontoon Construction Project, the Eastside Transit and HOV Project, the Floating Bridge and Landings Project and the West Approach Bridge North Project.



Completed or fully funded projects of the SR 520 Program.

The Montlake Phase

The SR 520 Montlake Phase includes a new Montlake interchange, a block-long lid covering the freeway, a land bridge to carry bicyclists and pedestrians over the highway, and the eastbound half of the SR 520 west approach bridge. The project will also extend the dedicated transit/HOV lanes on the floating bridge and the Eastside to the Montlake interchange in both eastbound and westbound directions. This phase also includes removal of the existing Lake Washington Boulevard on-ramp to eastbound SR 520.

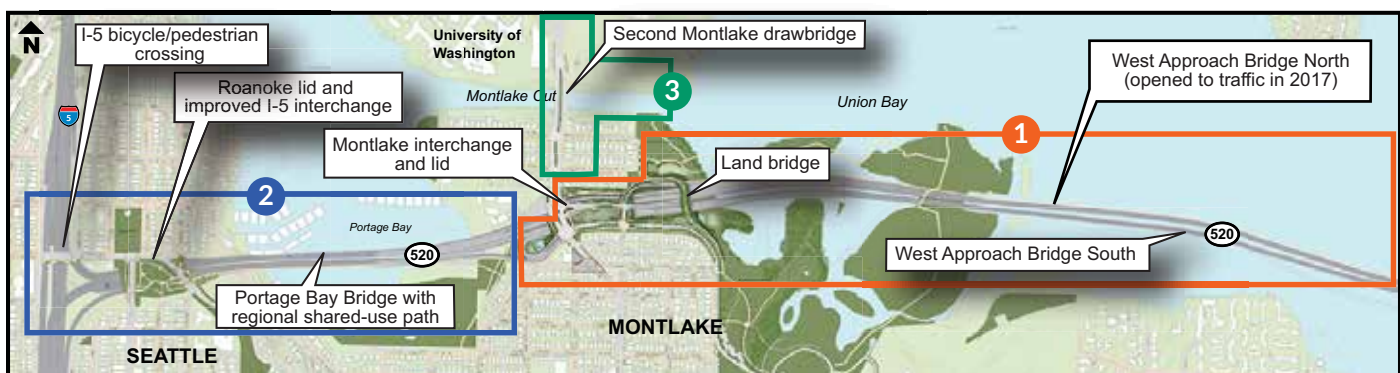
The new Montlake interchange will have direct-access ramps for transit and HOV (3+ occupants), as well as new bicycle and pedestrian connections to existing regional and local trails and routes. The Montlake lid will be a hub for local and regional transportation connectivity, and will include multifunctional open spaces, urban trails, a continuation of the SR 520 regional shared-use path, and transit connections.



Conceptual rendering of a land bridge over SR 520, looking northeast toward Husky Stadium and Lake Washington.

Future SR 520 corridor improvements in Seattle will include a new Portage Bay Bridge with dedicated transit/HOV lanes in each direction, a lid between 10th Avenue East and Delmar Drive East, an improved I-5 interchange for transit and carpools, and a second bascule bridge over the Montlake Cut.

These improvements have all been funded for construction. WSDOT will continue to coordinate with the City and update the NTMP as additional corridor phases are designed and constructed. The graphic below illustrates the remaining phases of the SR 520 Program.



PHASE 1: Montlake Phase
 Construction to begin in 2018
 Estimated duration: 4-5 years

PHASE 2: Portage Bay Phase
 Estimated to begin in approx. 2020-2022
 Estimated duration: 6 years

PHASE 3: Montlake Cut Crossing Phase
 Estimated to begin as early as 2024
 Estimated duration: 3 years

Remaining SR 520 Program phases and approximate schedules.

City of Seattle projects

Apart from the SR 520 Program, the City will be undertaking projects in the coming years to improve mobility and safety throughout the Montlake neighborhood. In 2015, Seattle voters approved the Move Seattle transportation levy.

The funding package included two bus rapid transit (RapidRide) lines that will serve the Montlake and Roosevelt/University areas. The City is also investing in the 23rd Avenue East Vision Zero Project that will extend from East John Street to East Roanoke Street. While the Vision Zero Project is still in planning and development stages, the City has begun to coordinate with the community to help refine the scope of the improvements. See Chapter 4 for more information about City projects and plans in the Montlake area.

Existing conditions

Montlake Boulevard is a key route connecting Seattle neighborhoods, institutions, parks and activity centers such as the University of Washington, Seattle Children’s Hospital and the Washington Park Arboretum. Growing population and employment in the region have contributed to congestion throughout the Montlake corridor.

Transit operations

Public transit is the primary mode of transportation for many people within the NTMP focus area. A number of bus routes provide north-south service over the Montlake Cut and east-west across SR 520. The opening of the University of Washington light rail station in spring 2016 has provided a reliable and efficient option for Montlake residents to access downtown Seattle and points south. Future light rail service is estimated to reach Northgate and Bellevue in 2021 and 2023, respectively.

In an effort to improve transit operations in the area, the City has provided a dedicated transit lane and signal on eastbound Northeast Pacific Street to allow buses to bypass congestion at the Northeast Pacific Street and Montlake Boulevard Northeast intersection. A transit lane and transit-priority signal also exists on northbound Montlake Boulevard East at the East Shelby Street intersection.



The route 48 bus in the Montlake neighborhood.

Transit service revisions

In 2017, King County Metro and Sound Transit began gathering public feedback for potential revisions of bus service on SR 520 between Seattle and Eastside cities. The transit agencies will continue this outreach in 2018 and recommend service changes as early as 2019. WSDOT and SDOT will coordinate with the transit agencies as they move through this route-revision process.

Traffic operations and volumes

A number of factors cause congestion issues in the Montlake area, including residential and commercial growth north and south of the Montlake Cut, geographic constraints, and traffic to and from the SR 520 interchange.

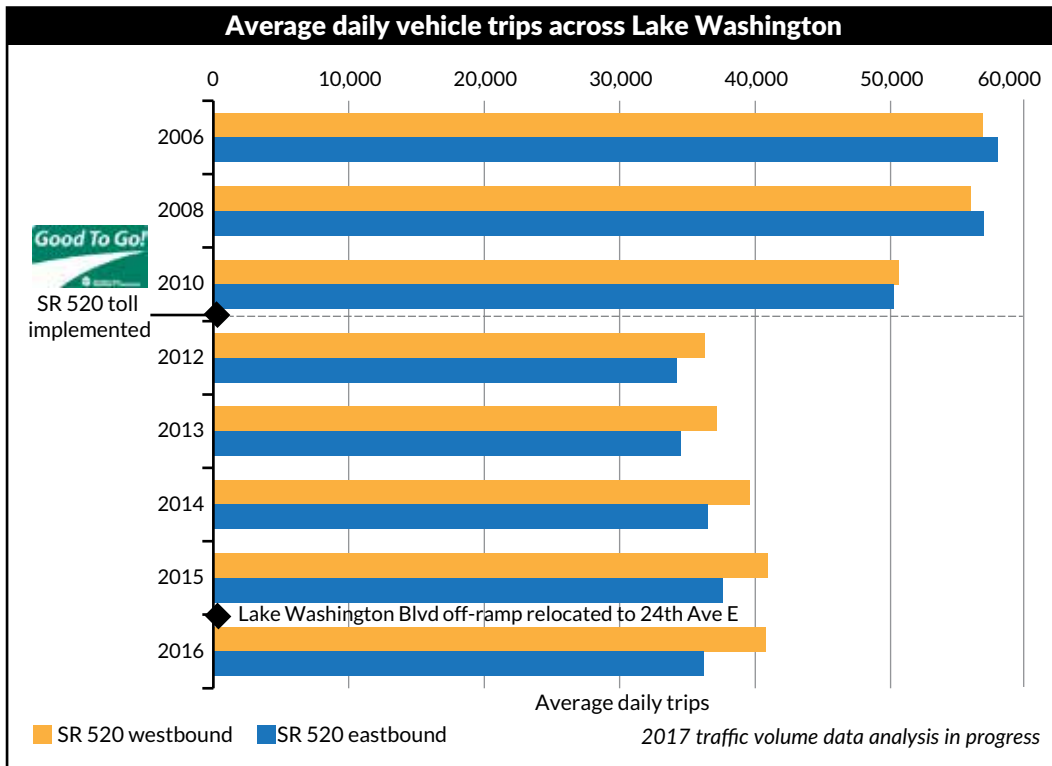
Montlake Boulevard is one of only two arterials in northeast Seattle that cross the ship canal. All types of travelers, including drivers, bus riders, cyclists and pedestrians, must funnel onto either the University Bridge or Montlake Bridge to access jobs, homes and other destinations on either side of the Montlake Cut.

Current traffic data indicates that volumes on SR 520 and the Montlake interchange ramps have declined since tolls were implemented on SR 520. The following graphics provide a more detailed picture of traffic in the Montlake neighborhood and on SR 520.

Average daily vehicle trips across Lake Washington on SR 520 to the east of the Montlake interchange have declined since the implementation of tolling in 2011.

Key Takeaway

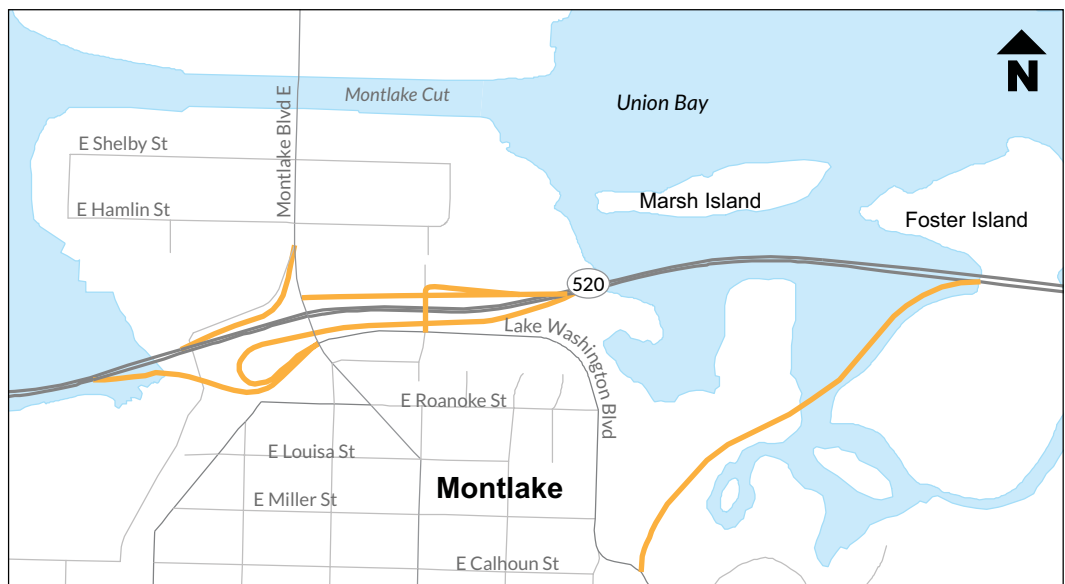
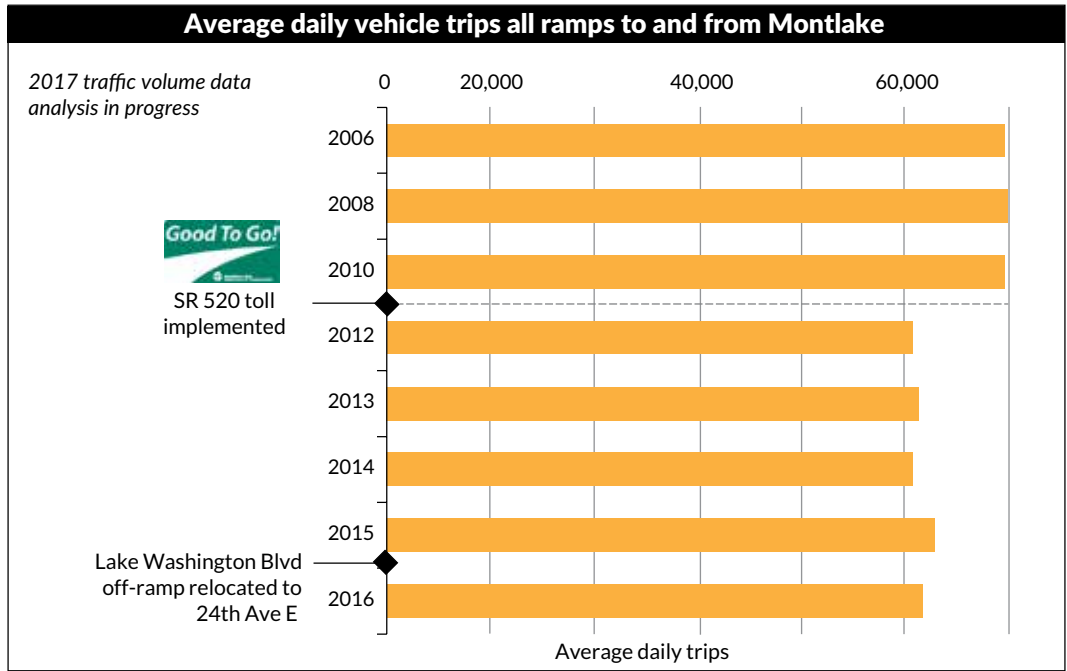
Daily traffic volumes on the SR 520 floating bridge have decreased by approximately 30 percent since tolling began.



Key Takeaway

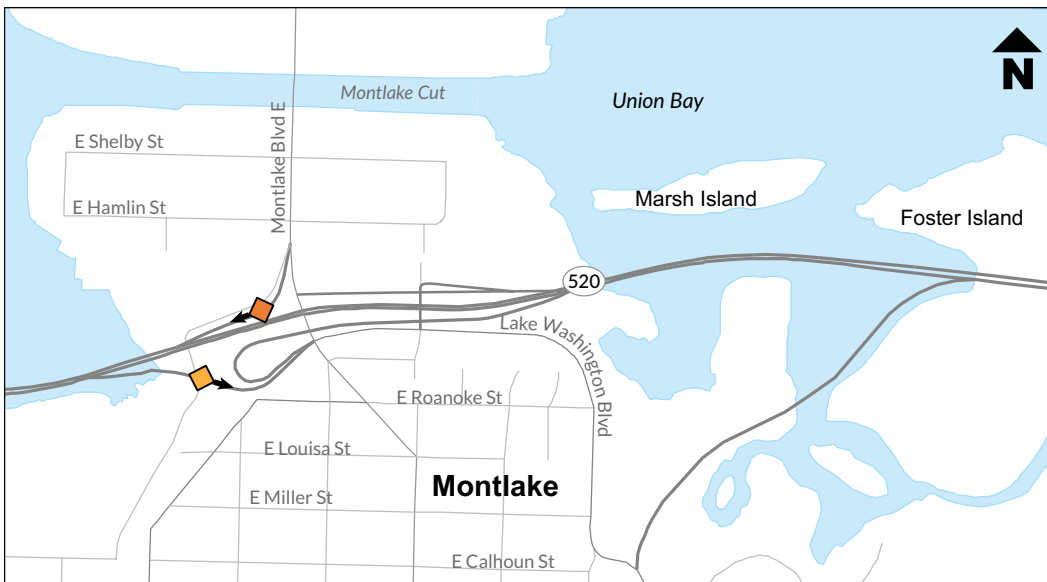
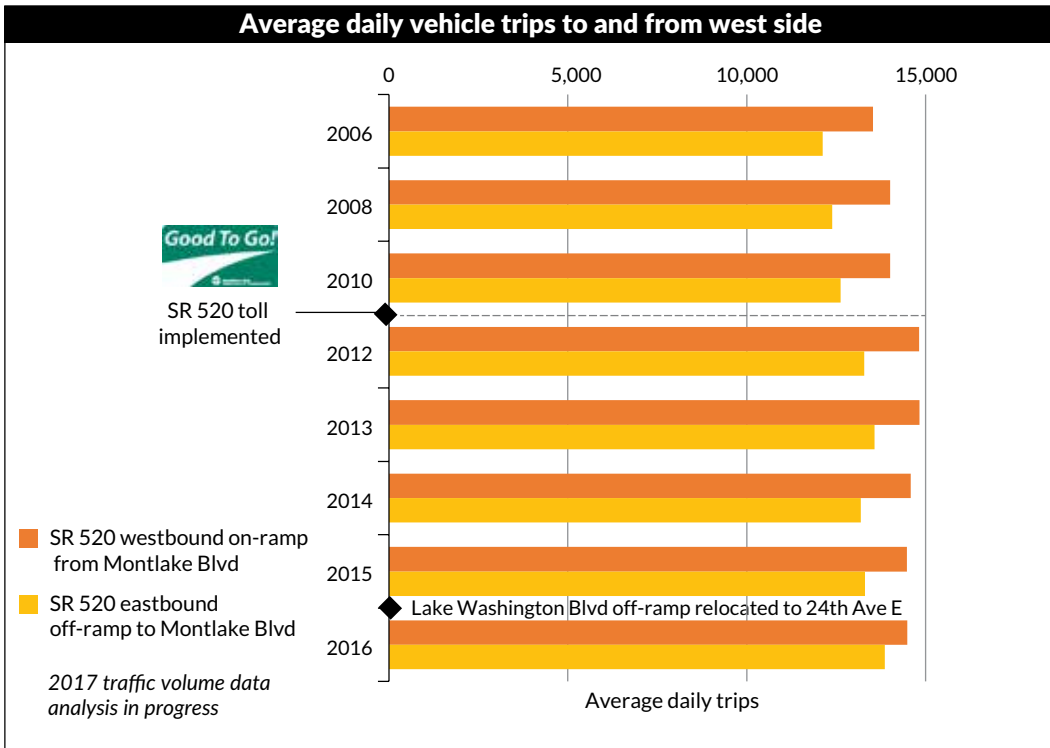
Traffic on SR 520 on- and off-ramps in Montlake has declined by about 8,000 vehicles per day since tolling began.

This graphic shows average daily vehicle trips on all ramps in the Montlake area. These volumes have also dropped since tolling began, reducing SR 520's contribution to local street traffic.



The average number of vehicles exiting eastbound SR 520 at Montlake interchange and traveling westbound toward I-5 from Montlake Boulevard has increased slightly since 2006.

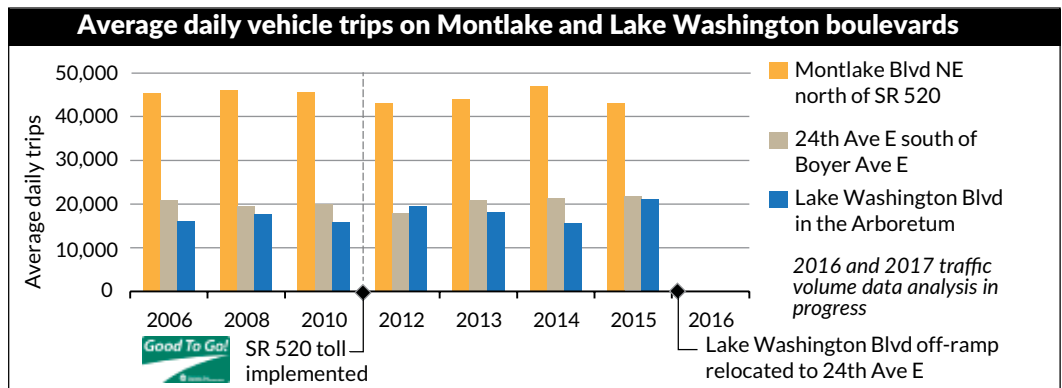
Key Takeaway
 Although cross-lake travel has decreased since tolling, traffic exiting eastbound SR 520 at Montlake Boulevard and traffic moving westbound toward I-5 from Montlake Boulevard has increased slightly.



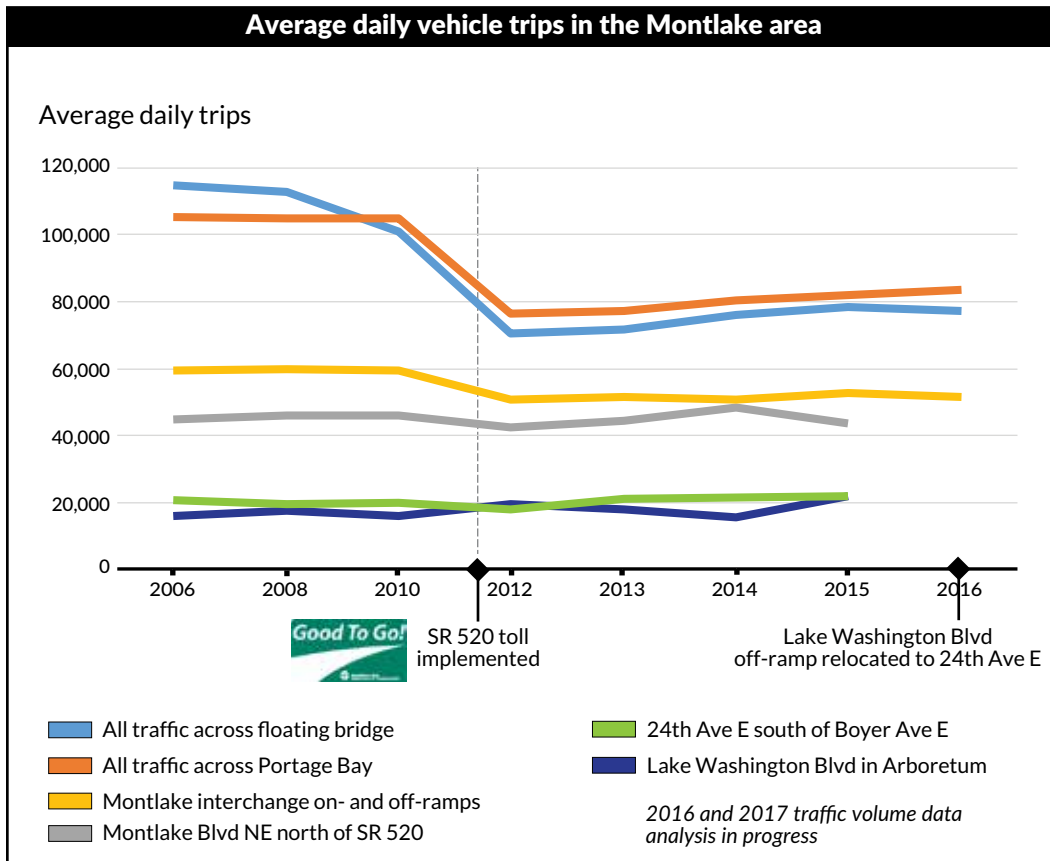
Key Takeaway

Montlake Boulevard traffic decreased slightly with the implementation of SR 520 tolling but has since returned to near pre-tolling volume. Peak-hour traffic volumes on Montlake Boulevard have remained essentially the same as during the pre-toll period, with about 3,700 vehicles per hour crossing the Montlake Bridge.

This graphic shows the average daily vehicle trips on Lake Washington Boulevard and Montlake Boulevard, the two major routes through the Montlake neighborhood.



This exhibit summarizes the information in the previous traffic-volume charts showing average daily trips on the SR 520 mainline, the on- and off-ramps, and the nearby City arterials.



Chapter 2: Public involvement

Public outreach informs the NTMP

Public outreach is essential for any transportation project or traffic management program. Outreach has played an integral role in developing the SR 520 project design, as WSDOT has collected public feedback throughout the life of the project to gain more insight about the daily conditions, concerns, and desired outcomes within the corridor. The public feedback summarized in this section informs the solutions described in Chapter 3 and Chapter 4.



Community member provides comment on the draft Montlake Phase NTMP at the March 22, 2017, public meeting.

Records search of all SR 520-related public comments

The 2011 MOU stipulates that WSDOT and the City of Seattle “identify community traffic management concerns and issues through a records search and community process.” The purpose of this activity was to understand in greater detail public concerns about traffic in and around Montlake Boulevard by analyzing comments from all sources of public feedback. To fulfill this commitment, the NTMP team gathered public comments from three main sources:

- SR 520 correspondence database. The database includes 13,000 public comments on all project topics from email correspondence, phone calls to the project office, public events, and letters received between 2003 and 2017.

- Stakeholder processes. This includes more than 1,700 public comments on all project topics from the 2007-2008 mediation process, 2009 legislative workgroup process, 2010 ESSB 6392 workgroup and Arboretum processes, the 2011-2012 Seattle Community Design Process and the 2015 Final Concept Design Process.
- Environmental process. This includes 415 public comments made through the formal comment period on the 2010 Supplemental Draft EIS.

Public meetings and comment periods

The NTMP team built on existing resources by conducting additional outreach in support of the Montlake Phase update. On June 28, 2016, WSDOT, with City of Seattle staff support, hosted the Montlake Phase design open house. The open house provided an opportunity for stakeholders to comment on neighborhood traffic issues to include in the updated NTMP. Concurrent with the in-person open house, WSDOT also held a two-week Online Open House, where stakeholders were able to submit project feedback.

WSDOT and the City hosted a public meeting on March 22, 2017, to share a draft of the Montlake Phase NTMP, update the community on the SR 520 Program, and discuss upcoming City projects. The public meeting also kicked off a two-week public comment period and survey to hear community concerns about traffic and gather input on proposed neighborhood traffic management measures. Over 500 community members provided feedback during the public comment period. WSDOT and the City drafted a public comment summary providing an overview of what we heard, which is included as Appendix A to this report.

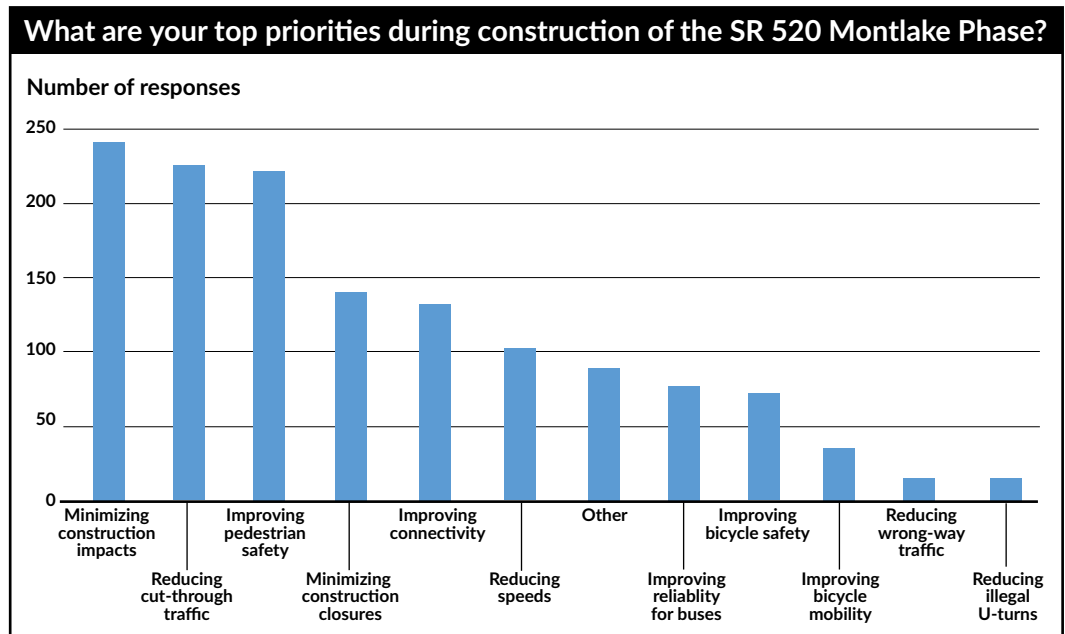
During the summer of 2017, the NTMP team used the March 2017 public feedback to refine the list of proposed traffic-calming measures. On Oct. 11, 2017, WSDOT and City staff met with the Montlake Community Club Transportation Committee to share the refined list of traffic-calming measures, the next steps to finalize the NTMP and discuss opportunities to stay engaged in transportation issues in the Montlake area. The committee supported our efforts to address traffic and safety issues in the neighborhood, but the committee generally expressed a desire for the agencies, including Metro and Sound Transit, to coordinate more to address system-wide issues. The committee also wanted to understand a clear process to request and provide feedback on additional traffic-calming measures. The summary of the October meeting is included as Appendix B.

Key comment themes

During the public comment period from March 21 to April 4, 2017, WSDOT and SDOT received 539 responses, including 496 completed surveys. Survey respondents listed the following key neighborhood traffic priorities:

- Minimizing SR 520 construction impacts.
- Reducing cut-through traffic on neighborhood streets.
- Improving pedestrian and bicyclist safety.

Survey respondents also expressed strong support for street-crossing enhancements to improve pedestrian and cyclist safety and connectivity. There was also general support for traffic circles and speed humps, which slow vehicle speeds and reduce cut-through traffic.



This chart appeared on page 7 of the May 2017 Neighborhood Traffic Management Plan Public Comment Summary.

Chapter 3: Projects completed or underway

WSDOT and the City have developed traffic control and management measures for the Montlake neighborhood to be implemented before, during and after project construction. This chapter focuses on traffic and safety improvements associated with the SR 520 Program. In collaboration with the City, WSDOT has incorporated design elements to improve mobility and safety for all travel modes in the project area.

How WSDOT is actively managing traffic

WSDOT has implemented a number of measures to actively manage traffic safety and flow on the SR 520 corridor and has partnered with other agencies to improve both the regional and local transportation system around the SR 520 corridor.

This has been achieved, in part, through the following corridor traffic management strategies:

SR 520 corridor traffic management

Improvement	Benefit
✓ Incident response teams	Rapid response to clear incidents more efficiently within the corridor
✓ Intelligent Transportation Systems	Manages flow on the SR 520 corridor through variable speed-control signs and variable-message signs for driver information and decision-making
✓ Electronic tolling	Variable tolling redistributes traffic volumes on the corridor to off-peak periods and improves travel times
✓ Transit/HOV lane extension and performance standards	Improves mobility and reliability for high-occupancy vehicles and transit

✓ completed

These improvements provide benefits to the traveling public by balancing traffic flow to minimize delays on the major highway. They also benefit transit travel by maintaining HOV bypass lanes at on-ramps, clearing incidents quickly and efficiently, and supporting traffic flow in the HOV lanes.

WSDOT incorporated a number of traffic management measures into the West Approach Bridge North project. These improvements focused on maintaining traffic flow for vehicles using the SR 520 interchange, and reducing potential

construction effects on local streets. See the table below for more information about improvements associated with the West Approach Bridge North project.

West Approach Bridge North Phase
(Opened to traffic August 2017)

Improvement	Benefit
✓ Montlake Triangle Project (primarily funded by WSDOT)	Improves safety and efficiency for pedestrians, bicyclists and motor vehicles on SR 520 and Montlake Blvd by providing a grade-separated crossing near Husky Stadium for pedestrians and bicyclists
✓ Traffic-calming measures in the Arboretum (funded by WSDOT)	Improves safety and mobility for pedestrians and motorists through the Arboretum
✓ Added westbound lane on Lake Washington Blvd between 24th Ave E and Montlake Blvd	Improves capacity and flow on westbound Lake Washington Blvd E
✓ Redistributed lane widths on northbound Montlake Blvd E between the westbound off-ramp to Montlake Blvd E and E Hamlin St to accommodate transit operations and bicycle mobility	Improves transit capacity and reliability; improves bicycle safety and mobility
✓ SR 520 regional shared-use path extended from the floating bridge to Montlake neighborhood – opened December 2017	Creates new regional pedestrian and bicycle connection to and from the local trails in Seattle and the Eastside
✓ Arboretum Loop Trail improvements - opened November 2017 (funded by WSDOT)	Improves pedestrian and bicycle safety and mobility through the Arboretum and future connections to SR 520 trails

✓ completed



The Montlake Triangle provides a grade-separated crossing over Montlake Boulevard NE for pedestrians and bicyclists.

Traffic management solutions during SR 520 construction

In addition to existing traffic management solutions, WSDOT and SDOT are working together to identify and implement solutions to traffic-related concerns during Montlake Phase construction.

Montlake Phase - Construction traffic management

WSDOT's Programmatic Agreement prepared under Section 106 of the National Historic Preservation Act stipulates that each phase of I-5 to Medina project construction will include a Community Construction Management Plan (CCMP). Previous CCMPs were prepared for the West Approach Bridge North and Floating Bridge and Landings projects.

The Montlake Phase CCMP will outline best practices and communication tools to minimize effects of construction. The Montlake Phase CCMP will be updated and shared with the public in 2018, after a contractor has been selected.



WABN crew members install rebar for the final section of the new WABN roadway deck.

Montlake Phase - Construction traffic management

Improvement	Benefit
Open new lanes before closing existing lanes during construction; for example, adding a lane to the eastbound SR 520 on-ramp, a second left-turn lane from northbound Montlake Blvd E, and a westbound lane on Lake Washington Blvd E, before closing the eastbound Lake Washington Blvd on-ramp	Maintains capacity of existing roadways during construction and accommodates the shift of traffic when the Lake Washington Blvd on-ramp is permanently closed
Minimize short-term lane closures, and limit necessary closures to nonpeak time periods	Supports traffic flow on Montlake Blvd and Lake Washington Blvd, particularly during peak commute hours
Transit stop functions will continue except for short closures to accommodate construction activities	Supports transit mobility and reliability throughout construction
Construction information resources to include a 24-hour construction hotline, web updates, and ongoing email updates	Construction information available for advance and real-time notification about construction activities and impacts

Traffic coordination during construction

WSDOT and its contractor will also continue to coordinate with the City on typical construction coordination efforts, such as traffic-control plans during construction and planning for street and lane closures as the contractor finalizes the design.

As a rule, SDOT’s role is to coordinate construction activity with contractors and agencies to minimize impacts for all modes of transportation in Seattle. SDOT, WSDOT and transit agencies track and coordinate construction and other activities through the Seattle Area Construction Look Ahead *, which provides an overview of construction work and major events that will impact Seattle-area travel. This ongoing effort enables the city and agencies to anticipate and adjust high-impact construction activities to avoid or minimize impacts on travelers.

Improving traffic through SR 520 project design

WSDOT and the City have worked closely to integrate traffic management strategies into the design of the WABN phase and the Montlake Phase. Based on public and agency feedback, the Montlake Phase will provide the following traffic management measures.

* www.seattle.gov/transportation/projects-and-programs/current-projects/construction-look-ahead

Montlake Phase - WSDOT permanent improvements

Construction planned to begin late 2018, with a 4- to 5-year duration

Improvement	Benefit
1 SR 520 transit/HOV direct-access ramps on Montlake lid	Improves transit/HOV access, capacity and reliability on SR 520 mainline and in the Montlake Blvd corridor
2 Dual left-turn lane from northbound Montlake Blvd to the eastbound SR 520 on-ramp	Accommodates additional traffic with the closure of eastbound on-ramp from Lake Washington Blvd
3 Dual left-turn lane from northbound Montlake Blvd to westbound SR 520 on-ramp	Improves traffic flow through Montlake Blvd
4 Sidewalk crossing distances reduced where possible throughout the Montlake interchange	Improves pedestrian and bicycle safety and mobility
5 Raised intersection at 24th Ave E and E Lake Washington Blvd	Improves pedestrian and bicycle safety and mobility
6 Signalized intersection at 24th Ave E and E Lake Washington Blvd	Supports traffic flow and reduces backups on SR 520 mainline, 24th Ave E off-ramp and E Lake Washington Blvd
7 Complete connection of regional shared-use path to Montlake Blvd E	Improves nonmotorized mobility and connectivity
8 Bicycle and pedestrian land bridge across SR 520 east of the Montlake lid	Provides a new nonmotorized connection between the Arboretum, Neighborhood Greenways and points north
9 Upgraded traffic signal equipment	Allows forward compatibility with future adaptive signals
10 Enhanced crossing at Lake Washington Blvd E and E Roanoke St	Improves safety and mobility for pedestrians and bicyclists
11 Roanoke Plaza transit and pedestrian improvements at intersection of E Roanoke St and E Montlake Place E	Improves transit connectivity, Neighborhood Greenway connections and pedestrian mobility and safety

SR 520 Montlake Phase - WSDOT permanent improvements



Transit/HOV direct-access ramps



Enhanced crossing



Signalized intersection



Left-turn lanes



Regional shared-use path



Land bridge

Removal of Lake Washington Boulevard eastbound on-ramp

During the planning and design phase of the SR 520 Program, WSDOT conducted a comprehensive and inclusive public involvement process with a wide variety of local and regional stakeholders, which led to the 2011 Preferred Alternative design. This preferred design included the removal of the SR 520 eastbound on-ramp from Lake Washington Boulevard. WSDOT is removing the on-ramp in response to public feedback that advocated restoring the Arboretum as an open natural area and minimizing traffic along Lake Washington Boulevard.

WSDOT analyzed the impact of removal of the eastbound on-ramp in the 2011 SR 520 I-5 to Medina: Bridge Replacement and HOV Project Final Environmental Impact Statement (FEIS). In order to accommodate the traffic that currently uses the eastbound on-ramp, WSDOT will implement the following traffic improvements in the Montlake interchange area before removing the eastbound on-ramp:

- Add an additional general-purpose lane to the existing eastbound loop on-ramp to SR 520 at Montlake Boulevard.
- Implement a second left-turn lane from northbound Montlake Boulevard onto the eastbound loop on-ramp to SR 520.
- Add a westbound lane on East Lake Washington Boulevard near the Montlake interchange, which will directly feed into the improved eastbound loop on-ramp noted above.
- When Montlake Phase construction is complete, transit/HOV traffic on the eastbound loop on-ramp will be shifted to the new direct access ramp on the Montlake lid. The loop ramp will then have two general-purpose lanes for access to SR 520.

For more information about WSDOT's analysis of the Lake Washington Boulevard eastbound on-ramp removal, see page 5.1-38 of the FEIS*.

* www.wsdot.wa.gov/NR/rdonlyres/1521A195-6D6C-466D-BF41-161D442D7580/0/SR520_FEIS_Chapter5Part1.pdf

Chapter 4: Local street improvements

While Chapter 3 describes WSDOT improvements within the SR 520 corridor, Chapter 4 outlines traffic-calming measures on local streets. The list of potential traffic measures, originally proposed in the draft Neighborhood Traffic Management Plan, has been refined in the final NTMP based on community feedback and analysis of each project’s effectiveness. Included in the final list of local street projects is their implementation status and next steps. This chapter also describes future planned SDOT projects, grant opportunities for neighborhood-initiated projects, and a process to request additional improvements.

Neighborhood traffic-calming tools

The NTMP team considered a number of traffic-calming and safety tools to address community concerns. Below are three of the most commonly used tools.



Traffic circles are effective at reducing speeds and the number and severity of collisions at intersections. When installed as a series, traffic circles can provide an overall traffic-calming effect along an entire street corridor. These traffic-calming benefits can also improve bicycle and pedestrian safety. Generally SDOT will support the installation of a traffic circle if there have been two or more collisions in the intersection and the traffic circle is not located on a designated fire response route.



Speed humps can be effective at reducing speeds and diverting traffic to adjacent streets. Similar to speed humps, speed cushions are divided into sections. Speed cushions are more appropriate for arterial streets or nonarterial emergency routes. SDOT requires community support through a petition process in order to install speed humps and cushions.



Crossing enhancements, such as crossing beacons, reduce vehicle speeds approaching the crossing point, which help to improve safety and mobility.

Updated list of traffic-calming measures

In the March 2017 draft of this report, WSDOT and City staff shared a list of measures to slow vehicles speeds, reduce cut-through traffic, and improve safety and mobility for people walking and biking in the Montlake area.

The NTMP team analyzed which measures would be most effective based on criteria such as existing and projected traffic patterns, collision history, and street geometry and constructability issues. We also analyzed and incorporated your feedback from the public comment period. Using this information, WSDOT and SDOT identified the measures that would be most effective at addressing community concerns. The updated list, shown in the tables below, is divided into the following four categories based on implementation status and required next steps.

- **Projects planned for implementation** are measures that SDOT and WSDOT will install in the near future.
- **Projects planned for implementation pending public petitions** are measures the technical team has determined to be effective treatments but that will require a petition of support from the residents on the affected block.
- **Projects requiring additional analysis and agency coordination** are pending future action for one or two of the following reasons:
 - o Additional data must be gathered to assess whether the measures would be effective. Requests from the community and demonstration of neighbors' support would be necessary to implement them.
 - o Implementation requires additional agency coordination; for example, SDOT must consult with the Seattle Fire Department before installing speed cushions on designated fire routes.
- **Projects removed from consideration due to public input or feasibility issues** are measures that received negative community feedback or were deemed ineffective by WSDOT and SDOT traffic engineers.

Projects planned for implementation

This table includes treatments that were supported by the community and determined as likely to be effective by the technical team. Measures shaded green in the table will be implemented in the coming years. Measures 1 and 2 will be constructed by SDOT during the 2018 construction season. These two improvements both address cut-through traffic, a primary community concern. Measure 3 will help improve access and mobility for people walking and riding bikes along the east side of Montlake Boulevard East by aligning and widening curb ramps. This improvement will be completed by WSDOT as a part of the Montlake Phase.

Projects planned for implementation			
Location	Concern	Treatment	Timeline
1 Lake Washington Blvd E at E Miller St	Illegal turns, wrong-way traffic and cut-through traffic	Install curb extension to discourage illegal movements	Construction planned for 2018
2 25th Ave E and 26th Ave E between Boyer Ave E and E Lynn St	Speeding, cut-through traffic	Install speed humps	Construction planned for 2018
3 Montlake Blvd E at E Shelby St	Curb ramps do not align, reducing pedestrian access	Widen and move curb ramps on east side closer to Montlake to align with E Shelby St sidewalk	Implementation during early construction of Montlake Phase improvements



WSDOT and SDOT traffic engineers discussing potential management measures in the Montlake area.

Projects requiring neighborhood petition for implementation

Measures shaded in purple have been identified as effective and garnered positive public feedback, but require a petition from neighborhood residents before implementation. Since measures 4a and 4b address the same area of concern, residents should submit a petition that identifies one preferred solution, rather than submitting a petition for both measures. Measures 5 and 6 require a petition for the City to identify specific speed-hump locations on the requested street. Directions for submitting a petition for measures 4-6 are included below.

Projects requiring neighborhood petition for implementation			
Location	Concern	Potential Treatment	Next steps
4a Lake Washington Blvd E at E Roanoke St	Illegal turns, wrong-way traffic and cut-through traffic	Install curb extension to discourage illegal turns	Petition from neighborhood for preferred solution
4b Lake Washington Blvd E at E Roanoke St	Illegal turns, wrong-way traffic and cut-through traffic	Designate E Roanoke St as one-way eastbound between 25th Ave E and Lake Washington Blvd E	
5 East-west streets between 24th Ave E and Lake Washington Blvd E, from E Roanoke St to and including E Lynn St	Speeding, high vehicle volumes and cut-through traffic	Install speed humps	Petition requiring majority support of block residents needed
6 E Louisa St between 24th Ave E and 25th Ave E	Speeding	Install speed humps, revised from a traffic circle	Petition requiring majority support of block residents needed

How to submit a petition for traffic-calming measures 4-6

Directions:

- 1) Request a petition by emailing Montlake.Traffic@seattle.gov. Include "Montlake Traffic-calming Request" in the subject line. We have included a sample petition and SDOT's evaluation form for your reference as Appendix C.
- 2) Please include the number and description of the requested traffic-calming measure from the purple-shaded table above titled "Projects requiring neighborhood petitions for implementation."
- 3) We'll send you a petition for the requested traffic measure.
- 4) Within two week of receipt of the petition, send us a completed petition at Montlake.Traffic@seattle.gov. Petitions must indicate support from a majority of neighbors on the affected block.
- 5) We'll confirm that we've received the request and follow up if we need additional information. Petitions submitted by the end of February will be included in the queue of projects for that same year's construction season.

Projects requiring additional coordination or public input

Measures listed in the orange table received some positive feedback but require additional analysis or agency coordination to be implemented. In the case of measures 8 and 10, implementation of speed cushions will require coordination with the Seattle Fire Department because Boyer Avenue East and West Montlake Place East are designated emergency-response routes. Measure 7, which received general public support, will require further analysis to identify specific locations where speeding is an issue and where speed humps can be effective. Measure 9 received mixed public feedback. For measure 11, WSDOT and SDOT are coordinating on potential sidewalk improvements on Montlake Boulevard East between East Hamlin Street and East Shelby Street.

We welcome public support for the traffic measures listed in the orange-shaded table. Below the table, we have included directions for providing support for traffic-calming measures. SDOT will consider public input along with other technical criteria described below when making a determination about the traffic-calming measures.



An example of an improved curb ramp in Seattle.

Projects requiring additional agency coordination and public input for implementation			
Location	Concern	Potential Treatment	Notes
7 East-west streets between 19th Ave E and 24th Ave E, from E Roanoke St to and including E Lynn St	Speeding and cut-through traffic	Install speed humps between 19th Ave E and 24th Ave E	Mixed public feedback
8 E Roanoke St and W Montlake Pl E	Speeding	Install speed cushions	Mixed public feedback, further coordination with Seattle Fire Department needed due to designation as fire route
9 24th Ave E and E McGraw St and 24th Ave E and E Newton St	Cut-through traffic	Restrict "right-on-red" during peak periods	Mixed public feedback
10 Boyer Ave E between Lake Washington Blvd and 24th Ave E	Speeding, high vehicle volume	Install speed cushions	Mixed public feedback, further coordination with Seattle Fire Department needed due to designation as fire route
11 Montlake Blvd E between E Shelby St and E Hamlin St	East side of sidewalk too narrow for increase in use due to detours and new facilities	Widen sidewalk to accommodate higher usage	Positive public support, further agency coordination needed

How to request traffic-calming measures 7-11

Directions:

- 1) Submit requests at any time to Montlake.Traffic@seattle.gov.
- 2) Please include the number and description of the requested traffic-calming measure from the orange-shaded table above titled "Projects requiring additional agency coordination and public input for implementation."
- 3) We'll acknowledge receipt of your request and evaluate it during the March time frame using these criteria: traffic volumes; speeds; collisions; operational requirements, such as emergency response access; street geometry; public support; and available budget.
- 4) If traffic-calming is warranted, we'll confirm the recommended treatment and send a petition if needed. If not, we'll tell you why we are not recommending traffic-calming.
- 5) Within two weeks of receipt of the petition, your final step is to fill out the petition with signatures and addresses indicating that the majority of residents on your block and the properties on the four corners of adjacent intersections want the treatment. Neighbors living next to the change must also indicate they support the installation at the recommended location. We'll rely on the requester to gather signatures. Email the completed petition to Montlake.Traffic@seattle.gov.

Projects removed from consideration

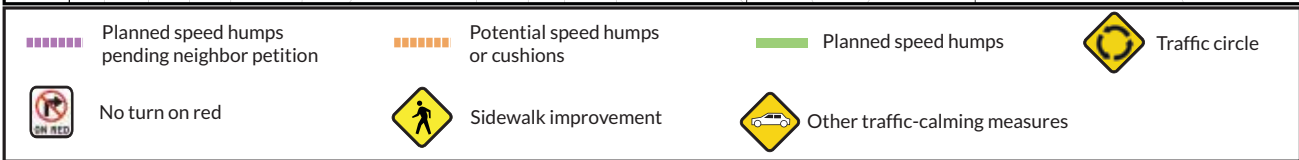
The measures shaded in red received negative public feedback or were determined to be ineffective by the NTMP team. While these particular measures will not be further analyzed at this time, WSDOT and SDOT will continue to monitor these intersections and consider potential effective treatments and analyze those treatments as needed.

Projects removed from consideration due to negative public input or feasibility issues			
Location	Concern	Potential Treatment	Notes
12 25th Ave E and 26th Ave E between E Lynn St and Boyer Ave E	Speeding and cut-through traffic	Add on-street parking to east side of streets	Negative public feedback
13 Alley north of E Roanoke St (E University Blvd)	Speeding and cut-through traffic	Install speed humps	Feasibility issues due to narrow roadway
14 E Lynn St and 22nd Ave E and 23rd Ave E	Speeding, high vehicle volumes and cut-through traffic	Reconstruct traffic circle	Constructability issues



Newly installed speed cushions on Boyer Avenue East.

Planned and potential NTMP traffic-calming measures



How to request additional traffic-calming measures

WSDOT and the City recognizes that traffic patterns may change during Montlake Phase construction. Neighbors can request new traffic-calming measures not previously considered by following the direction below.

How to request additional traffic-calming measures during SR 520 construction

Directions:

- 1) Submit requests at any time to Montlake.Traffic@seattle.gov. Requests will be acknowledged upon receipt and reviewed in March of 2018, 2019, and 2020, and, if accepted, the project will be designed and developed for construction during the summer months.
- 2) Send your request as email with the following information:
 - Include 'Montlake Traffic-calming Request' in the subject line
 - Provide a contact name, phone number, and email address
 - Describe the problem and the day(s) and times it's happening
- 3) We'll acknowledge receipt of your request and evaluate it during the March time frame using these criteria: traffic volumes; speeds; collisions; operational requirements, such as emergency response access; street geometry; public support; and available budget.
- 4) If traffic-calming is warranted, we'll confirm the recommended treatment and send a petition if needed. If not, we'll tell you why we are not recommending traffic-calming.
- 5) Within two weeks of receipt of the petition, your final step is to fill out the petition with signatures and addresses indicating that the majority of residents on your block and the properties on the four corners of adjacent intersections want the treatment. Neighbors living next to the change must also indicate they support the installation at the recommended location. We'll rely on the requester to gather signatures. Email the completed petition to Montlake.Traffic@seattle.gov.

Key areas of concern

During the two-week public comment period in spring 2017, we asked community members to identify intersections of strong concern, and to list their concerns, which we summarize in Appendix A. The table below includes the top 10 intersections of the 65 that were mentioned in the survey. We have also included a brief explanation of what WSDOT and the City are doing to address community concern under the column labeled “Status.”

Rank	Intersection	Top two concerns	Status	Number of comments
1	SR 520 and Montlake Blvd (Montlake interchange area)	<ul style="list-style-type: none"> Bicycle and pedestrian safety Vehicle back-ups and traffic flow 	<p>Improvements to be completed during SR 520 Montlake Phase construction:</p> <ul style="list-style-type: none"> Crossing enhancements, reduced crossing distances where feasible Dual left turns from northbound Montlake Blvd to eastbound on-ramp Dual left turn from northbound Montlake Blvd to westbound on-ramp Transit/High Occupancy Vehicle direct-access ramps to improve access and reliability Signal infrastructure that will work with future versions of Intelligent Transportation Systems 	56
2	E Montlake Pl E and E Roanoke St	<ul style="list-style-type: none"> Vehicle back-ups and traffic flow Bicycle and pedestrian safety 	<p>The Montlake Phase will reconfigure and simplify intersection to:</p> <ul style="list-style-type: none"> Slow turning vehicles Reduce pedestrian and vehicle conflict locations Support Neighborhood Greenway connections Upgrade transit stop 	32
3	24th Ave E and Boyer Ave E	<ul style="list-style-type: none"> Dangerous conditions and unsafe drivers Bicycle and pedestrian safety 	<p>The 23rd Ave E Vision Zero Project recommends reducing the lanes on 23rd/24th Ave E between Boyer Ave E and E John St from four lanes to three lanes to improve safety. Restriping is currently scheduled for 2018.</p>	31
4	16th Ave E / E Lynn St / Boyer Ave E	<ul style="list-style-type: none"> Unsafe drivers, running stop signs, speeding Bicycle and pedestrian safety 	<p>SDOT has implemented changes to help address concerns, including:</p> <ul style="list-style-type: none"> Remarked all crosswalks and striping to improve clarity for drivers Trimmed vegetation to improve driver visibility Installed speed humps on Boyer Ave E and lowered the speed limit, resulting in 11% reduction in speeds 	21

Rank	Intersection	Top two concerns	Status	Number of comments
5	Montlake Blvd and E Lake Washington Blvd	<ul style="list-style-type: none"> Vehicle back-ups and traffic flow Bicycle and pedestrian safety 	<p>The WABN phase of SR 520 construction will add a barrier-separated pedestrian and bicycle connection on 24th Ave over SR 520, providing an alternative to Montlake Boulevard. That connection will be open for 2018 but will require closures during the Montlake Phase.</p> <p>The Montlake Phase will add a westbound lane on East Lake Washington Boulevard near the Montlake interchange. Add an additional general-purpose lane to the existing eastbound loop on-ramp to SR 520 at Montlake Boulevard.</p>	21
6	24th Ave E and E Lynn St	<ul style="list-style-type: none"> Bicycle and pedestrian safety Speeding and unsafe drivers 	A signal is being considered through the 23rd Ave E Vision Zero Project. Assuming it is warranted, construction is currently scheduled for 2019.	18
7	19th Ave E and E Lynn St	<ul style="list-style-type: none"> Vehicle back-ups and traffic flow Bicycle and pedestrian safety 	In 2018, SDOT will install an all-way stop in this location, construct new sidewalks, curb ramp improvements, and a raised crosswalk on the east side of 19th Ave E.	14
8	24th Ave E westbound off ramp from SR 520 and Lake Washington Blvd	<ul style="list-style-type: none"> Vehicle back-ups and traffic flow Bicycle and pedestrian safety 	<p>The WABN phase of SR 520 construction will add a barrier-separated pedestrian and bicycle connection on 24th Ave, providing an alternative to Montlake Boulevard. That connection will be open for 2018 but will require closures during the Montlake Phase.</p> <p>The Montlake Phase will add a westbound lane on East Lake Washington Boulevard near the Montlake interchange and will construct a raised intersection to slow motorists and improve pedestrian and bicycle crossings.</p> <p>Design for Montlake Phase will construct a signalized intersection to be turned on to address congestion when necessary.</p>	9
9	24th Ave E and E McGraw St	<ul style="list-style-type: none"> Bicycle and pedestrian safety Unsafe drivers, running red lights 	A turn restriction in this location was included in the draft NTMP and received mixed public feedback.	8
10	24th Ave E and E Interlaken Blvd	<ul style="list-style-type: none"> Bicycle and pedestrian safety Speeding and unsafe drivers 	A signal is being considered through the 23rd Ave E Vision Zero Project. Assuming it is warranted, construction is currently scheduled for 2019.	6

Future City of Seattle projects in the Montlake area

23rd Avenue Vision Zero Project

Before and during Montlake Phase construction, SDOT plans to implement the 23rd Avenue East Vision Zero Project to enhance safety and mobility on 23rd Avenue East and 24th Avenue East between East John Street and East Roanoke Street. As soon as 2018, SDOT has proposed to reduce the number of lanes from four to three between East John Street and Boyer Avenue East, where traffic speeds are the highest. Similar changes in other parts of the City have shown positive results in reducing collisions and increasing the number of vehicles following the posted speed limit.

Where traffic volumes are high and more likely to be impacted by SR 520 construction, SDOT will maintain four lanes and consider a new traffic signal at 24th Avenue East and East Lynn Street. After evaluating the results, SDOT may consider additional treatments like allowing on-street parking during off-peak hours to support businesses and calm traffic. At the same time, crews will repair cracked or worn sidewalks and pavement, make improvements to existing transit stops, and install new curb ramps throughout the entire project area. Construction would be coordinated with WSDOT to reduce impacts. These changes would happen in 2019 and 2020. To learn more about the project visit the 23rd Avenue Vision Zero Project webpage*.

23rd RapidRide Line from Mount Baker to Central Area to U-District



Passengers using RapidRide C route bus.

As part of Move Seattle, the City is planning to enhance transit service by implementing RapidRide improvements between the Central District and University of Washington, via 23rd Avenue East.

Implementation is planned for 2024, soon after the completion of the Montlake Phase. Similarly, SDOT is planning to implement a bus rapid transit corridor linking the

Roosevelt neighborhood to downtown Seattle via the University Bridge, to be implemented in 2021. These services and associated capital investments will improve transit speed and reliability near the SR 520 corridor and will provide additional travel choices. Construction of these projects will be closely coordinated with the SR 520 Program. Learn more at the RapidRide webpage**.

* www.seattle.gov/visionzero/projects/23rd-ave-e

**www.seattle.gov/transportation/projects-and-programs/programs/transit-program/rapid-ride

Long-term transportation planning in Montlake

SDOT plans and implements a range of strategies that address community concerns related to traffic management and travel options in the Montlake Boulevard and SR 520 vicinity. These plans focus on enhancing neighborhood environments for all travelers, including people walking, biking and riding transit.

City of Seattle Traffic Plans and Programs	Plan Overview
Pedestrian Master Plan	Establishes policies, programs and design criteria to enhance pedestrian safety, mobility and access throughout the City.
Your Voice Your Choice, Parks and Streets	Provides funding for small-scale transportation and parks improvements under \$90,000. The next project selection process is 2019.
Neighborhood Street Fund	Provides funding for larger-scale community projects between \$90,000 and \$1 million.
Safe Routes to School Mini Grants	Mini Grants (up to \$1,000) fund schools, PTAs, and community groups to encourage safe walking and biking to school. There are two funding rounds in the spring and fall.
Transit Master Plan	Anticipates and plans for citywide transit needs through 2030.
Intelligent Transportation Systems Strategic Plan	Develops guidelines for implementing various electronics, communications and automated traffic enhancements throughout the City.
Neighborhood Traffic Operations	Helps to ensure safe traffic operations on Seattle neighborhood streets by responding to resident questions and concerns regarding speeding, traffic safety, signs and related issues.
Montlake Corridor Transit Speed and Reliability Study	Identifies potential transit speed and reliability improvements in the Montlake area.

City of Seattle Intelligent Transportation Systems planning

The City of Seattle's Intelligent Transportation Systems (ITS) Strategic Plan provides a strategy to enhance mobility for all modes. ITS uses technology, for example wireless and fiberoptic communications or sensors, to improve the efficiency and responsiveness of traffic signals and other transportation infrastructure. The City has implemented some of the plan's Montlake Subarea recommendations and is currently planning additional improvements in the Northeast 45th Street and 15th Avenue Northeast corridors that will benefit the Montlake corridor and make ITS expansion easier in the future.

WSDOT has collaborated closely with SDOT on the Montlake corridor during the development of the SR 520 Montlake Phase to provide interconnected signals and ITS communications. These elements will support future ITS technologies in the project area and will be compatible with future expansion of SDOT's ITS and adaptive signal systems along the Montlake Boulevard East/24th Avenue East/23rd Avenue East corridor.

In 2017, the City, in partnership with WSDOT and other public and private organizations, applied for and was awarded a Federal Highway Administration grant called the Advanced Transportation and Congestion Management Technologies Deployment Initiative. The grant project will help traffic, pedestrian and emergency vehicle movement in the Montlake area and north to the University District. The City will begin deployment of these technologies in 2018.

City of Seattle planned and funded measures in the Montlake area

Improvement	Benefit
Existing speed cushions along Boyer Ave E between 24th Ave E and E Lynn St	Reduces vehicle speeds
Upgrade the staircase from E Interlaken Blvd to Boyer Ave E along the Central Area Neighborhood Greenway	Safer, calmer residential streets that discourage cut-through traffic
All-way stop at 19th Ave E & E Lynn St and raised crosswalk on E Lynn St	Organizes people driving through the intersection and discourages cut-through traffic
Planned Neighborhood Greenway on 25th Ave E and 26th Ave E with connections to the greenway on 22nd Ave E	Safer, calmer residential streets that discourage cut-through traffic
23rd Ave Vision Zero Project	Improves mobility and safety while supporting transit service
Lower speed limit from 30 to 25 mph along Boyer Ave E between 24th Ave E and Lake Washington Blvd E	Reduce traffic fatalities and serious traffic injuries
23rd Ave RapidRide Line	Upgrades transit service to be more reliable

Combined city and NTMP traffic measures



Chapter 5: Conclusion

This Montlake Phase NTMP addresses the next phase of SR 520, I-5 to Medina project construction, principally involving the West Approach Bridge South and Montlake lid. Since 2014, WSDOT and the City of Seattle have worked together to address traffic challenges associated with the West Approach Bridge North. This work has also helped to identify concerns to be addressed as part of Montlake Phase construction. Together, WSDOT and the City have considered potential transportation impacts associated with Montlake Phase construction, and have analyzed and reflected on public input received over the entire life of the SR 520 Program.

WSDOT and the City of Seattle have incorporated several refinements into the Montlake Phase design that help offset potential traffic impacts and meet the needs of nearby neighborhoods. WSDOT and SDOT have also identified a variety of neighborhood street improvements and traffic-calming measures to further address potential impacts and community concerns. WSDOT and City have signed an agreement for WSDOT to provide funding for the traffic-calming and safety measures in the Montlake neighborhood.

WSDOT is committed to constructing Montlake Phase improvements that are forward compatible with the City of Seattle's Intelligent Transportation Systems (ITS) strategic plan, which when implemented by the City will result in more efficient signal timing, improved driver information and improved nonmotorized connectivity. These strategies work in harmony with the City of Seattle's Neighborhood Traffic Operations program that provides citizens with a gateway to local roadway traffic-calming options.

Next steps

The NTMP is a living document. WSDOT and SDOT will continue to monitor and gather feedback about traffic and transportation issues in the Montlake neighborhood. The agencies are also accepting requests for the potential traffic measures noted in this report, and for additional traffic-calming in the Montlake neighborhood through the SR 520 website. The NTMP will be updated and modified as WSDOT prepares to design and build future phases of the I-5 to Medina project. WSDOT and the City are working together to ensure that as SR 520 corridor improvements move forward, the Montlake area will have a complete and functional Neighborhood Traffic Management Plan.

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Appendix A

May 2017 Neighborhood Traffic Management Plan Public Comment Summary

NTMP Public Comment Summary

What is the NTMP?

Beginning in summer 2016, staff from the City of Seattle and the Washington State Department of Transportation (WSDOT) coordinated to develop a Neighborhood Traffic Management Plan (NTMP) for the SR 520 Montlake Phase, which will begin construction in 2018. The draft Montlake Phase NTMP identifies traffic control and management measures to be implemented by the City and WSDOT that support people traveling through Montlake and the surrounding neighborhoods during SR 520 construction and beyond.

The NTMP also fulfills a commitment by the City and WSDOT to enhance safety, connectivity and livability in the Montlake Boulevard corridor for all travelers. This commitment is outlined in a 2011 memorandum of understanding (MOU) between WSDOT and the City.

What is the purpose of the NTMP public comment summary?

This document summarizes feedback collected during the 2017 NTMP public comment period. This feedback will be used by both WSDOT and the City of Seattle to refine the potential traffic management measures under consideration and finalize the Montlake Phase NTMP.

Next steps

- **Summer 2017:**
 - Evaluate public feedback and continue technical discussions between WSDOT and the City of Seattle.
 - Based on public comments, identify a specific list of traffic management measures and timeline for implementation.
- **Fall 2017:**
 - Complete a WSDOT/City of Seattle agreement to fund and build these traffic management measures in the Montlake area.
 - Publish the final Montlake Phase NTMP, including the commitments and timeline for implementation.

Gathering public feedback

On March 22, 2017, WSDOT and the City hosted a public meeting at St. Demetrios Hall to present a list of potential traffic management measures in the Montlake area and discuss the measures with community members. The NTMP team also posted a draft version of the Montlake Phase NTMP report and held a two-week public comment period, including an online survey, from March 21 to April 4, 2017. The online survey focused on gathering community feedback on the list of proposed traffic management measures. This document provides a summary and analysis of public feedback gathered during the comment period. The appendix provides a full list of written survey comments received.

Community Comments

The NTMP team identified the following key traffic-related issues in the Montlake area based on public feedback:

Traffic operations on Montlake Blvd and 24th Ave E are considered poor.

Nonmotorized travel is a key way to get around the Montlake area.

Reducing speeds and cut-through traffic on neighborhood streets should be prioritized.

Transit is a key factor in improving mobility in the Montlake neighborhood.

Enhancing bicycle and pedestrian safety is a key priority.

Key takeaway

Eighty percent of the survey respondents reside in the Montlake Phase NTMP focus area (see map on page 10).

Public comment overview

During the comment period, members of the public could submit comments in person at the March 22 public meeting or via an online survey, mail or email.

WSDOT and SDOT received 539 responses during the public comment period from the following sources:

- 496 online surveys
- 26 emails to the NTMP inbox
- 15 written comments made at the public meeting
- 2 community petitions submitted directly to the City of Seattle
 - One petition expressed support for a curb bulb at 24th Avenue East and East Miller Street.
 - The other petition expressed opposition to a traffic light at 24th Avenue East and East Miller Street.



WSDOT staff talk to a community member at the March 22 public meeting.

Survey results

Common modes of travel in Montlake

Survey respondents use a variety of modes to travel in and around the Montlake area, most commonly walking and driving alone. Riding transit, both light rail and bus, and bicycling are other popular ways to move through Montlake. Survey respondents were able to select all modes of travel that applied to them.

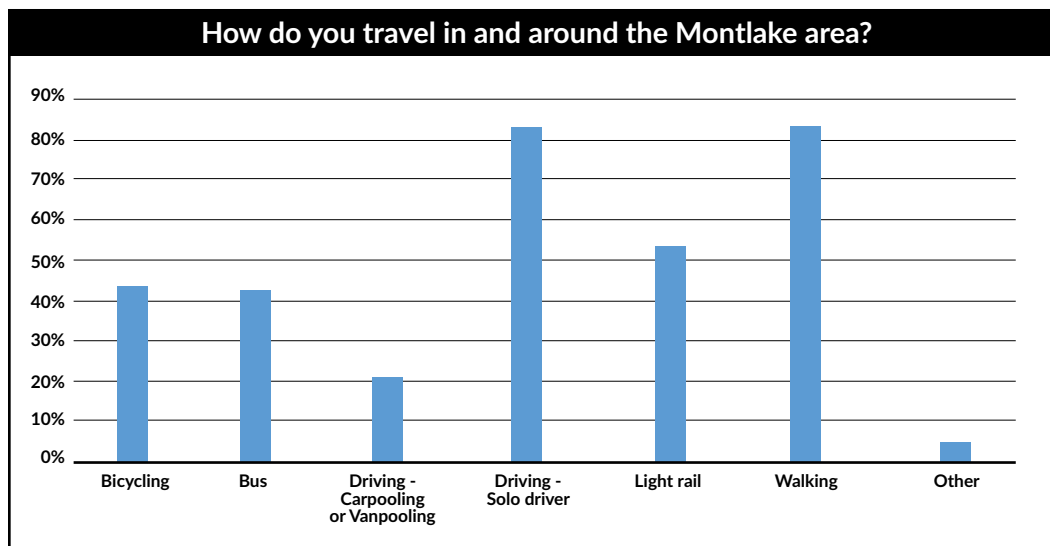


Figure 1

Key takeaway

Survey takers identified walking and driving alone as the top two ways to get around the Montlake area.

Just over 50 percent of respondents use light rail.



Montlake Boulevard is the most heavily traveled arterial in the Montlake neighborhood.

Common travel times in Montlake

Travel through the Montlake area occurs most commonly during the morning and evening peak commute times. Ninety-two percent of respondents travel in and around the Montlake area between 3 p.m. and 7 p.m., while 84 percent travel in the area between 7 a.m. and 10 a.m.

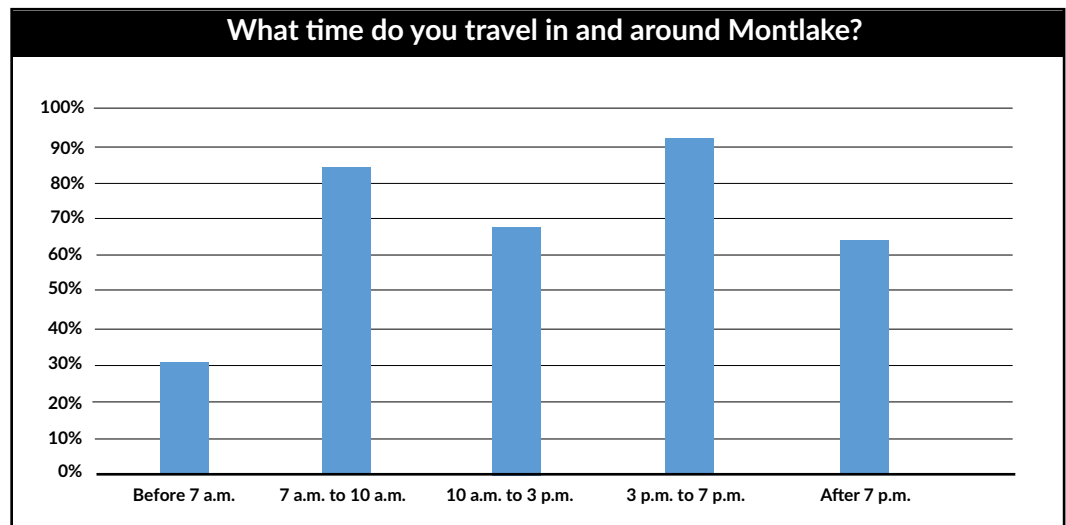


Figure 2



Vehicles travel from East Lake Washington Boulevard to Montlake Boulevard.

Top priorities during Montlake Phase construction



Temporary construction signage for the West Approach Bridge North project.

Survey respondents' top priority during the Montlake Phase is to minimize impacts during project construction. They also ranked reducing cut-through traffic and improving pedestrian safety as key concerns during the construction period. The most common "other" responses included preserving the Montlake Market and concerns about traffic flow and transit service through the neighborhood.

Some people also said that they felt the NTMP focus area was too small and should be expanded to cover a larger geographic area.

Key takeaway

Survey respondents noted minimizing construction impacts as their top priority during construction.

Other priorities included reducing cut-through traffic and improving safety for bicyclists and pedestrians.

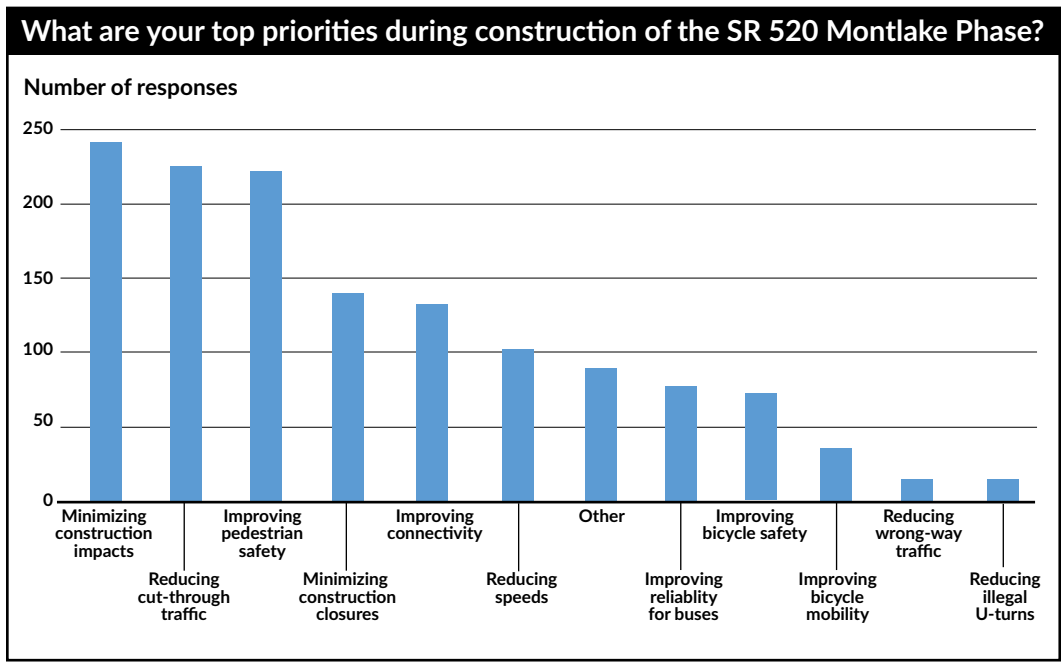


Figure 3

Survey quotes:

“Thoughtfully planning out and executing the construction so that it ultimately improves the Montlake 520 interchange and nearby affected streets, from traffic, safety and livability perspectives.”

“The cut through traffic moves at high rates of speed along Miller and crossing 25th Ave.”

Key takeaway

The most popular proposed improvement is crossing enhancements for pedestrians and bicyclists.

The solutions viewed most negatively are adding or changing parking on local streets.

Neighborhood views on potential traffic management measures

Survey respondents were asked to rate various options for reducing construction impacts and improving travel in the Montlake area. Enhanced pedestrian and bicycle crossing signals, such as crossing beacons, were the most popular traffic management measures proposed by the draft NTMP report. Respondents were also strongly supportive of sidewalk improvements. Community members felt that these solutions could improve safety and mobility for pedestrians and bicyclists traveling in the Montlake area.

Adding speed humps and traffic circles on local streets and intersections were also popular measures to reduce vehicle speeds and improve safety. However, some respondents thought that these measures may not be effective and could reduce traffic flow and visibility on narrow neighborhood streets.

Solutions that received more negative responses included adding parking to reduce speeds, and restricting right turns in some areas during morning and evening peak-commute periods. Respondents felt that adding parking could worsen cut-through traffic and reduce visibility, while restricting right turns could increase traffic back-ups.

In the Montlake Phase, a series of traffic management solutions will be implemented over the construction period. Please indicate if you have a mostly positive, mostly negative or neutral reaction to each option.				
Traffic management solution	Mostly positive reaction	Neutral	Mostly negative reaction	Don't know
Adding parking on local streets to reduce speeds	31%	28%	34%	8%
Adding "no turn on red" during AM/PM peak times during construction	37%	27%	29%	7%
Aligning curb ramps with sidewalks	59%	25%	4%	13%
Changing parking on surface streets	18%	34%	27%	21%
Enhanced crossing signal lights, potentially with crossing beacons	81%	13%	4%	2%
Curb extensions to limit access (Note: these reduce wrong-way traffic and U-turns)	46%	28%	20%	6%
Sidewalk widening	61%	24%	13%	3%
Speed humps	50%	24%	25%	1%
Traffic circles	52%	27%	18%	4%

Figure 4

Examples of potential traffic management measures



Traffic circles are effective at reducing speeds and the number and severity of collisions at intersections.



Speed humps can be effective at reducing speeds and diverting traffic to adjacent streets.



Crossing enhancements, such as crossing beacons, reduce vehicle speeds approaching the crossing point, which help to improve safety and mobility.



Other traffic management measures may include curb bulbs or sidewalk widening.

Survey quotes:

“Maintaining parking on Boyer Ave E has served to reduce speeds of cut-through traffic to 520 and south communities. Traffic circles and speed bumps are effective. However the corner at Boyer and 24th remains hazardous for walkers, bikers, runners.”

“Anything that reduces through-traffic speeds is a positive in my book, especially cars zooming down side streets to avoid construction.”

“Every day I walk across 24th, both at the Roanoke/24th intersection and at the 520/24th intersection and it feels very unsafe. Cars routinely go through red lights on 24th.”

“The traffic light timing and stop signs cause Lake Washington Blvd to back up, almost to the Arboretum some evenings.”

Intersections of interest

Survey respondents mentioned 65 different intersections as locations of strong interest. The map and table that follow show the top 10 intersections of concern listed by the number of times they were mentioned.

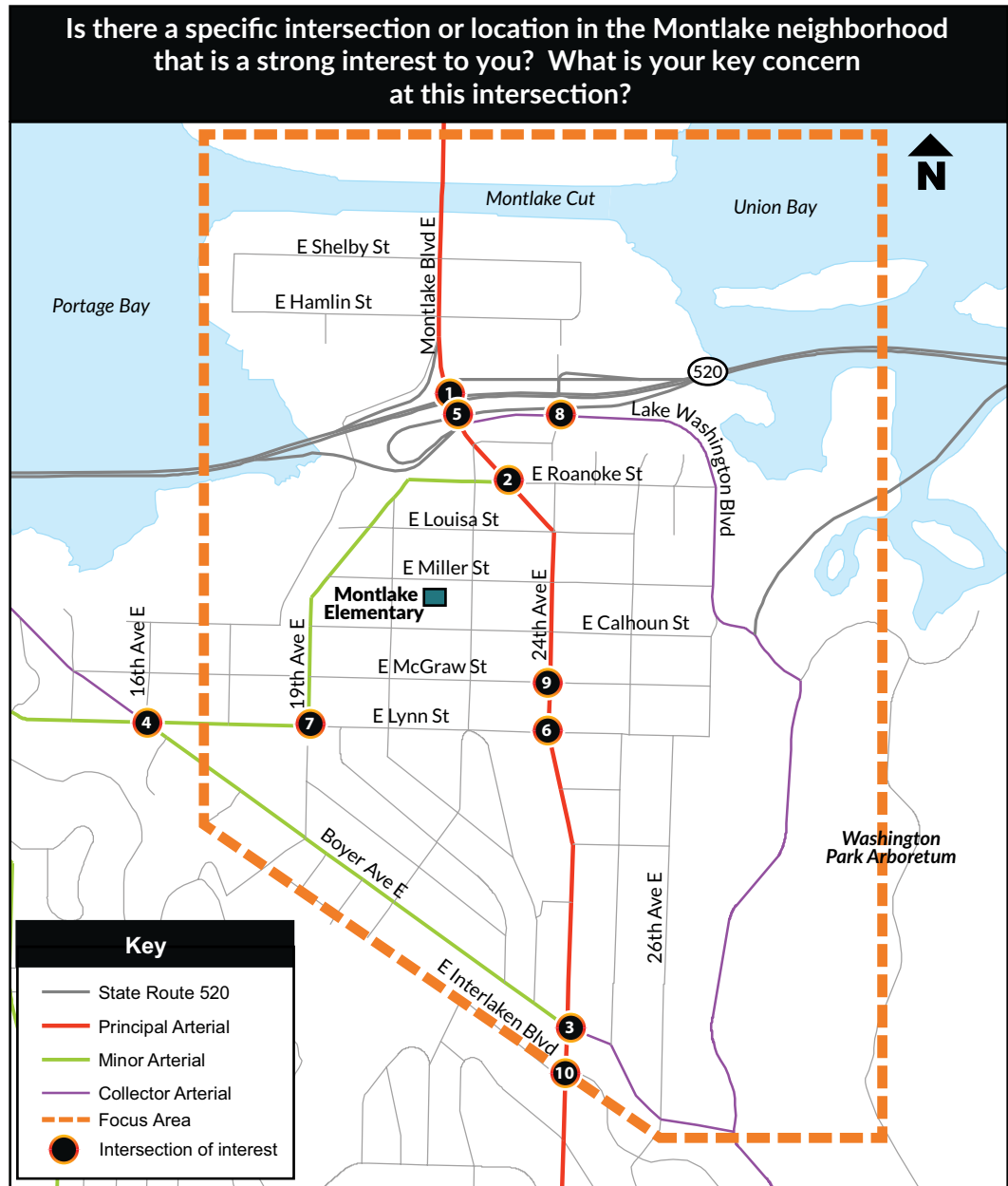


Figure 5

Is there a specific intersection or location in the Montlake neighborhood that is a strong interest to you? What is your key concern at this intersection?		
Intersection	Top two key concerns	Number of comments
1 SR 520 and Montlake Blvd (Montlake interchange area)	<ul style="list-style-type: none"> Bicycle and pedestrian safety Vehicle back-ups and traffic flow 	56
2 Montlake Blvd and E Roanoke St	<ul style="list-style-type: none"> Vehicle back-ups and traffic flow Bicycle and pedestrian safety 	32
3 24th Ave E and Boyer Ave E	<ul style="list-style-type: none"> Dangerous conditions and unsafe drivers Bicycle and pedestrian safety 	31
4 16th Ave E / E Lynn St / Boyer Ave E	<ul style="list-style-type: none"> Unsafe drivers, running stop signs, speeding Bicycle and pedestrian safety 	21
5 Montlake Blvd and E Lake Washington Blvd	<ul style="list-style-type: none"> Vehicle back-ups and traffic flow Bicycle and pedestrian safety 	21
6 24th Ave E and E Lynn St	<ul style="list-style-type: none"> Bicycle and pedestrian safety Speeding and unsafe drivers 	18
7 19th Ave E and E Lynn St	<ul style="list-style-type: none"> Vehicle back-ups and traffic flow Bicycle and pedestrian safety 	14
8 24th Ave E westbound off-ramp from SR 520 and Lake Washington Blvd	<ul style="list-style-type: none"> Vehicle back-ups and traffic flow Bicycle and pedestrian safety 	9
9 24th Ave E and E McGraw St	<ul style="list-style-type: none"> Bicycle and pedestrian safety Unsafe drivers, running red lights 	8
10 24th Ave E and E Interlaken Blvd	<ul style="list-style-type: none"> Bicycle and pedestrian safety Speeding and unsafe drivers 	6

Figure 6. The far-right column shows the number of comments that identified each specific intersection.

Next steps for the Montlake Phase NTMP

- **Summer 2017:**
 - Evaluate public feedback and continue technical discussions between WSDOT and the City of Seattle.
 - Based on public comments, identify a specific list of traffic management measures and timeline for implementation.
- **Fall 2017:**
 - Complete a WSDOT/City of Seattle agreement to fund and build these traffic management measures in the Montlake area.
 - Publish the final Montlake Phase NTMP, including the commitments and timeline for implementation.

How to reach us and stay informed:

- Call us at 206-770-3554
- Email staff with your questions at SR520Bridge@wsdot.wa.gov
- Visit the Montlake Phase website at to learn about project updates and view the draft NTMP report:
www.wsdot.wa.gov/Projects/SR520Bridge/I5toLakeWa/Montlake
- Follow us on Twitter @wsdot_520 to get key news and updates about the SR 520 program.

Quotes from open-ended responses

Which three of these are your top priorities during construction of the Montlake Phase? Please check your top three. (Other – write in required)

Construction noise

Preserving the Montlake Market

Saving Montlake Market

#43 bus

1. Saving all trees 2. Noise reduction

Absolutely no haul routes on Minor Arterials in Montlake. Use of 520, 90, and the Principal Arterial designated truck route of Montlake Blvd/24th Ave for hauling only.

Asking anyone to rank these priorities is absurd: they should all be obvious requirements. 1- Car traffic has to be fluid, yet also not cause backups anywhere in Montlake AND 2-pedestrian and bicycle access to the Light Rail Station and parks, schools, library, and shopping, AND 3- bus connections to downtown must work better than they do today (the 43rd should be reinstated), AND 4- the area covered by the NTMP needs to be considerably larger, and include Portage Bay, Roanoke etc...

BRING BACK THE REAL #43 BUS SCHEDULE!!!

Better mobility

Boyer must be a street that is extremely difficult to drive through....anything from no left turn

Bus route reductions: eliminating route 25 and severely curtailing Route 43 schedule has greatly diminished our ability to get from home to Capital Hill, other points South. We must consequently drive more. My health is still good, but for people in this neighborhood who can't walk as easily as I are significantly restricted.

DO NOT TAKE AWAY MONTLAKE MARKET AND GAS STATION

Don't take the Montlake Blvd Market and gas station, a vital community resource

Eliminate backups at the 520 interchange!

Eliminating the LONG lines of traffic going north and south on montlake blvd

GETTING RID OF RUDE BICYCLISTS ON EAST NORTH STREET

I am very concerned about the possible closure of the Montlake Market. This is an extremely important resource to the community-- highly valued. I strongly support finding a way to keep it open in its present location during and after construction.

Improve traffic flow at Montlake and 520

Improved driving times

Improving Signal Operations/Timing

Improving flow of vehicular traffic

Improving safety for large construction vehicles accessing local roads

Keep Montlake Blvd Market

Keep Montlake Market

Keep important neighborhood businesses like Montlake Boulevard Market

Keep neighbor store (Hop-in) and gas station,

Keep the Montlake Market/Gas station

Keeping Montlake Blvd Market and the gas station.

Keeping Montlake Market & Union 76

Keeping Montlake Market "as is"; the market is very important to many in this neighborhood.

Keeping Montlake Mkt and gas station open

Keeping the Montlake Blvd Market

Keeping the Montlake Blvd Market & Gas Station open

Keeping the Montlake Market

Keeping the Montlake Market

Keeping the Montlake Market and Gas Station

Keeping the Montlake Market open.

Keeping the traffic jams at a minimum

LIGHT SYNC

Loss of the Montlake Market

Maintain ability to leave my neighborhood. For several years traffic has become so bad on 24th Ave heading north that I can't leave my neighborhood to go to work.

Minimize noise

Minimize trucks and diesel exhaust in the neighborhood.

Need #43 bus route returned, especially southbound on 24th Ave E since north-bound traffic gridlock

Not destroying Montlake in the process

Not displacing local businesses

Not removing the Montlake Market and pollution from construction

Please keep our market open!

Please stop the flow of traffic on Boyer. This is my home area for 30 years and residential status. One suggestion would be larger bumps and no turns on 24th during peak hours.

Preserve the Montlake Market and 76 gas station

Preserving the Montlake Blvd. Market

Preserving the Montlake Market and gas station.

Reducing construction worker parking on E Park E and E Shelby. This additional parking coupled with UW Hospital employees and students will make parking for residents difficult. SDOT currently does a spotty job of enforcing parking.

Restore a complete 43 bus schedule

Retain the Montlake Market. It is a gem and walkable market for our neighborhood. (Reduces driving!)

Return Bus 43 to all day service.

Saving the Montlake Market

Schools are starting even earlier next year--please do whatever you can to make it easy to get to Montlake Elementary.

Stop signs at east Lynn street and 19th Ave high priority

Stop the gridlock allong 24th Ave E

Walking to Light Rail is unsafe from the Montlake neighborhood. A collector bus needs to be provided by WSDOT to make neighborhood connections safer.

Would love to have bus service connecting Portage Bay to the UW transit station,, even if just a small DART style bus

avoid traffic jam to enter or leave the area

coordination of traffic lights for better moments thru the congestion

eliminate excess nose and construction sitelines as well as preserve ALL TREES

eliminating back up at lights and exits

having access to conveniences that made me choose this neighborhood, namely Mont's market, the library, Fuel, etc.

keep Montlake Market open

keep montlake market open

keep traffic flowing

keeping Montlake Market and Gas Station

keeping the flow of traffic moving

landscape upgrades

light sync on Mtlk Blvd

limiting night noise when windows are open

minimizing noise

noise

not losing Montlake Market

reduce homeless people

reducing construction noise

reducing current gridlock that happens during rush hour

reducing road noise

reducing traffic jams on Montlake Blvd, Lk Wa Blvd

reinstate #43 bus route to full service

thoughtfully planning out and executing the construction so that it ultimately improves the Montlake 520 interchange and nearby affected streets, from traffic, safety and livability perspectives

top sign at 19th and Lynn St

transit flow between SR-520 and Triangle; transfers to and from the south

you indicated minimizing construction impacts twice, this seems redundant.

In the Montlake Phase, a series of traffic management solutions will be implemented over the four-to-five year construction period. We'd like to get your feedback on some of the possibilities. For any of these items that you feel strongly about, please provide additional information and feedback. Please identify which item you are referencing (i.e. speed humps) and why it does or doesn't meet your expectations to improve safety and mobility.

"Changing parking on surface streets" - In favor of adding parking to calm traffic. Staggered parking could be an interesting option. Not in favor of taking it away. What does "Aligning curb ramps with sidewalks" mean? See also comments on next question.

"adding parking on local streets to reduce speeds" I am not sure what this means as well as "changing parking on surface streets". Whatever, don't change the amount of parking available for locals and remember those of us that live in the area and still drive cars don't want road changes especially in alley areas, that would negatively impact our current access. Also, steer bikers out of the neighborhood streets and alleys as much as possible. The roads are primarily for cars, not bikes

#2 There have been numerous near-misses between cars and walkers at the 5 way stop at Boyer and Lynn. Cars treat it like a stop and go, not a 5 way. People driving west on Boyer frequently don't see pedestrians crossing straight across from them due to vegetation on the circle and driving too fast. #3. I live on McGraw and during the morning commute a large number of cars (25+++) traveling east on Boyer, turn onto McGraw and cut through to 18th to avoid waiting their turn at the 5 way stop. The street is narrow residents cars are parked on both sides. The cars cutting through go WAY TOO FAST and do not belong on a quiet, narrow residential street.

1. If a pedestrian is hit by a car, if car is moving slower, less injury results. 2. By adding no turn on red at Lk Wash Blvd, it will reduce cut through of cars trying to bypass the exit from 520 going north. 3. I wouldn't want parking added/changed if it means there would only be room for one car as it caused gridlock with cars trying to go either way and I find it to be more problematic as cars have to back up to negotiate, etc. and our houses on these streets have cars get hit and run, etc.

24th / Lynne is critical as is Lk WA Blvd /Boyer and Boyer/24th

A speed BUMP needs to be added at the Boyer Ave. E. and 22nd Ave E. crosswalk. Currently it is dangerous crossing Boyer to get to the 22nd Ave.E. entrance to Interlaken Park, especially with children. Cars speed up at that place because they are in between speed cushions (not as good as speed humps).

Actually, the stress of neighbors will be terrible during construction, and behavior of drivers stuck in gridlock will make them frustrated. Best to use techniques that allow some flow as Montlake is a major traffic arterial. Just lower speed limit, but allow some good flow or emissions will be too much in our front yards.

Add “no turn on red” signs is great BUT they need to be very, very obvious. I see drivers disobeying the current “no turn on red” signs on the 520 offramps every day.

Add the Rubber Speed Bumps, as are installed on Queen Anne Hill (6th St, I think), NOT the smooth (and useless!!!!) asphalt “humps” that have been placed along 23rd and 22nd Streets in Montlake. Cars slow down just enough not to bounce over, then speed to the next “hump” so these are not helpful at all.

Adding “no turn on red” during AM/PM peak times during construction - We cannot restrict the movement in any way Traffic circles - They have been effective in reducing speeds and will have the positive affect of minimizing haul routes. However, they need to be maintained. The landscaping at the 5 way stop has not been maintained and is currently a safety problem. Aligning curb ramps with sidewalks - Absolutely if we have any respect for those for are physically challenged. Adding parking on local streets to reduce speeds - Beneficial but only if the existing road way is wide enough. Speed humps - Properly designed and located, they can help reduce speeds. Design should make the traffic patterns of the road. Changing parking on surface streets - You need to be very selective in how this is implemented. Curb extensions to limit access (Note: these reduce wrong-way traffic and U-turns) - And can be very helpful in reducing the distance that individuals have

Adding Street ends to cut off traffic

Adding parking on surface streets is just a prescription to increase the expectation that people should be able to store private property on public streets for free. There are better, cheaper ways to improve safety. As for crossing beacons....meh. I feel strongly that they are overrated. Physical design features that force drivers to slow down are much better for actually changing behaviors like reducing speed and discouraging wrong-way driving. Curb extensions and traffic circles in particular seem most effective. They also don't require expensive maintenance like beacons and lights and are more reliable than electronics...a traffic circle never fails when the electricity goes out, for example.

Alternatives to driving should be encouraged--walking and bicycling. Traffic speeds are too high and drivers run red lights and stop signs regularly. The Seattle Police have stopped enforcing traffic laws in our neighborhood and between Montlake and downtown Seattle. I am in favor of enforcing traffic laws, including use of traffic cameras. Building a new, wider 520 to connect to an already congested Interstate 5 makes no sense.

Although traffic circles should in theory improve mobility, I find that drivers in Seattle are unfamiliar with the rules of driving when it comes to traffic circles and traffic is worsened. Sidewalk widening is very important bikes often ride on the sidewalks on 23rd and 24th ave because of the heavy road traffic and lack of bike routes.

Any of the items from reduce speeds to no left turns, larger speed bumps if implemented should help. Access to boyer from the arboretum should be prevented.

Anything that reduces through-traffic speeds is a positive in my book, especially cars zooming down side streets to avoid construction. There's already fairly significant parking restrictions, so I'm not sure how adding more will help in any way? Seems like anything you can do to decrease the number of cars on the road, by enabling bus, bike and pedestrian commuting, will help this situation.

Anything that would add to the congestion and delay of getting through the 520 interchange is a negative. I live about 2 blocks south of your zone, and sometimes it takes me 20 minutes to go 1 mile. Also, you do not make it clear if, in this section, you are referring to side streets or to 24th E./ Montlake Blvd.

As a cyclist and pedestrian that daily crosses the bridge and ramps at least twice, I've nearly been hit several times. Also huge pavement issues and deep puddles make traversing these unpleasant when sprayed. I've had one friend physically hit by a car and sent to the hospital. It's all the R turns too, in about equal issues. Can you also please improve the bike/pedestrian walkway under 520 as an improved alternate access rather than crossing on the streets, which are loud and polluted?

As a walker with a stroller through the neighborhood having a curb ramp at all corners would be extremely helpful. When my back is hurting I often have to walk in the street for a block or 2 because I can't lift the stroller over the curb.

Avoid limiting parking for residents, try to reduce illegal turns.

Barriers for wrong way traffic or u turns don't work. People constantly jump them anyways as evidenced on Lake Wa Blvd.

Biggest priority would be ensuring good traffic flow and safe pedestrian/bike passage.

Boyer Avenue E. increasing cross through traffic requires more obstacles that makes it less desired route - additional four way stop lights at 22nd and 19th Ave. E. would further deter 'lazy' drivers from utilizing this avenue.

Bus #43 !!!

Can't imagine where you think you can add parking on the streets! the options are so ill defined that I don't think your survey results are valid.

Charging Parking does not benefit the neighborhood and imposes a fiscal penalty for non-residents. Any areas not used for parking/curbs/sidewalks not should not be reduced to be turned into pavement.

Congestion in the area increases driver frustration, which means they drive even faster when they get a clear roadway. Speed humps will help to mitigate that - they are especially need on E Lake Washington Blvd and Lake Washington Blvd E between 24th Ave and the entrance to the arboretum. With respect to crossing signals, something must be done to reduce the risk of a bicyclist or pedestrian being hit at the WB 520 off-ramp to Montlake Blvd NB. There is a stop light + no turn on red + a wide cross walk, but cars regularly roll right into and through that cross walk on a red light. I've had and witnessed several near collisions there.

Crossing the 520 corridor is dangerous for a pedestrian. Cars should not be able to turn right on red lights. It is very dangerous to have bikes and people mixed on such a narrow sidewalk. This is an accident waiting to happen over the long, long time of constructions.

Curb extensions are common sense design. Sidewalk widening is needed due to increased usage by bus commuters and bikes. Also, DPD does a s**** job fining people whose bushes (etc) encroach onto public sidewalks. Speed humps are useless and any local knows how to pass over them at 30mph on Boyer Ave. Don't waste your money. Traffic circles work well when intersections meet at right angles. Note that the junction of Boyer and Lynn is a counterexample, and a cluster****. Please add a light. I don't care about free on-street parking. Some people care a lot about it. Maybe they should pay rent to the rest of us? No turn on red is a decent, though somewhat ineffective, regulation against complete idiots. This REALLY needed at Boyer x 24th Ave.

Curb extensions seem dangerous for bike/car encounters. Bikes suddenly swerve in and cars are not expecting it. I find the one on Boyer especially scary.

Cut-thru traffic and non-resident parking are the worst issues for us on 22nd ave e. Changing the short block of 22nd to 1-WAY southbound could solve the cut-thru congestion at 22nd & E. Roanoke. Six and more Car2Go, ReachNow & others use the residential parking on 22nd between Louisa and E Roanoke nearly every day. As well, UW Hospital swing-shift workers park there from mid-afternoon till the next morning. Cars with residential permits are left with parking a block or more from their homes.

Delmar Dr E. is a residential street between montlake park and Seattle prep. It is noted cars routinely driving 35-40 miles per hour on this segment of road. The one crosswalk is in such bad repair cars rarely see pedestrians, often children, trying to cross. The school zone signs seem to have zero impact. Please do something to slow down the traffic large speed humps that will actually reduce the speed of traffic and improving the visibility of the crosswalk would be amazing.

Depends on their impact. If no turn on red will significantly impact vehicle (also, bus) throughput, I would be concerned.

Despite the data put forth by WaDOT & City of Seattle, the fact remains that traffic in Montlake is worse than ever before. It's common for traffic to be backed up onto surface streets in our neighborhood for more than three hours each day, often-times we see multi-hour backups both in the am and pm. Its really quite hard to understand how your data gathering attempts have failed to touch on this fact.

Do NOT close the Montlake grocery store. WSDOT has many many options to stash their stuff elsewhere yet nearby. You-all do not need to remove a community centerpiece just for the convenience of workers who do not live here!! C'mon you planners...think of it AS IF you lived here. What would YOU want?

Do not remove parking- inadequate already and would increase traffic speeds. Favor limiting access to neighborhood. Critical for safety and quality of life to minimize neighborhood cut-through traffic.

Enhanced crossing signal lights are one of the most effective ways to provide pedestrian and bike safety for those who cross the street. Curb extensions must be added to reduce the travel across the street at these locations. The curb ramps need to be aligned. Enhanced crosswalks along 24th, Boyer, 19th, Lynn and Delmar must be added prior to the start of construction. Haul route safety is critical and can really only occur on these streets with enhanced crosswalks. The speed humps appear to be working along Boyer. They should be considered along 19th, Lynn and Delmar.

Especially against any added enhanced crossing signal lights/crossing beacons -- any additional lighting units or electronic signage affects neighborhood aesthetics negatively, urbanizing a mostly single-family residential neighborhood, without effectively changing people's behavior or safety.

Everyone drives around the humps. Bumps work. Pedestrian safety must be improved on 23rd! Others, where I checked neutral, weren't clear enough for a response.

Everything that keeps traffic from diverting northbound onto 25th Ave East between Newton and Roanoke during (usually afternoon) congestion on 24th/Montlake Place/Montlake Blvd will be quite welcome.

Existing traffic circles in this neighborhood are poorly designed (e.g. on Boyer Ave between 24th and LWB) and often appear to create more hazardous behavior by impatient drivers.

For changing parking on surface streets, it wasn't clear what you meant by that, but I think parking near corners should be restricted for safety reasons in order to be able to SEE if anyone is coming and whether or not it is safe to cross.

For enhanced crossing signal lights I actually am in favor of Enhancing existing lights, but am strongly against adding new signal lights on 24th Ave E. They greatly add to the noise level for neighbors adjacent to the already noisy street. A better solution for 24th ave E would be traffic calming measures that keep a steady flow of traffic at lower speeds.

For example, the light at Galer and 24th gets a lot of foot traffic, and recently had its lights changed to give ped priority -- this has cut down on pedestrians crossing against the light. That was a good change, but there are other places where crossing 24th is more dangerous than it should be. Similarly, the pedestrian crossings of the on-ramps to 520 are dangerous. The bicycle pedestrian path by NOAA is dangerous.

For sidewalk widening, I'd want that to also benefit bicycling mobility. For no turn on red and curb extensions, I worry these may unduly hamper resident access to the neighborhood.

For which lights would you do this "no turn on red" - you should specify which intersections so I can answer this question intelligently. This actually goes for all of the questions above. It's hard to answer many of these without knowing which areas you are referring to. For example, traffic circles may work well in one intersection but not for another one. I like the idea generally of sidewalk widening but do not see why it helps anything here. The sidewalks on the main arterials in the construction area are all very wide, except for the ones on 24th south of Roanoke (but there is very little foot traffic here).

Get big trucks off 19th Ave east including construction trucks Cut back tree branches too improve visibility of who is on sidewalks And prevent tall trucks from hitting them and causing power outage

I am concerned about adding more parking to our neighborhood - don't want it. Also, I have no idea what you intend for traffic circles but do not want you to cut into yards and such to make room for them

I am in favor of any traffic management implementation that reduces construction impacts. While I am not a cyclist or a rush hour pedestrian, nonetheless, the concerns of these travelers should be carefully addressed.

I am neutral on speed humps because they don't reduce speeds at all. Honest-to-God speed BUMPS are needed. Speed humps appear to be a waste of resources.

I dislike speed humps - I can't imagine you are going to speed traffic through there so much you will need annoying humps to slow us (and emergency vehicles) down

I do not agree with a traffic light at 24th Ave E and E Miller for environmental reasons and so traffic on the street is not increased.

I do not have a problem with the ever increasing traffic volume through Montlake on 24th and Boyer, but the speed is disturbing. Our city is growing and the traffic will get worse, but with two small children I shouldn't fear crossing Boyer to get to Interlaken Park. The speed humps and lighted crosswalk are welcome additions; thank you for these. Could we add curbs to the streets like Boyer so people can't park halfway off the street, hence narrowing the travel lane and reducing speeds? I am aware of the cost and potential push-back, but you did ask for feedback. And leave the Hop-In (Montlake Market) alone. If you remove that establishment, where will you contractors and other workers eat everyday? Don't you still have the old MOHAI site to use for staging?

I don't see how the addition of parking will decrease traffic speed. Most streets already have parking.

I don't think adding parking reduces speeding, it just adds confusion and makes drivers more aggressive to try and get around people before parking starts. I don't see the places in Montlake where adding no turn on red will improve traffic flow I don't know what you mean about "changing parking" that could be anything. Without specifics it leaves me feeling like it would be taking away parking and we are already crunched for parking in our neighborhood.

I don't understand how you would change surface parking. It's already a problem having commuters park in the neighborhood then shuttle to work. Getting a 4 hr zone would help. there needs to be a no turn on red or alternative at the westbound light of LWBLVD where it meets Mountlake BLVD. this is VERY DANGEROUS for bikes and pedestrians. drivers do not look for sidewalk traffic before making free right.

I don't want "alternate side parking" on 25th and 26th between Boyer and Newton? McGraw? That only does two things: 1. Overall less parking spots (already a big problem in 1900 block) and 2. Uses my car (and my neighbor's cars) as "traffic calming devices" Also makes biking less safe, as people swerve and curve to get through.

I feel strongly about lowering speed limits in this residential area. Existing speed bumps and small traffic circles (on Boyer and Fuhrman) do not slow anyone down.

I feel strongly about narrowing 24th Ave to one lane. It will force traffic to Boyer and other overflow into the already narrow streets. Also, PLEASE repaint cross walk lines, especially near BOYER Traffic circle. Please fill road chuck holes/craters asap.

I feel strongly about the need to reduce cut through traffic from Boyer at 25th and 26th avenue east. The roundabouts there do not reduce the speed or number of cars turning right onto those streets off Boyer, which is a big safety hazard. Please consider other methods to reduce the danger.

I feel strongly that the Montlake Market should not be eliminated.

I find that construction in Seattle tends to treat pedestrians very poorly indeed. It would be great to see this project buck that trend by increasing sidewalk space or at least compensating for lost sidewalk space, even if that has to be at the expense of parking or car lanes.

I have no damn idea what will work. WDOT and SDOT have done such a horrible job with this construction process that it hardly makes a difference what we say. In 50 years no one will be saying that you did a good job, but will complain about how you ruined neighborhoods. You group have the creativity and vision of worm. Honestly the Europeans put your design abilities to shame.

I have worked in Europe where traffic circles are common. The main problem I've seen is that once the traffic backs up going one direction, it quickly backs up in all other directions entering the circle.

I just took the survey but at the end realized I missed the option to add additional comments. 1) With the goal to get traffic moving as safely as can be done onto 520 or to UW and across the Montlake bridge, putting a light on E Miller and 24th won't help that. Currently, neighbors on E Miller (I'm one of them), can use the light on E McGraw. Adding another light would only promote more cut throughs east bound on our street. For example, if traffic is really backed up going north bound, people block turning on to E Miller. Which also effectively blocks east bound cut throughs. Meanwhile, for those of us living in the neighborhood, who need to turn eastbound on to E Miller or E Calhoun, we can still use the light at McGraw. A petition was started 4/2 on E Miller opposing the light. This was sent to Matt [SDOT]. 2) In order to get people out of the their cars, streets must be as safe as possible for pedestrians and bicyclists. Even if it means that cars are stuck in traffic, they sh

I live on 24th Ave E and the traffic that backs up, South bound, often blocks the side streets like E Miller St. It blocks traffic making turns. Have you thought about how you stop congestion getting so bad that you can't turn into or out of side streets? I hate the traffic that travels along 25th Ave E to circumvent the traffic on 24th Ave E. Would making 25th Ave one way (North Bound) with a dedicated 2-way bicycle route help cut down on the abuse of the residential street?

I live on east miller street east of 25th. There is a tremendous amount of illegal left turns from lake Washington blvd to miller. I think making miller a one-way street east bound from 25th is one solution. Another solution is to add a curb extension to make it more difficult to make the illegal turn. Miller is also a cut through street- it is one of 2 streets that goes directly between 24th and lake Washington blvd. There is a lot of speeding down Miller and the construction workers that come out of the lot around 3PM are some of the worst offenders.

I love the idea of widening sidewalks and adding parking to 24th, although would like to understand the impact to traffic flow if parking is added and driving lanes reduced. It would make walking along 24th to the small retail area feel much safer, and the addition of parking would likely enable businesses to attract more customers and thus become more viable.

I love traffic circles and I wish there would be more education about how to use them.

I put "mostly negative" on Adding parking because I think it would be taken up by UW commuters as is happening more and more. If the added parking is RPZ restricted, then fine.

I really don't like the idea of adding street parking to limit speed. I would think this would lead to people just speeding on functionally narrower streets.

I reside on Miller Street, between 24th and 25 Ave. I strongly support making Miller one way between 25th and Lake Washington Blvd, slowing traffic on Miller, adding signage or means to slow traffic at the intersection of Miller and 25th, and reducing the risks associated with the current numerous illegal turns made into Miller from Lake Washington Blvd. I am my neighbors, however, are gravely concerned about the proposal to add a stoplight at Miller and 24th. Air pollution is 40% higher when traffic idles at intersections. There is already a great deal of traffic in the area, and we are concerned this will add to that. In addition to air pollution, the idling traffic adds noise pollution. We would prefer ways to reduce speeds as people approach the Montlake area.

I support strongly all measures that slow speeds, reduce cut through traffic and prioritize pedestrian and bike safety.

I think anything that moves traffic safely is important and that cars don't sit stuck in traffic polluting the air and adding backups that we already are witnessing...

I think traffic circles are dangerous. People plant large trees in the middle of the street obstructing your view. The big one at the 5 corners is awful! You can't tell when it's your turn. A traffic light would be better

I think what you're saying here is that these are going to be implemented over the construction period but are intended as permanent changes. If so, I don't like the idea of going to 3 lanes through "downtown" Montlake. It already has a lot of backed up traffic during rush hour that will only get MUCH worse by cutting the number of lanes in half for through traffic in both directions. This will absolutely lead to cutting through the neighborhoods, and I don't want our money to go to preventing that. All the changes you will install will make getting around our own neighborhood more difficult!

I walk in the Montlake area daily and anything that can be done to add safety (enhanced crossing signals & no turn on red) is a high priority for me.

I want ordinary life to go on along with construction. And for there to be safety for all modes.

I would like to see coordinated enhancements for 24th Ave E that would improve the Montlake business district and better connect neighbors on both sides of 24th. The road diet plans that have been discussed would be welcome. Additionally, enhanced crossing signal lights, especially with crossing beacons, would be very helpful and I would like to see these placed at high volume and school pedestrian crossing points. 24th Ave E and E Lynn is an intersection that would particularly benefit from an added pedestrian crossing. The roundabout at Boyer/Lynn/16th would also benefit from enhancements.

I'm opposed to anything that makes it harder to get from the arterials to my garage. I live on ELWB and need access to my alley to get to my garage.

I'm pleased to see you consider traffic circles and a wide range of other strategies... however more parking exacerbates the mobility problem of the area

I'm worried that adding curb extensions would negatively affect residents. I hate the cut through traffic but I'd hate to add anything that adds yet another negative to the people who live in Montlake.

Ideally there is an underpass with a gradual ramp and connections to trails during this phase so that stopping cars for peds and bikes is not required

If widening the sidewalk will take away from street width, then already congested streets will become more-so. Traffic circles may help if instituted properly. We need selective speed control (such as during peak hours or school hours), not all-out speed reduction. Congestion is already a problem.

Improve the timing of lights at the 520 intersections with Montlake boulevard

In order to get people out of there cars, and walking, taking the bus, biking etc, we need safe streets. Cut through traffic, especially done illegally, is dangerous.

Install speed humps and cross walks at McGraw and Calhoun on 19th Ave E

Insufficient description for some, ie what does changing parking on surface streets mean, too vague. It is important not to reduce surfact parking for residents. It is also imperative that construction workers do not park on residential streets as parking is already a problem

It is very important that the Montlake Boulevard Market and gas station remain intact and open. They are vital to our community.

It would really help to put more speed humps on Fuhrman Ave. Cars go so fast there. I notice the humps on Boyer - can you install some on Fuhrman?

It's critical to reduce speed on 24th and to stop cut-through traffic on E Lynn St and at Montlake Elementary. All streets off 24th should be Local Access Only through construction.

Keeping the Montlake Market is my top priority. Also managing congestion during construction comes in as a close second.

Love the no turn on red option. 10% of the time biking/walking through the area almost get hit by drivers trying to turn right while only looking left.

Maintaining bus stops! Maintaining pedestrian crossings!

Maintaining parking on Boyer Ave E has served to reduce speeds of cut-through traffic to 520 and south communities. Traffic circles and speed bumps are effective. However the corner at Boyer and 24th remains hazardous for walkers, bikers, runners. Boyer remains a major pedestrian path to the Arboretum. Add enhanced corners where pedestrians can safely wait for the light to change and pedestrian crossings so traffic will slow down and acknowledge the pedestrian thorough-fare.

Make it harder for homeless people to sleep around here...they make driving UNSAFE by getting in the road and distracting drivers. very dangerous

Mobility during construction to keep the flow of vehicle traffic is a must. Especially for first line neighbors living through this noise, mess and disruption.

Montlake is the UW “park and ride” I run every morning at 5AM and meet many of the same people everyday. They have very nice cars, driven by a solo driver. Parents cannot park in front of the Montlake School due to “their” parking. SXchhool

Montlake already has a difficult parking situation because of the proximity of UW & light rail. Residents need to be able to park at their own homes and teachers need to have space to park near the school. I would be concerned about changes to parking without more details.

My biggest concern is traffic congestion. I drive to work up 24th and turn onto Madison heading downtown. The road work on 23rd that just recently finished caused a lot of congestion and not looking forward to 5 more years of that. Whatever can be done to ease this is appreciated.

My greatest concern is safety for school kids getting to/from school and bus stops.

My main concern is volume. During the last 11 years and especially over that last year or 2 we’ve seen traffic volume increase exponentially. There are too many bottle necks currently (specifically on montlake blvd from cars traveling to and from 520 and UW, UVillage, etc. There are also many more fast moving cars on Fuhman/Boyer and the back up at the 5 way stop (moving eastbound) can get crazy long. i worry during and after construction this volume and backups will just get worse.

My principal concern during construction is pedestrian safety, closely followed by bicycle safety Curb extensions are particularly important safety measures to calm traffic.

Need for best solution to reduce cut-thru traffic.

Need more safe crossings for peds and bikes on 24th.

Need to have better sync of lights!

Need to increase crossing light time at McGraw and 24th for crossing 24th. Currently you can barely get across 24th before the don’t walk sign shows up.

No to traffic circles. I’ve seen too many near accidents and mad drivers at the lynn/boyer traffic circle. not convinced adding parking would reduce speeds, it would be more dangerous for walkers.

No turn on red seems as though it would increase traffic problems with lanes not able to move. Adding parking: our street is already crammed with commuters parking making our street one lane during the day. Many bikers use this street and there is a blind turn - I’m surprised no one has been killed. As for traffic circles, no one in this city knows how to navigate them properly.

No turn on red! The lights on Montlake Blvd and Lake Was. Blvd are a disaster. Already the DOT has ruined our neighborhood and sadly you will probably make it even worse now that you are building on top of our neighborhood instead of having a better solution further East. Taking the Arboretum ramp away will be a nightmare for all! What are you thinking, not about neighborhoods obviously!!! Please do not take the Montlake Market away and destroy the neighborhood even more. Sadly we all feel that what we say never is listened to. Yes, you have already created a mess. Angry resident of Montlake for 54 years!

No turn on red, unless green arrow due to drivers looking the other way at traffic and not concentrating on the pedestrians....Serious issue today!

None of these suggestions fully address the major problem: Montlake Boulevard/24th Street. Additionally, I am unclear whether you are expecting the neighborhood side streets to become congested due to Montlake Boulevard closures.

Not sure where you would locate them but traffic circles seem to work. West side intersection of E. Shelby and Montlake gets too many wrong way cars.

Note sure there is a need for a sound variance if the City has no means to enforce it. The Contractor and the State should be fined if they exceed the code limitations. I question whether the expansion joints on the SR 520 meet current sound limitations. The State has breached the MOU and the City has failed to enforce it. Same issue on the sound walls on the Portage Bay Bridge. The State must be forced to include the sound walls in the design and construction of the bridge.

Our streets are already so narrow and it's hard to keep kids and pedestrians safe, plus I am nearly plowed into while driving my car on a regular basis with traffic cutting through the neighborhood. Limiting the cut-through and slowing speeds on these narrow streets is the biggest priority.

Parking etc. Please do not "traffic calm" 23rd/24th/Montlake. This is the main artery through this area. Reducing flow there will drastically increase traffic on side streets, endangering more people. We should be trying to increase traffic flow on 23rd/24th/Montlake.

Parking is already frustrating in this area. Limiting surface street parking would be a disaster. Similarly, adding additional parking on streets without street parking (i.e. 24th ave) would limit throughput of the traffic. This traffic already backs up significantly with two available lanes today during peak times. Curb extensions to block turns do their job during peak traffic times, however, they cause frustration when having to drive significant distance and sit through multiple traffic lights instead of being able to make the turn during later hours. Also, not mentioned is how bus service will be impacted during the construction - I am highly concerned about this.

Parking is already very tight, I don't want to add parking

Pedestrian safety has long been on our need list. Right now, there are few designated crossing areas, which makes crossing the street treacherous for adults, but especially for children. In addition, speeding is rampant in the neighborhood.

Please have mercy and DO NOT put a traffic light at 24th and Lynn near Fuel Coffee. How about just painting for the crosswalk and the flashing crosswalk lights when someone needs to cross? Folks crossing here is much less frequent than cars needing to get through here!

Please keep the Montlake Blvd Market Open! It's been an important part of our community for years!!

Please leave some all day parking. There are people who come to work and play in the neighborhood and not everyone can take a bus or ride a bike.

Please save Montlake Market! It is a hub of our neighborhood and removing it will eliminate a major resource to the families who live here.

Please, please don't create a single lane road like they did up on 23rd. Relatedly, any move you make that restricts the flow of traffic on 24th, on/off ramps for 504 and the Montlake Bridge backs up traffic up to Boyer. Then folks use the side streets, creating unsafe walking conditions, and local home owners like myself can't get home in a reasonable time.

Plz do NOT Add parking: Allowing more parking might reduce traffic speed, but it would only encourage MORE cars which is absolutely what the city does NOT need. There are other ways -- traffic circles, curb extensions, etc to slow traffic that contribute to the beauty of the neighborhood rather than make it uglier by turning it into a parking lot.

Preventing traffic going through side streets to save time is a top priority for the safety of our kids that play and bike in the neighborhood. Speed humps or traffic circles or no thru-traffic prevention measures should be implemented.

REDUCING 23RD/24TH WITH PROMOTE CUT THRU'S Cross walks need to have ample distance from stopped traffic - 24th and Galer for example. Huge trucks are very dangerous when speeding down 24th as are cyclists.

Re: adding street parking: negative only if parked cars reduce visibility for drivers and pedestrians.

Removing parking on major streets like 23rd would be helpful. Improved light timing to reduce backups on 23rd would be helpful as well.

Repainting crosswalks and updating signage to improve visibility will be very helpful. Through not mentioned here. The intersection of 24th Ave E and E Lynn St currently has high volume pedestrian crossing traffic. A crossing beacon, at a minimum, should be placed there. Lake Washington Blvd at Montlake Blvd should be no turn on red. A pedestrian crossing on Boyer Ave should be added at 19th Ave E

Sidewalk widening, aligning ramps, and crossing signals improve safety and mobility for pedestrians. A good idea.

Sidewalk widening: on 23rd/Montlake in particular, there is frequently a combination of bicycle and pedestrian traffic on extremely narrow sidewalks. It's hard to accommodate even one pedestrian and a bicycle passing each other, let alone many bicycles and pedestrians during morning commute. Note: none of these options address anything about bus frequency or access. Montlake has felt somewhat stranded since the ULink restructure gutted Route 43. Per Google Maps, the fastest route downtown is typically to take the 255 or 545 from the SR 520 terminal, but I'm worried about losing access to that stop during the upcoming 520/Montlake rework. The combination of losing that + having already lost the 43 would more severely isolate the Montlake community from the otherwise great transit system.

Since the new light was added at the end of the west bound 520 off ramp, the traffic has increased tremendously within the neighborhood. Boyer traffic from both directions as people try and avoid the Montlake bridge by going to or coming from the University bridge. A majority of them don't act like it's a 5 way stop. They stop then go causing many near misses of other cars and also pedestrians. Especially those traveling either way on Boyer, can not see people in the cross walk straight ahead of them due to the width of the traffic circle, and the plants, which have grown too tall, on the traffic circle itself. My neighbor was hit there a couple weeks ago. MANY students from Seattle Prep cross there each day on their way to and from practice. It has become very dangerous.

So much harried traffic through this area means we need more provisions for better pedestrian safety!!

Speed Humps. In recent months our neighborhood has had increased speed humps along the bike route. The streets are quite narrow with cars parked on both sides and a bike route and the speed humps make for more obstacles on an already difficult route -- the road conditions with pot holes etc are really bad. It feels like driving a gauntlet. I already drive 15 mph so it doesn't slow me down it just makes it like a roller coaster. To have speed humps on nearly every street reduces my quality of life

Speed bumps are hazardous. Reduce speed limit and increase enforcement. Don't take out the neighborhood grocery store.

Speed bumps caused unnecessary wear and tear on cars. They can also distress drivers and motorcycles at night especially, when not expected. The proposal to reduce the moving lanes on 23rd and 24th through the Montlake business district conflicts with the status of these streets as major arterials and the first full paragraph on page 1.

Speed bumps/humps that WORK...not the current lumps on boyer ave e. Put bumps that actually work like on Harvard.

Speed humps - we live on 25th and Louisa and cars and bicyclist use it as a cut through. our street is the only street without out a circle since it is a 3 way road. cars pick up speed between the two circle in either direction. So much so that we have had two of our dogs killed by speeding drivers.

Speed humps and parking on both sides of the street pose safety concerns for my kids and families as the pass through traffic could care less. They speed through anyway.

Speed humps are nice, but not sure how effective. It is possible to still drive pretty fast over the speed humps without a problem. Not sure what changing parking on surface streets means, or aligning curb ramps with sidewalks, but anything that's going to slow traffic through our neighborhood, discourage cut-through traffic and enhance pedestrian & bicycle safety (including bike safety for kids, etc.) is very important to us. Traffic and bus efficiency is important, too, as we commute by bus to light rail and sometimes bike to light rail. When traffic is backed up, commute times increase. Furthermore, idling emissions make our neighborhood unhealthy.

Speed humps cause more noise due to stop and go driving.

Speed humps have been shown worldwide to be the most cost effective measure for reducing death.

Speed humps horrible for all. Try enforcing just once every 3 weeks - words would get around there is enforcement which is badly needed, especially to those blocking big intersection getting off 520 EB.

Speed humps make drivers go around into oncoming traffic rather than slow them down. Plus wear and tear on suspensions

Speed humps may be effective on longer stretches of roads such as Boyer that receive measurable "bypass" traffic. Placing them on side streets in anticipation of potential cut-through traffic is probably just placating the residents on that street.

Speed humps on Boyer are useless. The poor condition of the road itself is more of a speed deterrent than the humps. I never even adjust my speed going over them. Waste of money.

Speed humps only work in some instances. The ones on Boyer and Lake Wa don't - I've seen sports cars hit them at 30+MPH. The ones on 23rd do work as they are full and seem bigger? This street has become a huge cut through now, however. Ped safety is a big concern of mine as I find cars rarely stop, even when I have 3 small kids in tow. I've had a few close calls with my kids especially and won't let them travel across any streets in our neighborhood by themselves (ages 8, 5, 5). I'd appreciate more stop signs in the neighborhood to force cars to stop along Boyer. Some of the traffic circles don't work as intended. Many cars don't understand them and therefore create close calls as they don't understand how to yield. Big problem at the one on 26th and E. Galer. My concern with changing the parking is the large influx of UW student and medical staff that already fills the streets spots. I very much appreciate the reduce speed during school times on 24th and see t

Speed humps should not threaten bicycle safety. Additional parking should not create hazardous traffic conditions.

Speed humps should slow traffic and, hopefully, make cutting through (such as on Boyer) less attractive. Changing parking on surface streets is an ambiguous question---if you mean make it more neighborhood only parking that would be great---if you are talking about reducing parking, for residents, that I would strenuously oppose. More crossing beacons (solar powered) would make it much, much safer crossing streets---flags help, but are not easy to see when it is dark (which is a lot around here).

Speed humps slow drivers down, make it less likely they will use neighborhood streets to avoid Montlake Blvd traffic. Need signal lights/crosswalk at E Lynn and Montlake Blvd!!!!

Speed humps: These are needed to reduce the speed of cars using side roads to avoid congestion on 23rd Ave. E.

Speed humps: people already go too slowly through the streets; either due to unfamiliarity with neighborhood or due to looking for parking. Curb extensions: wrong-way drivers occur daily on Shelby and Hamlin west. Dangerous, and those who end up in that situation rarely right themselves gracefully or without endangering pedestrians and drivers. Adding parking: doing so would then make postal service, delivery, utilities, and construction vehicles more likely to double park thereby blocking the streets entirely. Most neighborhood streets in this area are narrow enough as it is. Adding parking would only encourage more illegal use of handicap permits (that is rampant) in order to park in our neighborhood and avoid paying UW Med Center parking garage fees. More parking is not the answer and it is not going to sustain the needs of a growing city that is already traffic-clogged. BICYCLE SAFETY: This is not listed here for some reason. There is no bike lane on the bridge or lead

Speed humps: the existing speedbumps in Montlake are too mild to have any effect

Speed is not the issue....being able to park near our own homes is! Construction worker parking is a problem. Speed bumps are not needed either because speed is not an issue. How are earth can traffic circles work given the minimal space we currently have....Please do not take out anymore Trees!

Speed limit need to be decreased and enforced

The 5 way stop at Boyer and Lynn has had way too many near car vs pedestrian misses. the cars don't treat it as a 5 way stop. They stop, then go. The traffic circle is wide, and they drive too fast around it and can not see people in the crosswalks on either side of Boyer until they are around the corner. my neighbor was hit a couple weeks ago, very lightly but enough to make her very stiff the next day. Students from Montlake Elementary and Seattle Prep use these crossings every day. Something needs to be done. Lower vegetation on the circle is also a necessary so the cars on Boyer can see across to the other side, It has grown too high.

The Montlake Blvd Market and gas station properties are a cornerstone of our community. They are an important part of our community and we want to keep the businesses open.

The Montlake market is a critical part of this community. We have few walkable food and grocery options in this area, and this market has an excellent selection. PLEASE allow it to remain open.

The area in question does not represent the actual area affected by the changes at SR 520. Therefore, the list provided does not accurately portral all the potential mitigation measures.

The bicycles come flying around recklessly around the corner and believe they own the road.

The biggest problem in Montlake is the use of small streets for high volume and high speed traffic. Boyer Ave E between 24th and Lake Washington was clearly not designed for high traffic load, but has become a very heavily trafficked road during peak times. This has made it noisy and dangerous.

The corner of 24th Ave and Boyer Ave E remains extremely dangerous. I have difficulty crossing there many times a week. I would welcome any efforts to reduce drivers' speed at this intersection and generally on Boyer between Lake Washington Boulevard and 24th Ave. Cars either drive too fast or are at a dead stop due to traffic on that section of Boyer.

The curb bump outs that have already been installed in the neighborhood (for instance Boyer at 23rd) are a disaster, makinbthe corners more not less dangerous.

Be careful of over builds. I like speed bumps and STOP SIGNS (simple!) at appropriate spots. You should be paying attention to is the neighbors about positioning of these. I'm worried that plans to date do NOT adequately protect pedestrians.

The intersection of Boyer & 16th E needs to be narrowed so traffic can't so easily speed into 16th to avoid the 5-way. Those cars often think it's still a speedway.

The montlake business district on 24th needs to be made safer with street parking, turn lanes, reduced lanes, more cross-walks with lighting from the bridge through at least Newton if not Boyer street. This will help bring pedestrian traffic back to this area and revitalize businesses.

The pedestrian experience on the west side of 24th between the Medical Center to East Louisa is horrible and unwelcoming to pedestrians and bicyclists. There is overgrown vegetation in the sidewalk narrowing a walking area and the sidewalk between Roanoke and East Louisa is horribly broken up and dangerous. A person in a wheel chair could not navigate it and it is right next to a bus stop.

The speed at which people drive through the area is incredibly dangerous.

The speed humps added on 22nd ave East don't seem to have reduced speeds or cut throughs. Maybe make them raised sidewalks?

The speed humps currently in place seem useless. Right on Red is important for reducing idling in our neighborhood. Too many sidewalks are in terrible repair (e.g. the section directly across from Montlake Market on 24th)

The speed humps have done little to slow drivers on Boyer, our home is direct in line of sight with one of the humps near the 5-way intersection, we watch cars go over the humps regularly and rarely see cars slow down much if any at all. The 5 way traffic circle tends to get complicated during rush hour traffic, drivers don't know how to properly navigate a traffic circle. With that said, the circle is much better than a signal light...I can only imagine how fast,drivers would go if they were traveling on Boyer and had a green light.

The speed humps on Boyer are ineffective. New speed humps would need to be effective. It is not clear what your proposed surface parking solutions are but I would advocate for solutions that are positive for people that live in Montlake. If more cross through traffic will use Lynn Street to get to I-5, careful attention needs to be on speeding up Lynn/Del Mar.

The speed humps put in on Boyer last year are not large enough to be effective, cut through traffic speeds by every morning and evening. These same impatient drivers run the stop signs at the 5-way (Boyer and Lynn)

The speed humps recently placed on Boyer Ave. E. have done NOTHING to reduce speed as they are totally ineffectual. Drive over them once and it is obvious you can still drive as fast as you want to.

The speed of the cut through traffic is DANGEROUS to my family. My kids ball have been hit (yes they did venture out in the street, but the cars cutting through have no idea kids are playing, and cannot react to kid play. Bicycle / pedestrian safety - at the NE corner of 24th Ave (Montlake Blvd) and Lake Washington Blvd. cars camp out in the crosswalk. Pedestrians and cyclist have minimal room to negotiate this corner. Highlighting in green and warning cars to stay out of the intersection until legally and safe to travel.

There are many dangerous cross walks and I have children walking to school. Traffic circles can help to slow drivers down. Crossing signals and flashing lights would be helpful too.

There is already too much parking on E Park E and E Shelby. Traffic circles may slow down people who try to beat the signal oat Montlake Blvd and E Shelby. Speed bumps the same. Adding "no turn on red" may slow traffic as it flows through the E Shelby neighborhood rather than have it pour through bumper to bumper.

There would be as much cross and cut through traffic in the nieghborhood if there were better options to clear traffic off boyer and 24th. The traffic around the montlake entrance and exits of 520 are getting worse and worse and yet nothing is done to fix traffic on the feeder streets so people constantly cut through.

This is a walking neighborhood....high priority for safety in ALL areas.

This is another of your just going through the motions surveys. Questions are meaningless without diagrams. At a time when no other major city is building highways through their neighborhoods, you have made a ruin of ours. The "no bus service" during rush hour was the last straw for our faith in your judgement. What a mess. You repair our roads with materials that have a mean time to failure of about 18months and build pollution laden highways through our living spaces with the outcome...GRIDLOCK.

This is tricky: the way I see speed bumps being used, I believe they are detrimental to safety. However, I believe were they used differently, they would increase safety. The problem is the frequency: when infrequent, they encourage uneven speeds -- slow down for bump, speed up after -- rather than providing for an overall slower flow; also, as anomalies, they distract drivers. If they were instead placed regularly and closely, say, every twelve feet, then I can see how they would actually slow traffic and lead to greater safety. (In addition, there are those that have a gap along the road's mid-line: when I do drive rather than ride my bicycle, I find I can just about straddle these with one wheel on each side and there is no need to slow down; instead swerve slightly! That certainly does not lead to greater safety. The humps must cross the mid-line and ideally still leave space for cyclists to pass without hitting them dead-on.) Regarding parking, it is not clear what "changing par

This survey fails to properly address the issues at hand. It fails to specifically address the design issues of the plan. The NTMP fails to address the reduction in drive times that have occurred along Montlake and 24th/23rd, Roanoke and Lake Washington Blvd.

To work, traffic circles need to be maintained. But more importantly, the boundaries of the NTMP do not include the areas directly impacted by the work at Montlake. The area is too small. The original traffic studies were way too narrow in scope. If WSDOT believes that the area outlined is the limits of impact, then it really shows a lack of understanding of the impacts that SR 520 has on the Community as a whole.

Too many drivers ignore the don't turn on red at 520 exit to Montlake, need better enforcement. Need to re think traffic flow including possibly changing one way direction of Shelby and Hamlin to eliminate one of the five traffic lights between Roanoke and the bridge. The u-turn lane at Hamlin needs to be longer so back-up does not block traffic. I wish the transit stop would be like east side going to the middle with elevator.

Totally oppose removal of Montlake Blvd. Market for use as construction site.

Traffic Circles - a nightmare, just check out the unsafe situation at Delmar, Lynn, Boyer & 16th - horrible and will be worse when construction starts

Traffic Circles-difficult to navigate when parking allowed close to intersection. No turn on red-inhibits flow of traffic. Curb extensions-Do not remove lanes. Adding parking-Do not remove lanes unless parking needed by residents or businesses.

Traffic circles - definitely slows down traffic Speed humps - slow down traffic, but damage autos Enhanced crossing signal lights - foot traffic will help to alert drivers to pedestrians Curb extensions - They could write 100 citations at the Lk Wa Blvd & Roanoke St crossing .Autos short cutting around the C curbs.

Traffic circles - honestly, these could be the best option for busy intersections where light timing is horrible on a good day. Please consider these as a top priority - all over Montlake and the Montlake interchange.

Traffic circles are dangerous due to worse sightlines and impeded movements of large vehicles. Pedestrians are at risk as vehicles rounding the circle have limited visibility and no time to react. Also, thanks for fixing this survey - yesterday it allowed zero characters. Don't you test these things before you send them out?

Traffic circles are horribly dangerous for anyone walking even in the crosswalks (which are all worn off!), as evidenced by the one at E Lynn and Boyer E. I have almost been hit there at least 20 times in the last few years. Cars travel too fast around them without being able to see pedestrians on the other side. Crossing signals help, but they need to have shorter blinking times. They seem to last about 3 minutes, long after the pedestrian has finished crossing. Since you often drive through as its blinking with no one there, people tend to not slow down.

Traffic circles are particularly inappropriate for major thoroughfares - should be considered for side streets only.

Traffic circles only work if they are maintained. Adding "No turn on red" is a waste of time. The most effective measure is installing enhanced crossing signal lights with crossing beacons. The five way stop at Boyer, Delmar, 16th and Lynn needs five. There should be one at 19th and McGraw, 19th and Calhoun, Miller and 24th, Delmar and Interlaken, Boyer under SR 520, Roanoke and Lake Washington Blvd., Miller and Lake Washington Blvd. and 26th and Lake Washington Blvd. at Calhoun. All of these crossings are directly impacted by traffic pattern changes caused by the current reconfiguration of the Montlake Blvd.

Traffic circles to reduce cut through traffic attempting to avoid traffic congestion. Example: 5 way traffic circle at Boyer and Lynn put traffic on McGraw St and 18th E. Enhanced crossing signal lights to add attention to the fact that a crosswalk exists and person desires to cross.

Traffic circles would slow down people who speed on E Shelby in an effort to beat the light at Montlake and E Shelby. The same is true of speed humps. No Turn on Red could control the number of cars that could go right on Hamlin using the Hamlin/Shelby cut through as a substitute for the U turn on Montlake for drivers coming off 520 and heading south on Montlake.

Traffic in our neighborhood has increased significantly over the last 3-4 years. Because we get so much through-traffic, I would love to see more speed-humps or roundabouts and general disincentives for people to drive fast. Drivers get frustrated during rush-hours and crossing the road often feels risky.

Traffic is gridlocked for several hours a day. Please work to increase traffic flow. If you slow traffic it increases cut through traffic which is dangerous for residents especially children and cyclists on 25th Ave E. Please eliminate blocking of intersections on Montlake and 520.

Using a no turn on red slows traffic from getting through an intersection when it is clear. Remove parking on arterials to improve flow.

We already have a lot of surface street parking. Whatever slows things down for safety is important. How can widening sidewalks possibly help vehicle traffic that is already congested?

We are within 2 blocks of the focus zone and due to the 23rd Ave construction project cut-through traffic has increased during the last 12 months and remains high despite reopening of 23rd because drivers continue to use 26th Ave. E as a continuation of MLK Way. We are concerned the Montlake Phase will also increase cut-through traffic of drivers wanting to avoid congestion on arterials. Cut through traffic tends to drive faster than the 30 mph - which really should be 20 mph due to the number of school-age children living in the area. Speed humps, traffic circles and better crossing signals would all be welcome improvements to help slow drivers down, both within the focus zone and just outside it - and hopefully it would also make it slower so that the appeal of using 26th Ave. E. as a continuation of MLK Way (in both directions) would diminish. Not sure how changing parking or adding parking would work - on the one hand, it might make people slow down, on the other hand, our area ha

We have to protect pedestrians from cars and bicyclists - it is really getting dangerous to share sidewalks and paths with the latter. They ride way too fast - something tragic will happen; it's just a matter of time.

We have traffic circles that cars will drive over--keep these but add speed bumps and curb extensions as well. We need to discourage cars from cutting through the neighborhood and slow down the ones that continue to drive on our side streets.

We need a stop sign at the cross walk by Montlake Elementary - almost hit at 8 am crossing it on school morning . Would like a one way turns with the driver getting out of car and nearly speed - 520 construction workers add to a lot of traffic down street making illegal cut throughs also

We need speed bumps or other measures to slow speeding traffic on Calhoun St and also on 25th St, There are lots of cars that speed through in an effort to bypass the traffic backups on 24th.

We need the market and gas station to maintain the neighborhood feel that Seattle is so keen on demolishing! We also need to keep the additional 520 on ramp from lake Washington blvd as the traffic on and off the 520 at all times is already awful and will only get worse with removing additional access points! Seems there is little regard for the already horrendous traffic in these areas!!

We need to allow the community to keep their parking while minimizing dangerous cut through traffic - which impacts Boyer children's clinic (0-3 year olds) and montlake elementary. Keep the onramp to 520 in the arboretum to reduce traffic, congestion, dangerous crosswalks and pollution on 24th Ave e. Keep montlake market and gas station. There are other areas for staging.

We need to improve driving times and circulation through the Montlake area - not hinder it.

Widening sidewalks increases bicycle safety as well as pedestrian safety. Since I primarily bike with my small children in the Montlake neighborhood, I am very concerned about bicycle safety. Reducing speeds is also a concern, so efforts to reduce speed by traffic circles, speed humps (but PLEASE - smooth speed humps for bikes, not the trapezoidal terrible things) are all good.

Would love speed humps on East Calhoun Street as many speed down our street as they cut through (often going the wrong way onto Lake WA Blvd) from 23rd.

YOU NEED TO REPAIR THE YELLOW MATS THAT ARE IN THE CROSSWALKS ON 23RD AND MONTLAKE AVENUE. THEY ARE CURLING UP AND BECOMING A TRIPPING HAZARD. A LAWSUIT WAITING TO HAPPEN. THEY WERE NOT ANCHORED PROPERLY.

Your "speed humps" do NOTHING to slow. Should make them higher, more blunt, and continuous like on Harvard Ave East beside freeway.....to have ANY EFFECT.

Your idea of "speed humps" do NOTHING. A WASTE OF MONEY. No one slows down for them.

all of these have pros and cons. the question is what, exactly, are we trying to achieve? as a resident I want traffic to be deflected from the Montlake/SR520 interchange. I also want better placement of bus stops that don't inhibit traffic flow.

anything that enhances safety and cuts down on cut through traffic is a positive. You will have to work hard to keep traffic flowing because as it is now, there are a lot of angry drivers out there.

circles

corner of 19th and Lynn is sharp and dangerous and pavement tilts the wrong way and cars rev up after turn and speed north on 19th

do not allow more parking

pedestrian safety in general has been an issue here my whole life.

speed humps

the curb extensions are a traffic hazard for cars

traffic circles in dense urban areas on arterial streets are not as effective in controlling traffic flow as stop lights. speed humps would slow and reduce drive through traffic on residential streets. This is a problem that is increasing in Montlake.

traffic from Lynn down towards Montlake Market is way too fast..need crosswalk at Calhoun/19th .path leads to Community Center is highly used by children and adults used more frequently than the current crosswalk by the stairs. anything that slows the traffic on this street!!

true traffic circles with education of ALL drivers as to how to use them

we need to be able to more easily move through the 520 montlake interchange. not ways to make getting through montlake more difficult. backed up traffic just forces drivers onto surface streets. that is the problem.

when people park freely on our busy street they block us from exiting our driveways. It is hard enough with parking zone restrictions

Is there a specific intersection or location in the Montlake neighborhood that is a strong interest to you? What is your key concern at this intersection?

Montlake and 520 exit ramps - The traffic light timing and stop signs cause Lake Washington Blvd to back up, almost to the Arboretum some evenings. The timing of the 2 lights prevents cars from exiting Lake Washington Blvd to Montlake in a timely manner and this is exacerbated by people exiting 520 who often run the 4 way stop, or otherwise do not wait their turn to move.

Roanoke/Lake Washington Blvd. and Montlake. - The new light has changed traffic patterns throughout the area. The current design does nothing to address this issue.

19th & Lynn - I think the planned all-way stop at 19th & Lynn (where, currently, the arterial switches from east/west to north/south) will *increase* cut-through traffic. At present, most drivers headed eastbound on Lynn follow the arterial as it curves north onto 19th. Introducing a 4-way stop will encourage people to rethink this default behavior, and instead they will continue east, using Lynn as cut-through. A "LOCAL TRAFFIC ONLY" sign would be appreciated (or make that segment of Lynn one-way west, or at least add some stop signs to Lynn as it cross the neighborhood to 23rd... Lynn is the only cross-street that doesn't have stop signs, and people cut through all the time).

entrance to 520 East from the south - It gets backed up daily and there needs to be better flow. The left turn light occasionally does not function causing even worse problems.

24th and E. McGraw St. - My children cross the street here and I am alarmed by people running red lights and speeding.

Montlake and SR 520 - Crossing Montlake requires a long and arduous detour for bikes and peds. Ideally there is an underpass with a gradual ramp and connections to trails during this phase so that stopping cars for peds and bikes is not required

E hamlin st and E park drive E - No more back in angle parking spots! Its a nightmare. Not only ADDING more noise to an already noisy area but the spots have become havens for drug users and party goers. AND has added 100% to people going the wrong way on hamlin st.,SO dangerous.

24th Ave E, between Lynn and Boston - We should have parking on the West side of 24th Ave E between E. Lynn and E. Boston.

520 Westbound offramp - How is bus reliability going to be maintained when the 520 flyer stop is removed?

26th east and east miller - Stop illegal turns at this intersection to reduce the accidents.

520 W offramp and Montlake Blvd. E - Since Fremont is poorly served by mass transit, most commuters get off 520 at Montlake Blvd E. and have to turn left shortly after. With heavy congestion, the two turn lanes, one of which puts you straight into the left lane, makes a big difference. Please try to keep that available during construction.

24th & Interlaken - It is very wide and impossible to cross without being very daring. 24th should have a road diet similar to 23rd Ave between John and Jackson.

Boyer, 16th, Demar and Lynn

E Interlaken Blvd & 24th Ave E - This intersection is in desperate need of a traffic signal so that pedestrians and bicyclists can safely get across 24th Ave E. This is an important connection between the Arboretum and Interlaken Park for people walking or riding bicycles. It would also help connect the neighborhoods on either side of 24th. Interlaken Park is particularly important for bicyclists because it avoids the steep grades present on other routes to Capitol Hill. Adding a signal will also help slow down traffic on 24th, which is often exceeding the speed limit, particularly in the down hill direction.

Interlaken Blvd and 24th - Needs to be a safe crossing for bikes and peds.

NE 90th - SAFE Inteersection

Interlaken Blvd E & 24th Ave E - It's very difficult and dangerous for people walking or riding bicycles to cross 24th here. People driving cars usually do not yield, speeds are high, and sightlines are not very good.

24th and E Lake Washington Blvd - This area gets really congested and backed up during commute times due to the back up on Montlake Blvd. The back up extends down E Lake Washington Blvd.

Shelby at both E Harvard at Boyer - Large vehicles (buses, construction trucks) are beginning to use this street to cut-through from I-5. Very dangerous due to hill and visibility. Could improve safety by signage marking "residential only" on this and neighboring streets where it will then spill over.

E Montlake Place - The crosswalk connecting W Montlake PI E to the sidewalk between E North St and E Roanoke St. Pedestrians waiting on the east side of the crosswalk cannot see or be sen by cars. This makes it particularly dangerous for pedestrians, particularly for northbound cars gunning through yellow (or even red) lights.

intersection at 24th where the filling station and grocery store are - Traffic backs up to turn left on 24th often between 8 and 9 a.m. making it necessary to wait 2 or 3 lights to make that turn, even when the bridge is accepting traffic.

Boyer at 24th - While the speed bumps recently installed along Boyer have helped, there is still no such traffic calming on 24th. Crossing Boyer on the west side of 24th is fraught by left-turning drivers from NB 24th, right-turning drivers who don't watch for peds (needs a NO RIGHT ON RED) and bad visibility of SB traffic on 24th. Overall, this continues to be a really crappy crossing. Also note that the sidewalk on the S side of Boyer East of 24th ends with no warning. Needs a sign or added sidewalk.

Lake Washington Blvd and Miller Street - Illegal left hand turns from lake Washington blvd to miller and speeding down miller (since it is an easy cut through to 24th).

1- E. Lynn and 24th - There needs to be a safer way to cross for pedestrian. The combination of 2 coordinated lights (McGraw and Lynn) would protect the entire "business" area, and greatly facilitate Arboretum and businesses access

Boyer Ave. E./Fuhrman Ave. E. - As a 71 year old lifelong bicyclist I find the heavy traffic and speeding along this location exceedingly dangerous from the Arboretum to the University Bridge. I ride daily on this stretch and it is scary. While bicycling I was hit by a car on BOYER E. and E. Howe a few years ago and missed 6 months of teaching.

Between E. Louisa & E. Miller on 24th Ave E. - This is a blind curve for people heading south and there are often accidents here. We've heard the pavement even banks the wrong way, which contributes to accidents.

by gas station! - Need bike lane painted along LK Wash Blvd until 24th reopened to bikes. Can be totallu blocked so no vehicles move on green light.

Interlaken/Howell/22nd/Boyer - The Greenway that is supposed to be our compensation for your refusal to make 23rd Ave safe for bikes falls apart here. I don't have a strong opinion about which of the possible fixes is employed, but you need to finish the job one way or another.

The end of the Central Greenway at 22nd & Roanoke - The Central Greenway dumps users here, uselessly. I understand that in several years' time, when the whole Montlake area construction is finished, it will connect with the lid and its trails, but until then this is a horrible, bewildering place to leave people. No-one who hits this unexpectedly is ever going to use the facility again. Until the work is done, you need to put signposts well before the end of this greenway, to send people to useful connections: * Until it's closed, make the route to the existing 520 undercrossing clear. I think the best way is to have people turn at Lynn St. * Direct people to the safest crossing of 24rd to get to the 25th Ave bike route. * If the existing 520 underpass has to be closed before the lid's ready, divert people who want to cross the Cut all the way to the University Bridge. This may require intercepting them at Boyer, or even signposting the Interlaken-Delmar-Roanoke Park route.

23rd Ave from Boyer to Montlake Bridge - Vehicles drive way too fast along this stretch of 23rd. When I cross the street in the early morning I've noted cars going 40 - 50 mph.

Lake Wash Blvd and new WB SR-520 off ramp (24th Ave E) - Sight distances are inadequate in the current setup (someone will argue it is "temporary"...it has been that way for almost a year now). No one knows who is going next, so everyone just honks at each other. Large vehicles are unable to turn without crossing into oncoming traffic.

Montlake Blvd & E. Hamlin - Very dangerous for pedestrians and bicycles especially at night. Need for better street lighting near sidewalks. Current lighting at the intersection is above tree height.

23rd/24th/Montlake. - Enhance this as an artery to get traffic through our neighborhood. Maybe remove some traffic lights.

WSDOT needs to bring in other stakeholders especially arterial users e.g. the communities who rely on 23rd/24th to travel; delivery people who pick-up and deposit goods; teamsters ensnared in congestion; Chambers of Commerce who can advocate for the regional economy. Local benefit comes sometimes at the cost of the city wide loss.

520 and Lake Washington Boulevard - When this intersection is blocked it back up traffic on 24th causing cut through drivers. If this intersection is blocked it backs up traffic. Currently, I sit in my car several times a week while the light by the market cycles 5-8 times before one can move through the light. How are the RapidRide buses going to help if 24th is gridlocked? If speeding is a concern for only 3% of survey respondents, why should traffic be 'calmed'?

Boyer Ave E and E Lynn St - Visibility at this intersection is limited and the current design geometry isn't well-suited to pedestrian safety. Please consider "other traffic calming measures" including yellow light beacons and raised crosswalks for pedestrian safety. The roundabout might be altered so that it is more circular so that it is clear to drivers that traffic flow around the roundabout is one-way only!

Newton & 24th - Why make no right turn on red at light at Newton and 24th? What problem does that fix? By the way, I really like that currently the light is triggered when we approach on Newton. Lets us leave our house without having to deal with challenges on Boyer.

22nd Ave E between E Roanoke St and Louisa. - Waaay too much cut through traffic when 23rd Ave backs up. Traffic is held up at the 23rd/E Roanoke traffic light (impossible to back up our car from driveway to street). Traffic can back up well past Louisa to Miller St. This is a Greenway street (22nd Ave E) with parking on both sides leaving one lane for car traffic and bikes. Not good when idling cars are not moving. No north/south traffic is possible. Dangerous for bikes too. Is it possible to make the block between E Roanoke St and Louisa one way going south? That would help with cut-through traffic.

24th and McGraw - Library patrons and school kids use this crossing.

crosswalk across e montlake pl e near Montlake Blvd. Market - People who aren't familiar with this area just don't see the traffic light that is adjacent to E. Roanoke. I'd like to see patrols that watch for people who run that red light as it is very dangerous for pedestrians.

Galer and 24th, calhoun and 24th, 520 and montlake - Safe pedestrian and bicycle crossings

the bridge

Roanoake and Montlake (Montlake Market area) - Pedestrian crossing is a disaster, so access to buses from the bike lockers takes waiting through THREE pedestrian signals to cross Montlake. It is also jam packed with traffic (Montlake southbound, the lane entering 520E) and a disaster to get through by car. I'm very concerned about the state of car access to 520 after the closure of one of the 520 entrance ramps, because Montlake (all the way back to the UVillage) already becomes a mess because of this traffic nightmare.

16th Ave East, East Lynn Street, Boyer and Delmar: aka The 5-way Stop - The current design is unable to handle the increase in traffic caused by the SR 520 changes in Montlake.

“Montlake - Montlake Transportation Priorities: Combined Sewer Overflow (CSO) control project we would like to see KCWTD move forward with building a CSO storage tank at or near the Montlake Playfield, which would also improve drainage for the playfield so that it may be used all year a. This should help minimize the disruption of the relocation of the CSO line and in turn, the taking of the Market and the gas station b. It is premature to take the Market and the gas station until KCWTD completes their design c. The RFP for the Montlake Phase should not be issued until this is resolved Bill Dawson Trail we want to see the planned design move forward, not a compromised version that limits safety or walkability Light at Lake Washington Blvd E and E Montlake Place E (24th Ave East) a. Congestion at this intersection is a significant problem and should be addressed . Add traffic calming to mitigate short-cut driving throughout Montlake (Lynn, McGraw, Calhoun, Miller, Louisa) Improve 5-Way stop and roundabout at Boyer/Lynn/16th (Delmar becomes 16th) a. This intersection is highly trafficked by pedestrians, including athletic teams from St. Joe’s using the Montlake Playfield for athletic practice b. Currently, the central island and shrubs limit visibility c. Patterns of traffic flow are not necessarily clear to drivers who often make left turns instead of driving around the roundabout d. The geometry of pedestrian crossings is awkward and makes it difficult for drivers to see pedestrians e. POSSIBLE SOLUTION COMPONENTS FOR CONSIDERATION: i. Flashing yellow lights at pedestrian crossings ii. Raised pedestrian crossings (like those planned at 19th and Lynn, just north of the Greek church) iii. Modified intersection geometry with a more circular island. Add pedestrian-friendly traffic control with crosswalk at 24th Ave E and East Lynn St (HIGH Priority) a. There is significant pedestrian traffic that crosses 24th at this intersection, especially because this is the location of popular neighborhood businesses (e.g., Fuel, Cafe Lago). Improve Montlake Pedestrian/Bike Crossings for school crossings and other high traffic pedestrian walkways to improve safety a. All pedestrian crossings would benefit from being repainted and would benefit from improved signage b. Add flashing yellow lights at pedestrian crossings to schools, and in high pedestrian traffic areas c. Add pedestrian crossing at Boyer Ave and 19th Ave E this intersection is challenging crossing point for both pedestrians and bicyclists. It would be useful for pedestrians who are trying to reach the Post Office mailbox on the north side of Boyer or the Greek church, and for bicyclists who coming into the neighborhood from Capitol Hill via 19th. Reduce posted speed on Boyer and other arterial streets in Montlake from 30 mph to 25 mph a. Benefits of the speed humps would be greatly enhanced if the posted speed were reduced to 25 mph. b. This is consistent with Seattle’s Vision Zero Plan 24th Ave East Montlake Business District Development Project a. We would like to see the work proposed by MCC move forward “

Montlake blvd, 24th Ave E, E Louisa St - Cars heading northbound consistently block this intersection, making access into the neighborhood take 5-10 minutes in the worst conditions. Posting Do Not Block Intersection signs and the occasional enforcement effort would help, but I'd be interested to hear other options too.

Exiting 520 West onto Montlake - It needs to be as efficient as humanly possible during construction.

24th - Very concerned about the WSDOT forced closure of our local market and gas station. There are no other close facilities that serve these needs and I am very disappointed that WSDOT feels ok with destroying the local hub of the Montlake community.

24th and Roanoke - Keep the Montlake Market!

24th Ave E and Boyer Ave - There seem to be an inordinate amount of collisions at this intersection. Traffic is often moving way above the speed limit in both directions. Is there something that can be done to lower speeds and increase safety here?

E Roanoke St and E Montlake PI E - This intersection is a mess during the morning commute. Attempting to turn left on E Montlake PI E from E Roanoke St. is extremely difficult during the morning. Typically several light cycles are required to make the turn due to traffic backups from the E Lake Washington Blvd and E Montlake PI E intersection.

24th and Lake Wa Blvd - It is too congested, unsafe for pedestrians. Do not want Montlake market to be destroyed & used as staging area, that will make these issues 100 times worse than they already are.

Lake WA Blvd and Boyer Ave - In the mornings, I use Boyer to get to the Arboretum to get over to Madison. When I am driving (around 8-8:30 am), the back up going east on Boyer backs up more than a block because so many cars turning left on Lake WA Blvd have long waiting times. It causes cars to cut around the back of the Arboretum to avoid this which is dangerous for all the bikers going North using this common route to the University District.

23rd & Roanoke (in front of the Market) - The small island needs to be removed so cars that need to get in the lane to head east over 520 can get in their lane and make traffic flow MUCH better. So many more cars could get through each light in front of the Market if this change was made.

Boyer Ave - Slow down.

boyer and lynn traffic circle - better education to drivers about traffic circles - better signage

SR520/Montlake Blvd interchange - I was a bus commuter walking through this intersection 5/week for >25 years and now I am a bicyclist and walker using this intersection almost daily. It is dangerous and pedestrian/biker safety is poor. Please make it safer.

5 Way stop at Boyer and Lynn & light at Montlake next to the Market - 5 way stop - I wrote about it on previous page. People treat it like a stop and go. Many near misses with pedestrians because people drive around the corner too fast and can't see pedestrians in far crosswalk. vegetation on roundabout should be lowered and other precautions taken. Stop light on Montlake at the Montlake Market. Since the new light was placed at the end of the 520 west bound off ramp, the traffic on Montlake backs up MUCH farther and trying to get through that intersection can take 5-8 light changes during commute times.

26th Ave. E. & E. Galer - This intersection - which is where 26th E. "jogs" to the east when it intersects with E. Galer is somewhat dangerous - lots of bikers and cars, especially with increased cut-through car traffic in the last 12 months due to the 23rd Ave. Project, and often cars heading north on 26th approaching the intersection are speeding, plus sometimes cars heading south on 26th E. don't yield when they get to the intersection. The traffic circle at that intersection helps a little, but making 26th Ave E. a neighborhood greenway with some speed humps north of Madison St. would really help slow down the cut-through traffic and make it safer as it approached this intersection

Montlake Mart and Gas - Keep the Montlake Market, it is a vital grocery and the only one in the area. Many people walk/bike here daily to shop, keeping cars off the roads.

E Lynn and Boyer East - Take out the traffic circle. It is dangerous to pedestrians and hampers emergency vehicles. People are driving way too fast through the whole neighborhood now, as they become frustrated with backups on 24th due to the 520 interchange fiasco.

Traffic circle on Boyer. Many drivers don't know how to use traffic circles. Accidents waiting to happen -

E. Roanoke and Montlake Blvd - This intersection is a mess for both pedestrians and drivers. Lights are poorly timed, back-ups are awful, cars drive on the median to make the left turn onto the freeway its terrible. Possibly consider the left straight turning at the same time or slightly before the left turn onto the 520 ramp to help the flow of traffic. Also intersections and sidewalks are poorly marked for pedestrians, making it confusing for both peds and drivers.

24th Ave E & Boyer Ave E - This is still a dangerous intersection to cross on foot. Cars continue to travel over the speed limit and run red lights on both streets.

Delmar and Interlaken - While it should be installed now, an enhanced crosswalk is an important safety feature at the intersection of Delmar and Interlaken.

Montlake and Hamlin / Shelby - Constant people running red lights traveling south-bound on Montlake towards 520 on ramps.

Boyer Ave E b/w 24th Ave & LWB - The volume of traffic using this stretch of road is completely inappropriate for the size of the road. While the size of an alley, it is used by significant numbers of peak hour travelers essentially as a cut-through to both I-5 and SR520. Please consider major traffic reduction measures through this quiet residential neighborhood, such as making Boyer one-way here, or blocking to all but local traffic. Of course additional measures would need to be in place to ensure that this traffic isn't simply diverted to other local streets but is forced onto major thoroughfares such as Madison.

E. Lynn and Boyer - E. Lynn is used as arterial to 23rd-cars speed along this residential street, a risk especially to children (and animals), and elderly.

E Roanoke St and Montlake PI E - provide a dedicated crossing for pedestrians and bikes connecting across Montlake PI E between the Neighborhood Greenway on 22nd Ave E and the Lake Washington Loop.

E Lynn and 19th; E Newton to 20th st - For people moving west on Lynn there is a safety and possibly visibility problem regarding traffic moving south on 19th. The 19th St traffic seems to speed up as it reaches the Lynn St intersection and corner. There is a tendency for traffic moving north on Newton from 22nd St to speed up as it reaches the 20th St corner. Dangerous for the numerous children and pets in that area.

See previous intersection. - Make people slow down at Boyer and 24th

E Hamlin and E Shelby, west side, as sidewalk parallel Montlake Blvd. Bike and ped traffic is high volume. More safety measures. Wider sidewalks there. - Simply painting crosswalks would help hugely. Resident foliage from yards obscure clear sightlines, especially coming to the Blvd from Shelby. Several near misses with right-turning cars hitting bikers/ped who rush through the crossing. Repaint the traffic lanes generally throughout the area, especially with two turning lanes.

5Corners = Lynn&Boyer - People speed through WITHOUT stopping at all.

24th Ave. and Boyer - seems dangerous for peds. and cars.

24th and Boyer - There are a lot of accidents and often considerable backups on the Boyer portion due to people wanting to take left turns - all turns must yield as there is no turn arrow associated with the light.

16th E & E McGraw - Cars go far too fast through this intersection despite the traffic island. There are 7 small children within 3 houses of that intersection, plus 4 more who regularly visit and even more who are on their way to the park.

The bridge over 520 + crosswalks surrounding it. - I would love an option to cross 520 (and Montlake) on bike that is separated from pedestrians. Currently the only safe way through these areas is on the sidewalk, and it's crowded. Also, cars move into the crosswalks at these intersections too often - a very clear 'no right on red' restriction would be good.

E. Montlake Place & 22nd Avenue East - Do not take the Montlake Blvd Market as a staging site. This is a vibrant part of the Montlake Community. Find other locations for your staging needs.

Northeast corner of Montlake Playfield - I would like a walkway / bikeway to remain open between the Montlake Playfield and the UW Light Rail station. I hope it will be safe and well-lit during the construction phase.

E Montlake Pl and Lake Washington Blvd and/or Roanoke - The traffic here has become very bad since the opening of the new 520 bridge.

19th and E LYNN - SEE ABOVE

24th E between E Boston and E Mcgram - better enforcement of illegal parking and speeding

520 with E Montlake PL E & Roanoke & Montlake Blvd - Assign traffic officers at rush hours to keep people behaving themselves and not blocking intersections. If the supermarket and gas station must go, plan for the space to be used for additional traffic lanes and overall improvement of this messed-up intersection. Do not use the area as a staging area, and then give it back to the present owner to be redeveloped with whatever he feel like.

Boyer/Lk WA Blv - Left turn off boyer causes back ups. There used to be stop signs there so people took turns. People take risks there to turn left in the face of north bound cars on Lk WA Blvd

exit from I-5 onto 24th - Keep the Market and the Service Station

24th and Montlake (520) - Please keep the Montlake Market at this intersection. Please make it easier and safer to cross the street

Boyer Ave. & 520 access, both east and westbound - The lanes for turning are not long enough to accommodate the traffic, causing blockage of the through lanes.

Crossing on 24th & 520 - People coming off the freeway are in a high speed mode. It would be important they have to stop at the intersection. The sidewalk alignment for pedestrians and bikes is unsafe and too narrow. Cars are given the priority. This is a dangerous place to walk and bike.

24th & McGraw - would like enhanced pedestrian and est/west traffic use - cars often speed through this light or block the intersection during high volume traffic times

24th and boyer - Many accidents happen there

Montlake blvd and 520 exit - This Gas Station and grocery store are our only such facilities especially now that it is reaching impossibility to get north of the cut. It is very difficult to find a gas station in Madison, Capital hill, or Montlake Also routing trucks construction trucks at all hours down Boyer and now wishing to direct traffic across from 24th to the University Bridge has made living on 520B very hard. Please don't take away our RPZ on top of it all.

Montlake Bridge - The sidewalk is not wide enough for bicyclists and pedestrians, especially with no place to go laterally (cars or water).

Montlake Market - Please preserve this grocery store! It is an institution. We shop here 3 times per week. It is a neighborhood staple. It's the difference between me walking to get groceries and getting in my car and driving to a grocery store further away. I could care less about the gas station but save the market!!

Montlake Market - I feel very strongly about retaining the Montlake market. It definitely makes my life easier and give the Montlake community a place to go to get groceries without have to stray too far out of our way.

25th and Roanoke - My address is 2429 East Roanoke. If the traffic is bad going north, cars turn off of 24th and drive quickly to Roanoke, take a left and head toward 23. Last week someone was following me very close. He kept honking as I was going 20 MPH. Two young children appeared on bicycles going East on Roanoke. I stopped and he laid on his horn. Roanoke has parking on either side of the street so often it becomes a one way out of necessity. If I was in a hurry I could have easily harmed those children. When Roanoke is backed up w/cars they are now turning Right on GlenWilde, shooting down the alleyway and using the detour rode that is marked pedestrian and bicycyles. The drivers are often belligerent and angry. Someone is going to be killed!!!!

25th Ave between McGraw and Roanoke - When traffic backs up, cars cut over to 25th and speed unsafely down to Roanoke, and then try to cut through back to 24th or Lk Wash Blvd. N-bound cars routinely go LEFT around the traffic circle from 25th to Roanoke and I have seen cars nearly collide with bicycles turning S from Roanoke onto 25th.

Boyer Avenue - Traffic and increased speeding have increased in the last 18 months. The speed bumps have had no positive impact.

On Boyer Ave. between Edgar Ave E. and Roanoke Ave. E. - very concerned about how the 520 construction will impact residents in the Portage Bay Shore Condos in regards to noise, construction pollutants, parking on the street and busy traffic. I am also concerned about the proposal to take out the Montlake Market-- a staple in our neighborhood and it would be a tragedy to lose.

19th Ave E and Calhoun

25th Ave. E. between Newton & Lynn - This road is used by cars to avoid congestion on 23rd Ave. E. During times of high congestion cars will try and bypass traffic, resulting in many cars travelling too fast along this stretch of road.

Montlake Blvd/Montlake Place and the 520 offramp/Lk Washington Blvd - I have nearly been hit a number of times when riding a bike south from the Montlake Bridge because drivers frequently only look left for oncoming traffic so they can make a right turn on red. Prohibiting right on red might be a good idea, especially from Lk Washington Blvd onto Montlake Place because the bridge railing obscures drivers' view of southbound bicycles.

Montlake Market and 520 east on ramp - I am mostly concerned about the Montlake Market. Please do not take the property, please allow it to remain open during construction. We use this market DAILY, sometimes twice a day. There is no other complete market nearly as close, Mont's Market does not offer the variety of items or the deli that the Montlake Market does. Please, find a way to keep the Montlake Market intact. Find another way to deal with closing the extra cutouts and dealing with the street level issue. Do not close the Market! Second, the backup on Roanoke west of Montlake Blvd can get very bad at high traffic times. Multiple traffic light cycles can occur with only a few cars getting through. It is particularly frustrating when just trying to get on 520 eastbound. I realize that this interchange is challenging. Still, there has to be a way to move more cars through here and provide some relief.

Montlake Ave bridge crossing 520 - This is currently a unpleasant and dangerous section for bicyclists and pedestrians. It is the only option for bicycles since the eastern bridge has become car-only, and bicycles are forced to share the sidewalk with heavy pedestrian traffic due to lots of transit. The slopes to curbs are difficult and small, the crossings have poor drainage and bad bumps. This is a recipe for bicycle/pedestrian collisions or bicycles being forced to join the cars on the busy road.

At the library and 24th - traffic often backs up to this area making use of the services very difficult.

The bridge over 520 on Montlake ave - Since the Eastern bridge has become car-only, pedestrians and cyclists are all forced on the 520 bridge. The street has poor drainage that leads to pedestrians getting soaked by cars on rainy days. There are lots of moving vehicles very close to the pedestrians and cyclists, and not a lot of space to maneuver as either. I really think that the eastern bridge should be reinstated as a cyclist/pedestrian bridge, or some other option provided to ease pedestrian traffic across 520.

Boyer and 24th - Very dangerous as cars speed at this intersection and there are pedestrians and bikes.

24th ave and Lake Washington Blvd. - Since the eastbound 520 off-ramp was removed and relocated to 24th/Lake Washington Blvd, it has created a traffic jam along Lake Washington Blvd. I am extremely concerned what will happen to this road once the westbound on-ramp will also be closed. This has created such a bottleneck along Lake Washington Blvd. at all hours of the day. We live along this road and it is extremely difficult to get in/out of our driveway as we have a parking lot in front of our home.

lynn +24th - I see many people make a run for it on lynn +24th in order to cross.

24th and roanoke - The left turn light is a headache. Adding staging area there is a BAD IDEA. The Montlake market needs to stay. It's the soul of Montlake. It's been there all my life. I remember it as a kid. I'm 40 now. Please reconsider saving it!!

area of the market - Keep open the Montlake Market and gas station and make pedestrian access safer

E. Roanoke and Montlake Blve - Eliminate the light there. Make it right turns only. Join Montlake Pl E. with the 520 off ramp so they can make the left going north with everybody else.. The two lights are way too close together right now. This should be easy and cheap to implement.

Boyer/East Lynn/Delmar traffic circle - It is heavily used by pedestrians, especially children and elderly to cross the blind circle intersection on way to Montlake Park and bus stops. Too many cars slide through or run the stop signs. Traffic bumps rarely slow traffic. The giant planter in the road obstructs view of oncoming traffic. At least paint it and make it more visible.

Hop In Grocery and gas station by 520 interchange - This neighborhood needs and wants to keep our "Hop In" market and the gas station---figure something else out boys and girls. You would be taking away our closest grocery/deli and our ONLY gas station---expect a huge outcry (again!) if this stays on your hit list. Also of concern is the intersection of 23rd and Boyer---it is accident prone for cars, bikes and pedestrians---too much speed on 23rd as well as Boyer contribute greatly to these accidents.

Roanoke and Montlake - This is completely f***** during the AM commute. It takes multiple cycles just to turn left to get on SR 520

Boyer/Lynn 5way intersection - Make it more visible , it's very dark around the intersection at night which makes it tough to see pedestrians, bicyclists, and even other vehicles.

Montlake Market - The Market is a neighborhood gem - both meeting place and landmark.

Montlake Blvd at SR-520 - Maintain pedestrian crossings and maintain bus stops

Boyer and 19th - Sometimes it is almost impossible to cross or enter Boyer from 19th. There should be a four-way stop.

Montlake Boulevard - I would like to see the gas station and grocery store stay. It is usually popular in our neighborhood and well used

24th and Lynn - Crosswalk needed

Lake Washington Blvd and Montlake PI E - When the east bound 520 on ramp is decommissioned, it will cause far more cars utilizing the intersection which already is showing massive gridlock for traffic traveling northbound on Montlake Blvd. at peak times. I support not having the right on red at this intersection to help the northbound Montlake Blvd traffic, but it will causes further back up on Lake Washington Blvd once the ramp is shut down.

shelby and montlake blvd - Lots of people runs red lights. many accidents?

24th E & E Lynn - Need to install traffic light. Totally oppose removal of Montlake Blvd. Market.

"5Corners" - Boyer&Lynn - Cars zoom through WITHOUT STOPPING.

E. Roanoke & E Montlake Place E - Currently it is the site of frequent confusion when people heading northbound on E. Montlake Place turn left onto E. Roanoke into the lane of the oncoming traffic.

Boyer Ave E and 24th - Maintaining parking on Boyer Ave E has served to reduce speeds of cut-through traffic to 520 and south communities. Traffic circles and speed bumps are effective. However the corner at Boyer and 24th remains hazardous for walkers, bikers, runners. Boyer remains a major pedestrian path to the Arboretum. Add enhanced corners where pedestrians can safely wait for the light to change and pedestrian crossings so traffic will slow down and acknowledge the pedestrian thorough-fare.

the 24th street bridge now closed across montlake - please open it so pedestrians have safer walking alternatives than montlake

hamlin and montlake - i'd like to make sure you are keeping the area aesthetically pleasing and quiet

Anything at the on/off ramps - Enforce safe traffic conditions - the number of individuals running lights, parking in wrong locations, nearly plowing over peds and bikes when there is a walk sign, etc. are horrible. The cars are not going anywhere - a foot or bike cop could manage this easily.

Intersections from East Shelby to the intersection at the Montlake Market - The congestion in through these is outrageous. There is too much traffic on these streets and what are your design plans, Add more by closing the on ramps to 520 in the arboretum. What a great plan. You are using Montlake Blvd as a parking and staging lot for merging onto 520. Montlake Blvd is not for moving traffic any more it is a parking lot for your bad design of the bridge.

Lake Wash BLVD E between Miller and the extension to Calhoun/26th. - Reduce speed; and fix the problems that lead to northbound traffic being backed up on a regular basis from Montlake BLVD to Miller and beyond (southward).

The minor arterial of Montlake Pl/19th Ave/E Lynn St. - Please do not consider use of this minor arterial for any truck hauling -- this route gets highly used and crossed by children and adults walking to the Montlake Community Center and Playfields and Montlake Elem School, and the road is narrower than the Montlake Bvd/24th Ave designated truck route, and even narrower than Boyer Ave, with houses a closer distance to the street curb as well (houses are set back further from curb on Boyer).

E Montlake Pl E and E Roanoke St - Don't take out the gas station or the Montlake market. These are a big reason for me moving to the neighborhood in the first place. I like being able to walk to a grocery store so that I don't have to deal with the awful traffic in the evenings. The competition between Mont's Market (24th Ave E and E McGraw St) and Montlake Market help keep services appropriate for the neighborhood.

24th and Boyer, 26th Ave E north of Boyer - The 24th and Boyer intersection is dangerous because of speeding traffic. Cars often don't look for pedestrians. 26th Avenue East north of Boyer is an excellent section of the bike route. Traffic calming shouldn't create hazardous situations for cyclists.

19th & Boyer - There should be a cross walk and even a flashing light. Children cross here on the way to school, and people use it to get to church. The speed bumps and tiny traffic circle at the intersection do nothing to slow the traffic.

Lake Wash BLVD leading to Montlake ave - I assume the current stop sign is temporary for construction? It causes insane traffic along Lake Washington Blvd when trying to turn right on Montlake. I am also concerned about 23rd heading towards the montlake bridge. That traffic is outrageous. I am also concerned about the Montlake market. Everyone in the area needs the market and I was recently assured that it would remain. I hope that is true.

East McGraw at 24th - Long pedestrian wait if crossing 24th

19th & Lynn St - Slow down traffic going each way. Drivers accelerate from the Boyer Lynn traffic circle to the 24th & Roanoke light. Add speed bumps or make 19th & Lynn St a 3-way stop.

19th Ave E & E Lynn - Vehicles go quickly around this corner and many accelerate up and down Lynn at this intersection (especially if there are backups on 24th). Many children cross at this point.

Exits off 520 - Both directions get backed up due to poorly timed lights

5 way traffic circle at Boyer Ave E and E Lynn - The intersection should be within the geographic area effected by plan but currently is not. Congestion in area causes cut through traffic, speeding in neighborhood. Major biking and pedestrian hazard

Montlake Blvd E & 520 corridor - I walk to light rail at Husky Stadium from our home near 23rd Ave E and Lynn about five times a week. Getting across the 520 corridor between Roanoke and the Ship Canal is dangerous, noisy and now unsightly. I am often splashed by cars no matter how tightly I hug the railings as I cross over 520 -- there are low places in the pavement of Montlake Blvd that form puddles. These should be fixed now. The traffic lights getting across this corridor are also very slow and, depending on how I hit them, can almost double the time of my walk. And on the west side of Montlake Blvd getting from Roanoke to the ship canal, I must cross about 6 intersections, which is quite dangerous.

Montlake crossing - My understanding is that a bike and pedestrian bridge is planned, but not scheduled until after most other construction phases are complete. I recommend that this be done first, to protect bikes and pets and separate them from auto traffic

E Shelby/E Park E - Construction worker parking in this location coupled with the usual UW worker and student parking scofflaws will eliminate parking for neighbors. SDOT does a poor job of traffic enforcement now.

520 and Montlake Blvd - This intersection is already a bottleneck with the additional lights for traffic taking the exit ramp when traveling west. There are days when it takes 20 minutes to go from Boyer and 24th to the Montlake bridge because of backup in this area. Putting a construction staging area here will just make it worse. Plus the businesses that are currently there are vital to the community and I don't want to lose them.

Boyer between Lake Washington and 24th Ave E - Very busy, shouldn't allow parking

the 5-way stop at Boyer and Lynn - This area (all the way to Boyer) should be added to your map grid. This is where a lot of cut through traffic and begins. As traffic backs up on Boyer they cut through the community.

E Park E and E Shelby - Construction parking, cut through traffic from 520 traffic coming off 520 and wanting to go south on Montlake.

The 520 Interchange - This section is a nightmare! This causes back ups all the way back to I-5 on East bound 520 and back ups on northbound 24th Ave E for miles. When that happens everyone diverts through the Arboretum and I feel very sorry for the folks that live on the streets boarding the park.

Despite most people who oppose it, I FAVOR taking the market and gas station. It is the most viable way to safely provide on and off ramp capabilities onto Montlake from Roanoke and provide enough real estate for proper off ramps from 520W and to build a proper 5interchange/on ramp for 520 going west from Montlake. There simply isn't enough real estate right now. And for goshsakes, redo the 24th ave overpass NOW so that pedestrians and bicycles can use it and alleviate this traffic from Montlake, esp during this construction phase (like was promised two years ago). Secondly, while bikes are great, their safety is only as good as they are. I could hand out a dozen tickets in an hour over that interchange for improper lane changes, no signaling, ignoring traffic signals, etc. They routinely go too fast and put pedestrians and drivers in peril, Walking over the Montlake bridge is borderline scary with the number of bikes and their disregard for pedestrians. Require them to walk their bikes over the bridge if dedicated lanes for pedestrians and bikes can't be made. Put bike speed bumps on the sidewalk on either side of the bridge.

24th and McGraw - In the direct path of library and elementary school children. Families, patrons and library staff need open and safe access to this area. Parking is crucial for those living in the area or work in this small junction. Please make it a priority!

520 and montlake - It is miserable heading Northbound on Montlake coming from south of 520. The light is too short, and the left turn lane onto 520E is not accessible to all the cars needing to access it because of the curb, extending wait times at that light significantly.

Montlake and Roanoke - Lights not timed to move traffic through intersections.

the connection between Hamlin/Shelby and rest of montlake - This is the connection for the bike loop and also historically has been a safe route for pedestrians to go between hamlin and shelby and the rest of montlake without having to go on montlake blvd. this is currently closed off for bike/pedestrian. please re open asap.

Boyer & 23 - Keep trucks away

E Roanoke St and E Montlake PI E - This is where neighborhood bicycle traffic merges with Montlake to reach the burke gilman. Please ensure bicyclists have a safe turn and pathway to the burke gilman.

Montlake Blvd and Lake Washington Blvd - This is already a terrible intersection with poor flow. On the north side of 520, the intersection added there has electric boxes installed in a location which blocks driver's sight of pedestrians and bikers.

Montlake Blvd E & Lake Washington Blvd E - I have the same issue cycling south from the Montlake Bridge at both the exit ramp north of westbound SR520 and just south of SR520 at Lake W. Blvd E. At both intersections, I have been cut-off by vehicles turning right to go north on Montlake Blvd E. My suggestion is to make it supremely evident to drivers that right turns on red are prohibited. Once the bike route is rerouted, I don't know that that prohibition is so safety critical, but for now, it's a serious problem: drivers just do not expect cyclists to suddenly appear in front of them against the flow of traffic they are looking for on the left. (Fwiw, I was struck last fall in Bellevue under similar circumstances: on a bike route that follows a crosswalk in front of cars potentially turning right -- the mercedes' driver that saw me "just in time" jammed on its brakes, was rear-ended by the truck behind, and the mercedes slid under the impact into me throwing me onto the ground & wrecking my bicycle. The mercedes was totaled by the rear-end impact and the driver ended up in the hospital. Needless to say, I did not escape injury myself.)

24th and Lynn - Noooo traffic light here!

Montlake Blvd and 520 off ramp - Keep the Montlake Blvd Market and gas station!

24th E heading north across Montlake Bridge - Very congested area already

24th and Boyer - Cars blow through the north/south route vastly exceeding the speed limit. Many drivers at speed (going north/south) drive through the first few seconds of the RED light. They can stop but choose to run the light. We are in dire need of a RED LIGHT CAMERA here.

All of Boyer Ave. E./Fuhrman - The speed limit is still too fast to be safe for bicyclists, trucks, etc. when the road is so narrow due to parking on both sides of the road. It is STILL posted for 30MPH which is dangerous .

25th Avenue and E. Miller - Cars drive fast and sometimes over the traffic circle to take a short cut to Lake Washington Blvd or 24th Avenue E. Make E. Miller a one way street. Add curb bulbs at the intersection there to slow down the cars. Put a traffic light at 24th Avenue E and E. Miller Sreet to slow down the traffic on that arterial.

Intersection of E Roanoke and E Montlake Place E - This lighted intersection is a hazard and is the scene of many accidents. Also we love Montlake Market and do not want it to be torn down.

Montlake Blvd @ E Lynn - Need a traffic light and crosswalk. Very dangerous intersection for pedestrians!

26th/Boyer - Concerned about increased through traffic on 26th Ave E, esp. betw. Boyer and Lynn. In favor of speed humps, but concerned that a speed hump on 26th Ave. E between Newton & Boyer could be dangerous if too close to Boyer (steep hill and lots of bicylce traffic). Interested in staggered parking idea on 26th, but haven't seen any information about what that would look like. Very concerned about transit access during construction. The south end of Montlake is not at all convenient to Husky Stadium/light rail. Desperately need to add more bus #43 back. This will be even more important during construction. Concerned about traffice flow adjustment at 520 interchange (better now, but it got particlurly backed up after the new offramp from 520 opened.

Montlake Blvd and Hamlin Street - Automobiles traveling through this intersection regularly are going too fast and often miss the red light, creating higher probabilities of crashes for cars turing into Hamlin Street going west or making the U-turn onto Montlake Blvd going south. The west most light must be kept clear of tree limb interference.

26th and Boyer - Cars never stop for crossing peds. A stop sign would be fantastic and slow down cut through cars. My second: 26th and E. Galer - Cars don't abide by the traffic circle. Fix with a stop sign or better signage maybe.

Lake Wash Blvd & Montlake Blve (23rd) - It's a dangerous intersection now, especially for pedestrians. An intersection where motorist frequently 'block the box' causing further backups.

Montlake and 520 - Please make sure traffic does not back up too much here. Please make sure transit access is not made hard here.

YES. 19th Ave E & E Lynn St - I live [near] this intersection and I am literally terrified that my small children are going to be mowed down by a car zooming up or down Lynn on a shortcut from or to other arterials. We need a 3-way stop at this intersection and clearly marked pedestrian crossing so desperately. PLEASE. PLEASE. I am begging!

E Shelby/Montlake Blvd - Montlake Blvd. Southbound traffic is allowed to continue moving long after Northbound traffic is stopped. This confuses pedestrians crossing Shelby and they don't wait for the red light to change because it is on so long.

Boyer Ave E and 24th Ave E - Accidents, speed

Boyer Ave E and 24th Ave E - Speed Accidents Bus #43...southbound needed

Montlake at 520; E Lake Wash Blvd and Lake WA Blvd exit - 1) Montlake at 520 - this intersection has been hell ever since construction began / exit off of 520 to arboretum was deleted. Traffic is terrible and congested and not flowing well in any direction. 2) Because of above-mentioned deletion of exit off of 520 West, this area too is ridiculous with the stop signs. Backed up and causing horrible traffic in front of our house which faces 520.

19th ave and E Lynn - Safer pedestrian crossing and reduced speed and cut through traffic

19th & E Lynn; 24th & E Lynn - These are already dangerous!

montlake blvd & 520 - Separate lanes for bikes. Outlaw bicycles on sidewalks.

Montlake Blvd and SR520 overpass - Its at the nexus of too many many traffic patterns. The design of the west approach only makes this problem worse. At the least we need an intelligent signal light system that maximizes traffic flows through busy intersections. Many if these sit idle at times.

Boyer and Delmar

Boyer and 23rd - It's not safe for pedestrians.

SR 520 WB off-ramp to Montlake - This off-ramp desperately needs transit priority. It is frustrating watching my packed bus with as many people on one bus as there are in people in SOVs on the off-ramp, have to sit in traffic.

16th, Boyer, Delmar and Lynn - Very dangerous intersection. Needs to be worked as soon as possible before there is a serious accident.

Montlake and lake Washington blvd - We need to maintain the market and keep the On ramp in the arboretum to try to mitigate more traffic to montlake blvd accessing the 520

westbound Lk WA Blvd approaching Montlake/23rd - I work at the Arboretum and usually have to endure a long backup to enter Montlake/23rd street from Lk Washington Blvd on my way home. There is only one lane, with traffic stacked up to turn right - especially frustrating if you need to turn left. It would be nice to have two westbound lanes there at least that one full block long, with the option to turn right or left from the left lane. Also, if the bridge is up you have to wait for traffic to clear to get to the U-turn towards westbound 520 (a ridiculous traffic pattern on its own) which doesn't even involve crossing the bridge. It would be nice if there could be a way to keep traffic flowing on the south side of 520, on and off the freeway for both directions, even when the Montlake bridge is open and northbound traffic is at a standstill. Could there be designated freeway entrance/exit lanes accessing 23rd to/from the south that can stay clear of bridge back-up and keep 23rd (and Lk Washington Blvd) moving?

24th and East Roanoke: Traffic is typically backed up on 24th due to the small left turn lane for drivers heading East on 520. It would be nice to see this changed.

Five way stop at the intersection of 16th Ave East, East Lynn, Delmar and Boyer - The traffic is bad enough. The rolling stops are a huge problem. Very unsafe for pedestrians. Will get worse if it is used as a haul route.

The crosswalks around the Montlake Blvd. market - It is imperative that we keep this area open, safe, and accessible to pedestrians. I implore you to rethink the plans to get rid of the market and gas station. There is a plethora of staging space already being used for the bridge project that can continue to be used for the Montlake phase. Do not break the goodwill of the community by destroying something we hold so dear.

Boyer and Lynn - This is copied from previous page: Since the new light was added at the end of the west bound 520 off ramp, the traffic has increased tremendously within the neighborhood. Boyer traffic from both directions as people try and avoid the Montlake bridge by going to or coming from the University bridge. A majority of them don't act like it's a 5 way stop. They stop then go causing many near misses of other cars and also pedestrians. Especially those traveling either way on Boyer, can not see people in the cross walk straight ahead of them due to the width of the traffic circle, and the plants, which have grown too tall, on the traffic circle itself. My neighbor was hit there a couple weeks ago. MANY students from Seattle Prep cross there each day on their way to and from practice. It has become very dangerous.

22nd Ave E at E Roanoke and Lk Wash Blvd - This intersection is a well-known mess most of the time. It is made worse during rush-hours, when 24th backs up, by the cut-thru traffic from the east and from the west by north-bound cut-thru traffic on 22nd. Traffic on 22nd between E Roanoke and E Louisa is so bad that the four residential driveways on that one short block are un-useable during rush-hours. Making that one block of 22nd southbound only would be more effective at stopping cut-thru traffic than what is shown on the current SDOT plan.

520 crosswalks - The 520 pedestrian crosswalks are increasingly dangerous. Please keep sustainable communities by keeping our market open!

I-5. State should delete the connection between the SR-520 HOV lanes and the I-5 reversible lanes; the funds have much better uses; the capacity of the reversible lanes have better uses; the SR-520 transit service should serve Link at the UW station and use I-5 at all. The connection with the reversible lane would have high cost and negative value. Please ask the Legislature to drop it.

lake washington blvd and Montlake blvd - busyness

Calhoun/19th - see answer to question 6 traffic takes this area and corner way to fast and the corner is essentially a blind one

E Roanoke St and E Montlake Place E - It is extremely difficult for the traffic coming on E Roanoke to make a left turn onto E Montlake Place E during the morning rush hour. We travel regularly across 520 to the east and usually have to wait for several light changes before we can make this left turn. The lights on E Montlake Place E are poorly timed and so many cars get backed up between the light at E Roanoke and E Lake Washington Blvd, that it allows only one or two cars to make that left turn per light change.

Montlake Market - The Montlake Market is an important local business. I've heard absolutely no plan to mitigate the impacts of construction to our local neighborhood grocery and I'm extremely disappointed.

22nd Ave E and E Lynn St - Cut-through traffic between Boyer and 24th and past Montlake Elementary is a significant safety concern. It's very bad in PM drive now. With the Arboretum on-ramp to 520 going away I anticipate it will also be bad during the AM commute. The intersection at 24th and E Lynn should not allow turns to Lynn during peak commute hours. And traffic calming or wider sidewalks are essential through the 24th business district.

24th Ave E and East Lynn St - There is significant pedestrian traffic that crosses 24th at 24th Ave E and East Lynn St, and this presents a significant safety risk. As the location of popular neighborhood businesses (e.g., Fuel, Caf   Lago), this is an important crossing point that currently is uncontrolled.

Montlake and Lake Wash. - 1. It's vital that the Market and service station be preserved. 2. Traffic at this intersection is a nightmare, especially with congestion caused by the additional traffic light where 520 traffic off-ramps to Montlake. I don't have a solution.

Montlake Boulevard and Roanoke - Please keep the Montlake Ave Market. It is essential to the neighborhood. We will be having to put up with enough disruption in the next years. Let us keep the market.

E Montlake PI/24th and E Roanoke St - The traffic at this intersection is getting progressively worse, need to find ways to increase throughput so it doesn't continue to be a congestion point of the whole neighborhood, becomes impossible to get around between 3pm and 6 pm

East Shelby from Montlake Park to Montlake Blvd. - Bad intersection for cars and sidewalk users and speed poorly controlled.

Lk WA Blvd & Roanoke St - When traffic backs up autos going N and S around the C curbs are a menace to pedestrians and dangerous for accidents. This especially noticeable on holidays, weekends and football game days.

5 way stop at E Lynn and Boyer E. & 16th St. - cars cannot see each other over the plantings. People do not wait their turn. It is a very dangerous intersection for pedestrians.

Montlake Market - Do not take away the Hop-In (Montlake Market). You can take the gas station; it's over-priced anyway

E Lynn / 24th, E Lynn / 19th. E Lynn / 24th is busy and has direct access to arboretum - it should have a light and safer crossing; E Lynn / 19th is an arterial but also is often crossed - it should have stop signs

E. Roanoke and Montlake Blvd - When we try to turn onto Montlake Blvd from E. Roanoke during rush hour, it can take many light cycles to make the turn since cars going straight along Montlake Blvd tend to clog the intersection. One of the issues is that there isn't enough room in the left turn lane to 520 E to hold all the cars.

24th and ELWB - Make sure we can still access 24th southbound so we can get home. The C-curbs on LWB and the congestion at Montlake and ELWB make 24th a major access route to my house.

Milland 2) Miller and 24th - 1) We neighbors have all witnessed accidents and many near misses associated with illegal turns onto Miller from Northbound Lake Washington Blvd traffic, likely to worsen when the 520 ramps are down. 2) Miller and 24th will become a huge trap of idling cars, increased air and noise pollution, if there is a stoplight added to this intersection.

E Miller and 24th Ave E - I see there is a proposal for a light at this intersection. I am strongly against adding a light here for several reasons: 1. Additional noise level from accelerating traffic 2. Additional backup on E Miller during non busy periods 3. Legitimizes the use of E Miller as a traffic thoroughfare. In addition I would suggest looking into the possibility of making westbound E Miller Traffic right-turn only onto 24th Ave E (perhaps only during busy periods). Could also consider making Southbound 24th Ave E traffic no left turn onto E Miller (perhaps only during busy periods). Another consideration is that Northbound traffic on 24th Ave E backs up even during non busy periods due to the Montlake bridge opening. Even though the bridge can completely open and close in 5mins it takes at least 30 mins for the traffic to clear. Sometimes the bridge will open to let a single boat through that could even make it under the bridge without opening. I would suggest implementing a stricter policy for boat traffic or look at other ways to mitigate this problem (taller bridge, tunnel?)

Boyer five-way stop - needs a traffic light

Boyer/Lynn - See previous notes. ALSO, please do NOT take down the Montlake Market. It is a neighborhood institution, a vital member of the community, and a necessity. The geographic and socioeconomic range of people that use that market each day,, wether for shopping of meals is astounding. With all the changes on Montlake (the new light st the end of west bound 520 especially) the traffic is MUCH worse than before. And that's BEFORE you take down the east bound on-ramp from the arboretum and thousands and thousands of more cars clog it much, much more. Since the addition of these "improvements" it has doubled the time it takes to get to the closest grocery store in the village.

Montlake Blvd. & Lynn Street - We need a signal light here to allow pedestrians to safely cross the street. Vehicle drivers have no regard for pedestrian safety.

Around Montlake blvd market - Need to keep traffic flowing through here to lessen congestion, keep allowing access to Montlake bridge to reach University and businesses across the bridge, as well as businesses like Montlake Blvd Market. Traffic lights do not seem to be timed properly for best movement of vehicles.

20th and E Lynn - It is impossible to see around this corner in any direction because vehicles park too close to the intersection.

5 way stop at boyer/lynn/delmar - It is a nightmare. The signage is poor, my children who are young drivers get bowled over, other drivers who are just cutting through Montlake are horrible and don't yield - it is a mess. As is the left turn at Boyer onto 24th

23rd and E Lynn - We need a crosswalk or a light there for pedestrian and bike safety. Especially with the new Arboretum trail opening the east side of 24th in Montlake needs to connect to the west side of 24th

Lynn and 24th, Boyer and 24th, Lake Washington Blvd. and Montlake Blvd. - These are not safe crossings as it is. Hard to imagine what will happen with more traffic, congestion, and construction vehicles.

23rd and Roanoke - It is always a disaster during the morning commute. The 520 cuing lane on 23rd isn't large enough to accommodate traffic, so backups on Roanoke always occur. Traffic northbound on 23rd also regularly runs the light at Roanoke, I think mostly because it is hard to see.

25th & Calhoun - With recent construction of 520, we have seen traffic backups on 24th. As a result, many cars speed as they cut through the neighborhood on 24th and also on Calhoun. There are lots of children in the neighborhood. Many cars also make an illegal turn at 26th and Calhoun onto Lake Washington Blvd.

Interlaken Blvd. & 24th Ave. E. - This is a major crossing place for people going to and from Interlaken Park/Capitol Hill/Volunteer Park to the Arboretum. Many residents of Montlake on the east side of 24th like to enjoy the west-of-24th parks but crossing here is dangerous for cyclists and pedestrians because there is no crosswalk!

Montlake Boulevard Market - This is the only full service grocery store in the neighborhood. We need to maintain access to it, otherwise it will lead to more traffic as people are forced to drive to other stores whenever they need to pick up last minute items.

montlake and lake washington blvd. - it is very difficult to get out of our neighborhood when Montlake is backed up. this and the additional cars that speed down 25th to roanoke to cut past the back up makes getting out of our area nearly impossible now, the lights need to be better synced at the new 520 off ramp and lake wa. blvd

E. Miller and 25th - As a corner house at this intersection, we witness on a regular basis cars that are “cutting through” E. Miller St. to access Lk. Washington Blvd., and they often travel at high speeds. Not only is this dangerous for our children and pedestrians, but there are regularly “near miss” accidents between cars heading East and bicycles traveling on 25th. Cars travel too fast and don’t slow down or look for cyclists, and cyclists just assume that they have the right of way. It’s very dangerous, and I won’t be surprised if there is a serious injury or fatality here some-day. We are also strongly opposed to the insertion of a stop light at E. Miller and 25th. E. Miller St. is already used as a cut-through, with lots of traffic, and adding a stop light will only increase this use and add more vehicles traveling too fast on our street. It will become an arterial. We are also concerned about cars idling on E. Miller St. and increased air pollution and potential for adverse health effects.

22 & East Lynn - I’d like to see speed bumps along East Lynn street from 19th to 24th street. Many Cars race thru this intersection at 25mph or much more. Some up to around 35mph.

520 and montlake - too congested, the new traffic lights have hindered flow, especially at peak times, allowing only 2-3 cars from Montlake S to move north, creating a total standstill via Lake Washington blvd. this must be addressed, you cannot move North in the afternoon, the traffic is at a stand still.

24th Ave E and Boyer Ave E - It’s such a dangerous intersection! Cars whip up the hill on boyer from lake Washington blvd and no one can see them coming. And people drive way too fast and run red lights.

26th east and east miller - Try to avoid losing parking in front of the houses in the spot where you install a one way bulge.

Montlake Blvd & E Lake Washington Blvd - Traffic is now at a standstill here for most of the day - spewing pollution into the air.

Montlake and Hamlin - Pedestrian and Cyclist visibility to drivers is low and the responsiveness of the crosswalk signals tells pedestrians to stop walking long before the driver is given a green light. While the intention with this lag was likely to make pedestrians more safe, the unintended consequence is that pedestrians see that the drivers are not proceeding and then are emboldened to walk against the signal at the exact moment that the light for the driver turns green. Fix it.

East University Blvd - It would be great to divert bike traffic elsewhere and reduce cut through traffic somehow without impacting use for residents. No good suggestions except divert to the new Arboreetum trail or arterial bike lane for bikes and upstream diversions such as speed bumps or signage for cars.

Montlake Market - We need to keep this structure to point out to people we are a neighborhood and not a drive by as fast as you can on your way home or way to work.

Montlake Boulevard Market - Please keep the Market. This is a key part of our Community and it will be devastating to the area if lost.

Boyer Ave. E. - Explanation for increasingly more traffic using Boyer as a cross through? Speed bumps work somewhat, but two four way red blinking lights at 22nd. - 19th & Boyer Ave. E. intersections would deter high use of the route... also provide pedestrian safety crossing Boyer.

L Washington Blvd and Montlake Blvd - stop the right on red from westbound L Washington Blvd onto northbound Montlake Blvd during peak hours. Those right turns prevent northbound traffic from progressing on Montlake Blvd Also the pavement on Montlake Blvd northbound at Lake Washington Blvd is so broken and potholed that is is very dangerous to try to bicycle through this intersection.

delmar - We use Delmar road/hill to get to I5 and Eastlake from Lynn St (Montlake)...it is our main route to get to work....it needs to stay open and easily accessible.

24th Ave Northbound - have you watched evening traffic on northbound 24th at 5pm? how is that going to improve, especially after you close arboretum on ramp. and how did that on ramp change EVER GET APPROVED? either nobody came to watch the thousands of cars every day that use that on ramp, or someone is just cowering to the arb, and don't care what happens when your new highway is complete????

Business District on 24th - Make this walking & business friendly with more parking, cross-walks, greenery. Allow business district and montlake 'downtown/core' to flourish between bridge & Newton light.

19th and E Lynn - Cars regularly drive so fast around this corner that they end up on the curb (see the lawn on 19th and E Lynn for deep tire marks that from multiple cars). At least four cars in the last 12 months ran into the tree on this corner. The last car damaged the tree so badly it had to be removed. Pedestrians walking on the sidewalk are in grave risk of being hit by a car speeding around the turn.

Montlake & Roanoke and the Bill Dawson trail - I would like the Montlake Blvd Market to remain in this area. It will reduce the number of neighbors that need to get in their cars to go to a market, right now I can walk. If it is removed, I will be forced to drive somewhere. The Bill Dawson trail in the new design needs to be safe for pedestrians.

E. Lake Washington Blvd. at 24th Ave. E. - Replace stop signs with traffic signal that operates during high volume hours, flashing red during low volume hours. Continuous high traffic volume makes it difficult to safely access driveways on Lake Washington Blvd. E.

24th Ave & Boyer Ave E - This is an incredibly dangerous intersection. There are accidents on a regular basis. The speed of traffic on Boyer Ave E is also a big problem. The traffic humps have not slowed traffic down but they have made it much noisier (as people fly over the bumps-especially trucks)

24th and Miller St. - Cars often travel at great speeds, coming south on 24th from the 520 interchange, and they seem to gain speed as they round the bend by 24th. Visibility isn't great, and with the speeds, it can sometimes be quite difficult to take a left turn on to 24th from the east side of Miller st. on 24th from the 520 area is really concerning. Often hard to see people coming and to take a left on to

24th and Boyer - Extremely dangerous for pedestrians and bikes.

520 changover - Too car centric. Please keep market open!

24th Ave and Roanoke - This intersection gets severely backed-up. Both for those turning left onto 24th/Montlake Blvd from Roanoke, and those proceeding north on 24th/Montlake Blvd. I imagine construction will impact this severely and I have real concerns about this as I live 1 block away and have two tiny kids. Noise, bad air quality from the idling engines, getting hit by a car, and driver road rage are all of concerns to me, as well as being surrounded by cars everywhere. As well, everyday I walk across 24th, both at the Roanoke/24th intersection and at the 520/24th intersection and it feels very unsafe. Cars routinely go through red lights on 24th, so you have to wait several beats before crossing the street. Even then, you wonder if you are going to get hit! Scary! In addition, people are using 22nd Ave as a cut-through from 24th Avenue since 24th gets so backed up. So, even with the speed humps, traffic circles and stop signs (and parking allowed on the streets), cars stream through 22nd at a relatively fast speed. Finally, PLEASE DO NOT DEMOLISH THE MONTLAKE MARKET! This is a community gem, a place where neighbors meet and an opportunity for us to WALK down to the corner store (literally) instead of adding to the traffic by getting into the car to drive to QFC. I know you can figure this out, WSDOT. Balance your needs of completing an extremely complicated project with extensive staging requirements, with the neighborhood needs of living in a community with a corner store.

E. Lynn and 24th - A light and a crosswalk coordinated with the the list at E. McGraw.

16th & Lynn & Boyer - I live on E. Lynn right off this traffic circle. Construction traffic and/or diverted commuter traffic should not be routed through this already difficult/dangerous intersection.

Montlake Blvd & Lake Washington Blvd; Montlake Blvd & 520 W Offramp - Drivers do not look for pedestrians or bikers when turning right on red at Lake Wash Blvd. Drivers ignore "no turn on red" sign at 520 offramp

Montlake BLVD and 520 - read previous comments. the lights aren't timed well and the backups on Montlake BLVD and 24th have gotten out of control during peak times of the day.

Boyer Ave E - Heavy cut-through traffic, aggressive speeding and failure to stop at crosswalks is a serious safety concern.

Miller & 25th - Way too much traffic speeding eastward through this area. Also, many drivers are illegally turning westward onto Miller from Lake Washington Blvd as well as illegally, turning onto Lake Washington Blvd. from 26th Avenue.

Montlake Blvd Market - Please don't take the Montlake Blvd Market and gas station, a vital community resource.

Boyer and Montlake - It's just dangerous, especially with kids trying to walk to school. Even with a 4th grader I'm too nervous having her cross Montlake (really anywhere) at Boyer which would be the easiest intersection for her, getting her off the busy streets to walk the rest of the way. Also, the cluster * that is the three lights at the 520 off ramps by the market and on the lid. And if the bridge goes up? Holy Hannah it's horrid.

Lynn/22nd; Boyer/23rd; Montlake blvd market crossings - Lynn/22nd: needs a stop sign. Really weird it was left off here. This is as through traffic cut off in which people fly over the hill. Boyer/23rd: the absurd overbuild has made the street narrower, safe turns harder. There is going to be a head on between someone turning right into Boyer off 23rd and someone heading east on Boyer. Montlake blvd mkt: the intersections heading towards the freeway overpass and the bridge. Trecherous for pedestrians. **DO NOT GET RID OF OUR IMPORTANT NEIGHBORHOOD BUSINESSES of Montlake blvd mkt and gas station!!!!**

Corner of 22nd & Roanake - The Montlake Blvd Market is vital to the community/residents of the Montlake neighborhood, who without it, would have few to no options for nearby staples for the home (milk, bread, juice, premade meals, et al.). Our family (kids and adults) frequents the store 2-3 times a week and removing it, would take away the convenience and spirit of having a local community store we are happy to patron and support. They also have an amazing deli & friendly workers which we would dearly miss.

24th and Roanoke - I would like services such as the grocery and gas station to stay in place. It is a positive attribute to the neighborhood as it cuts down on traveling distances to get food or gas. Biking through that intersection along with the 520 interchange is always a challenge. I must be hyper vigilant through the area. Also, attract people to head south by adding bus service. What we have now is at best, sluggish.

24th and E Calhoun St. - Always seems to be blocked by cars and often has people speeding through to 25th/Calhoun where many children play

E Lynn Street and 20th Avenue E - Cars parks all the way to the corner so it's impossible to see down E Lynn when you are on 20th. I have almost been hit here multiple times by school buses, delivery trucks, and other drivers who just blow through driving on E Lynn from the Greek Church (eastbound) and don't even bother to slow for the unmarked intersection. There is no room to maneuver because our roads are basically single lane-roads, and with such little visibility and traffic flying through without even slowing for the unmarked intersection, this is a ridiculously dangerous intersection. Only one block from an elementary school.

24th and boyer - high speeds

5 way on Boyer

24th & McGilvra - Road crossing for Montlake Elementary kids

5-way intersection - Cut throws are a problem... Suggest for those of us who live near the Montlake Park, speed bumps might be a solution to slow down the traffic.

Montlake Market and Gas Station - I live on Louisa St. between 22nd and 20th Ave. My family and I use the Montlake Market all of the time. It's one of the core locations that gives this area a neighborhood feel. Destroying it to put in a construction staging zone for years and years seems like a travesty. Please don't.

24th ave and E Roanoke St - Really any pedestrian crosswalk/intersection across 24th ave feels unwelcoming, the crossing time is always short (my toddler always has to run alongside me to make it across) and the sidewalks and waiting areas are narrow and undesigned.

25th and E Miller St - Need to reduce speeding and cut-through traffic.

E Miller and Lake WA blvd - Dangerous driving behavior where cars travel northbound in a southbound lane - and they can't see around the blind corner on E Miller to verify it's safe to do so. Working with Matt [SDOT] currently. Turned in signatures (on 4/3) that he needed showing strong support for one of the options he presented.

Montlake Blvd. - Please do not remove the "Hop In" grocery!

Roanoke & 24th Avenue - The pedestrian experience on the west side of 24th between the Medical Center to East Louisa is horrible and unwelcoming to pedestrians and bicyclists. There is overgrown vegetation in the sidewalk narrowing a walking area and the sidewalk between Roanoke and East Louisa is horribly broken up and dangerous. A person in a wheel chair could not navigate it and it is right next to a bus stop. Also, the crossing area at 24th & Lake Washington Blvd. on the west side is way too narrow. It cannot accommodate bikes, peds and anyone with a disability. It is totally designed for cars and right turns off of SR520 going south.

E Miller and Lake WA Blvd - I took this survey earlier - please see my comments for this intersection. I went back into the survey to add additional comments on other items that I missed commenting on.

24th E. & Galer - Really need to keep it so pedestrians can cross in a reasonable amount of time as well as the cars off the hill. Would like to see it straightened out so cars coming off the hill could continue down Galer without being blocked by traffic stopped at the light. Move the stop line for the light back, PLEASE. I have listened to road rage for too many years.

MONTLAKE BLVD AND E LAKE WASHINGTON BLVD - THE YELLOW MATS ARE CURLING UP AND HAVE BECOME A DANGEROUS TRIPPING HAZARD. THEY WERE IMPROPERLY INSTALLED. THE TRAFFIC TURNING RIGHT FROM E LAKE WASHINGTON BLVD ONTO MONTLAKE AVENUE GOING NORTH BOUND IS AN ACCIDENT WAITING TO HAPPEN BOTH WITH PEDESTRIANS AND BICYCLISTS.

Roanoke and 24th - PLEASE DO NOT TAKE AWAY THE MARKET. This is one of the reasons I chose to live in this neighborhood. Wiping this great community asset off the map, to stage trucks for several years during construction, is among the most asinine suggestions I have heard. Make space along the road to do this. There is plenty of options between I-5 and the Montlake exit to stage the equipment. Keep the old 520 landing segment in place and park them there until it's done. But taking away this market is simply RIDICULOUS.

Boyer & 24th Ave Thoroughfare - Very dangerous for pedestrians and school students crossing for METRO bus.

19th and E. McGraw - Cars fly around the corner from East Lynn Street and rarely stop at the pedestrian crosswalk on 19th and East McGraw. I have children who walk to school this way and we have almost been hit way too many times.

Montlake Blvd - Please keep Montlake Market. I have young children and depend on it. My elderly parents who also live in Montlake depend on it.

E. Louisa St and E. Roanoke - Heading W on E Louisa St at E Roanoke it is hard to turn right heading E toward the traffic light when there is a lot of cars on E Roanoke waiting for the light to change. Almost impossible at time for drivers to let me merge onto E Roanoke toward the light to get in the proper lane to exit onto E 520

Montlake market - Keep traffic flowing by managing boat/bridge traffic.

Boyer and 24th, E Lynn and 24th - It is very unsafe to cross both of these streets, people are driving fast when there is no traffic or itching to get forward if there is making it very unsafe for pedestrians.

Lake Washington BLVD E & Montlake BLVD E - 1) PLEASE DO NOT GET RID OF MONTLAKE MARKET AND GAS STATION 2) Congestion is a real problem during peak travel times.

E Howe St - This street has NO sidewalks, so folks walk on the STREET . 1) install Rubber Speed Reducing Humps 2) install 10MPH-Residential Street signs Some bright person decided to declare BOTH sides of "my" street "No Parking" without notice... I'm 75y/o, retired, and have lived at XXXX E Howe St for over 20 years. Needless to say I'm not going to park a block away from my home so I now park with 1/2 my car over the curb and in my front yard. Disgusting and dangerous. I can't tell you the number of times, when I try to empty the garbage or to walk around my car to enter it, I've almost been it by a car speeding by. Almost a daily occurrence. Trying to avoid the traffic jam on 24/25th, cars take a shortcut through E Howe St, somehow thinking it's a freeway. Can you tell I'm furious with this situation? Fix it! Please!!

Montlake Boulevard and SR520 - Bicycles and pedestrian travel is hazardous.

Boyer/Lynn/16th - This intersection is known as five corners and is already a confusing intersection. Increased traffic will mean more people speeding around the traffic circle and jetting up Lynn. New people to the area frequently turn left illegally because of lack of clear signage. Also, Please don't take away the Montlake Market. That would be devastating to our community.

E Newton & 23rd E - Maintain signal priority for residents east of 23rd E.

24th and Boyer - Very dangerous crossing. Extremely large number of people running red lights on 24th, especially while coming down the hill.

520 and Montlake blvd - This is not very pedestrian friendly. Cars speed (approaching on-ramps) do not stop for individuals in the cross-walk.

West Montlake Pl at 24th - PLEASE do not take out our gas station and Montlake Blvd store! In general, I am concerned that WDOT is ignoring its senior citizens. My bus route is gone (#25); it is too far to walk to busses or light rail in this hilly neighborhood. Cars seem to be despised now. Without a nearby store and gas station, the neighborhood will lose a sense of identity and senior citizens will be in greater danger of feeling trapped in their homes.

24th and Boyer - SO DANGEROUS - speeding cars especially during commute times and distracted drivers, drivers routinely cutting in front of pedestrians. Has been frightening because I have school-aged children and cars are SO aggressive even at this controlled intersection.

Boyer and E. McGraw St. - Cars turn onto E. McGraw St. from Boyer to avoid the Boyer-Lynn-16th traffic circle. They speed down E. McGraw to 18th. Ave. I'm afraid during construction, this will get worse.

Roanoke and Montlake Blvd - Ped safety crossing Roanoke. It needs a lighted crossing (and there is no 22nd Ave East Street sign!)

24th Ave. E. & E. Lynn St. - Needs pedestrian flashers, and zebra crossing

Boyer Ave E and 24th Ave E - Numerous car accidents and one fatality. There are at least one or two accidents each month. Someone else is going to die if speeds and traffic aren't controlled better.

E.LK.WA & Montlake Blvd - Endless congestion on Montlake Blvd impacts the flow from E Lk Wa

24th and Boyer - When heading south on 24th and turning right on Boyer, it is a VERY sharp right turn. This requires a complete slow down to turn. I have almost been rear ended several times here.

24th Ave E and Boyer Ave - We observe at least one collision between cars and people per month at this intersection. Recently a neighbor took matters into their own hands and installed crossing flags after their daughter was struck by a motorist at the intersection and disabled from work for 3 months. It's incredibly dangerous for peds and bikes travelling on Boyer. I would suggest no turn on red, and altering the signal to have separate phases for EB Boyer and WB Boyer. Frequently, people exceed 30mph going WB up the hill, and strike peds, bikes, or cars turning left because they cannot see them.

25th Avenue East and Boyer - See previous answer. The cut through traffic is dangerous. Please consider additional signage and other mitigation measures at this intersection. Cars speed turning right on 25th rather than proceeding east on Boyer, creating a dangerous situation for cyclists, kids getting into cars for school, etc.

25th and Boyer. - Cars diverting into side streets and parking on Boyer creates incredible back ups and unsafe conditions.

Don't take the Montlake Blvd Market and gas station, a vital community resource (Write this in as a priority when asked)

23rd between Louisa and Boyer - speeding and visibility here is a problem. perhaps one more light between louisa and mcgraw would help?

e miller st and 20th ave e - intersection is at the bottom of slight decline so cars driving west on miller are often driving too fast for the neighborhood. it is an un-controlled intersection where I've seen multiple near collisions

Montlake Pl + Roanoke - I cross here every day, sometimes multiple times, both for work commuting and for using the light rail to get downtown. The intersection itself feels safe, but the surrounding sidewalks (particularly south of the intersection) are extremely beat up and flood easily with just a slight amount of rain. This, combined with the narrow sidewalks and amount of mud alongside the sidewalk means pedestrians typically have to choose between wading through puddles or trudging through sticky mud.

Montlake Market - I am concerned about the potential closing of the Montlake Market (and gas station?) near 520. My neighbors and I rely heavily on this Market for it's convenience, quality, and reliability. Our neighborhood does not have a grocery store in the near vicinity, and Montlake Market is our go-to place within walking distance for items when we need it right away. And it is a wonderful place for lunch, or for kids to hang out after school. Closing it would do a real dis-service to the neighborhood.

Roanoke and 24th - This area can be the most snarled by traffic even without construction--the bridge (being raised) I perceive to be the culprit. However I also don't want the Hop-In market to be removed or that area turned into a construction staging zone. It will remove a vital local resource and be an eyesore. No thanks!

Montlake and Lake Washington blvd - Improving traffic flow and reducing congestion during construction at this intersection.

26th Ave E & Boyer - We experience significant cut-through traffic - drivers west-bound on Boyer turn north on 26th Ave E, and use it to avoid congestion at 24th & Boyer.

24th ave E and E Interlaken Blvd - traffic light - people fly down the hill and it's hard to turn left onto 24th

Montlake Blvd/520 - How can you possibly allow right turns on red lights at the north east end of 520/Montlake blvd, and NO right turn on the south east end of the intersection. Do you NOT understand that people do not look at the pedestrian, and only look for their right turn, so their attention is looking LEFT and not to the pedestrian that is walking across the street? This is basic 101 traffic management and you flunked! How many more years do you need to figure out that someone will get hurt or killed there, and you have done nothing to help!

Boyer and Lynn - Stop signs enforced and speed limits enforced and/or reduced.

Miller Street, between 24th Ave and Lake Washington Blvd - The cut through traffic moves at high rates of speed along Miller and crossing 25th Ave. There are many near misses with children, pedestrians and cyclists. SLOW down this traffic (multiple speed humps), and or stop left turns onto Miller from southbound 24th Avenue.

E McGraw St and 25th Ave E - Two kinds of cut-through traffic converge here during rush hour, and someone is going to get killed one of these days. The northbound cut-through traffic is bypassing the daily traffic jam on 24th, and the westbound traffic uses McGraw St to avoid the westbound backup at the intersection of E Lake WA Blvd and Montlake Blvd E. Add to that the bicycle commuters who use the Lake WA Loop bicycle route (which runs down 25th Ave E), and it's a recipe for disaster. I see it almost every day. The cut-through traffic in both directions MUST be stopped! It has turned our part of Montlake into a very dangerous place.

24th and Galer - cars and huge trucks are up to the crosswalk when they actually stop. Please take the time to observe. Bridge construction trucks maybe?

24th and 25th Ave E and Boyer - There is a large amount of traffic on Boyer from 24th Ave down to 25th and 26th Avenues. Cars drive too fast when they can and because of long delays at the stop light, vehicles often ignore pedestrians attempting to cross 24th and take the turns at 24th and 25th Avenues too fast. This road was not built to handle the traffic it has each day. At times, traffic extends from 24th Avenue to 26th Avenue, and at its worst, to Lake Washington Boulevard. I have lived here for 10 years and in the past two years it has become impossible and much more dangerous.

Montlake Blvd and Boyer - People have been killed on this corner because drivers are trying to make it through the intersection before the lights change. It's a dangerous major thoroughfare in a residential neighborhood.

E Lynn and 19th - We often are required to cross the street at this arterial intersection and it is difficult to cross, especially with my children. In addition, coming from this intersection drivers head up the hill on Lynn going very fast. A cross walk with a stop sign would be ideal for walkers. At the least, a crosswalk with a speed bump onto E Lynn.

19th & Lynn - The way it is set up now, pedestrians and cyclists are bound to be hit by cars who can't see them

By the Montlake Library, 24th and Lynn - Pull parking from 24th and keep it on the side streets

E North St - When traffic comes to a halt at the new off-ramp intersection of 24th E and E Lake Washington Blvd, some cars from 520 off-ramp head straight south onto 24th E (residential street) and then turn down North street to avoid waiting in line on the Blvd. These drivers are typically in a hurry and won't slow down even for a blind right turn.

E.Lake WA blvd& Montlake Pl. E. - The entire intersection of 520 off ramps and Montlake Blvd is a mess. Traffic backs up in both directions, but is more concerning/relevant to us backing up south of that intersection, up 24th.

Montlake Blvd and Lake Wash. Blvd/ - What more can I say, it is already a nightmare, lucky if 3 cars get through due to stupid red light at the end of the Montlake Entrance from Bellevue. We often wonder who actually comes up with such inefficient ideas, 5th graders???

Lake Wa blvd - It gets backed up with traffic.

E Roanoke and Montlake Blvd. - Intersection here needs better sync for traffic flow!

Boyer and Lynn - This round about works very well for the large amount of traffic that goes thru the neighborhood. Putting direction arrows would help the few who don't understand the flow. This was a terrible angry honking and dangerous intersection prior to round about. Now it works with the exception of a few. who want to occasionally go clockwise rather than counterclockwise.

Montlake from U Village to 520 - Southbound - it moves glacially slow. The back-ups to U-Village (and sometimes beyond) are horrendous. It needs to be improved - now.

Boyer Ave. E. and 24th Ave. E. - Dangerous. But there are now fluorescent orange flags there.

23rd and Boyer - Unsafe for pedestrians! Not so grt for cyclists. Cars even have trouble/accidents.

West Offramp from 520 to Montlake - This often gets backed up during afternoon commute times. Anything that can be done to improve traffic flow here would be helpful. (Maybe keep green light on longer and decrease time for red light at Montlake intersections immediately to the north.)

26th Ave East and Boyer - Unsafe for pedestrians and bicyclists continuing north or south across Boyer. This is the Arboretum Bypass.

520 + Montlake Blvd - Light timing is terrible Access to 520 on-ramps is awful Volume of traffic exceeds "design" (quote marks, 'cause it's hard to imagine anything in that interchange is intentional)

Montlake Blvd Market - The market is a critical need for elderly people without cars. It keeps our family car off the main street when we just need a single item and can walk. We walk on the far west side to access light rail and our son on the east side for metro. Crossing from 19th across Montlake Place is becoming treacherous as more cars drive on that route as there are multiple blind spots as you come especially going south to north.

montlake boulevard over 520 - You should look into constructing a roundabout to enhance traffic.

19th and E. Lynn - Very dangerous with people turning left from E. Lynn onto 19th. Also, cars driving way too fast on the residential street

Delmar Ave East, 16th Ave East, East Lynn and Boyer - Sightlines are terrible. It is really unsafe for pedestrians. The increase traffic associated with 520 has exacerbated the problems.

Save the Montlake Market - The Market is a visible notification to drivers that they have entered a neighborhood and that pedestrian and bicycle traffic must be factored into their navigation. Coming from the 520 there is a school zone almost immediately as you drive south on 24th. The market slows drivers down as they recognize they are no longer on the freeway but in a neighborhood.

Boyer and 26th E; Boyer and 25th E - Apprx 15 years ago SDOT put middle road curbs along Lk Wash Blvd from Boyer to the 23rd E interchange to prevent cut-through traffic all along that part of the Montlake neighborhood. If you look at a map, and you consider the earlier revisions as successful, if something is done along the intersections of Boyer and 25th/26th that whole eastern section of your hash marked area would be protected from cut-through traffic. Volume in that eastern section has already increased in the neighborhood as construction has moved in and will increase as construction is ramped up. If something could be done with those two (2) funnel points you would see success for reducing cut-through traffic in half the area you have outlined.

24th Ave E and E Lynn St - There is no cross walk and pedestrian light. Very dangerous to cross here. Yet it connects coffee shop to bike shop and businesses across the street so people use it.

on ramps to/from 520 - need to shorten lengths of crosswalks. remove free right turns.

Montlake Blvd with Hamlin and Shelby - Want to ensure that Hamlin and Shelby access are not negatively impacted. The traffic lights already make for a long wait to turn onto our out of these streets.

Montlake blvd & east Hamlin. - Cars already run the red lights and hit us as we turn down this street. The lights have to be very visible to prevent this from happening. Also the turn lane always backs up and is dangerous during rush hour (all the time)

Appendix B

Oct.11, 2017 Montlake Transportation
Committee briefing summary

SUMMARY

Montlake Transportation Committee NTMP briefing
October 11, 2017, 4:30 p.m. – 6:30 p.m.

Tudor Room, Montlake Community Center, 1618 E Calhoun St, Seattle WA 98112

This briefing was a follow-up to the March 2017 draft Neighborhood Traffic Management Plan report. In response to community concerns, WSDOT and SDOT staff met with the Montlake Transportation Committee and discussed the finalized list of traffic calming measures for the Montlake Phase NTMP.

Attendees

SR 520

- David Goldberg, *SR 520 Ombudsman & Community Liaison*
- Todd Harrison, *SR 520 Deputy Program Engineering Manager*
- Joseph Basile, *SR 520 Communications*

Montlake Transportation Committee/residents

- Barbara Wright
- John O'Neil
- John Payseno
- Tracy Domingues
- Jerry Bosch
- Bryan Haworth

City of Seattle

- Jon Layzer, *SDOT Director of Regional and Interagency Programs*
- Dawn Schellenberg, *SDOT Strategic Advisor*
- Matt Beaulieu, *SDOT Transportation Operations Engineering & Design Manager*
- John Arnesen, *SDOT Interagency Project Manager*
- Jim Curtin, *SDOT Vision Zero Project Manager*
- Karen Ko, *Department of Neighborhoods Community Engagement Coordinator*

Introduction and agenda review

- David Goldberg kicked off the meeting by reviewing the meeting purpose.
 - Share feedback and finalize the list of traffic-calming measures in the Neighborhood Traffic Management Plan (NTMP).
 - Share next steps in finalizing the report, further opportunities for public outreach, and how to stay engaged during construction.
 - Discuss other city of Seattle traffic-related projects planned in the Montlake area.
- Barbara Wright summarized some of the concerns of the Montlake community.
 - Rapid regional growth and large transportation projects nearby (e.g. light rail extension, SR 520 improvements, and city projects) are creating unsafe conditions for pedestrians, cyclists, and motorists.
 - The Montlake Transportation Committee wants to be actively involved in planning improvements to address future growth and construction impacts from SR 520 and city projects.

NTMP update

- Todd Harrison gave an overview of the Montlake Phase NTMP boundaries and some background of what we heard during the NTMP public comment period in spring 2017.
 - Survey respondents ranked reducing cut-through traffic and improving pedestrian safety as key concerns during the construction period.
 - Enhanced pedestrian and bicycle crossing signals, such as crossing beacons, were the most popular traffic management measures proposed in the March 2017 draft NTMP report.
 - Respondents were also strongly supportive of sidewalk improvements as a way to improve safety and mobility for pedestrians and bicyclists in the Montlake area.
 - Speed humps and traffic circles were also popular measures to reduce vehicle speeds and improve safety. However, some respondents thought that these measures may not be effective and could reduce traffic flow and visibility on narrow neighborhood streets.
 - Solutions that received more negative responses included adding parking to reduce speeds, and restricting right turns in some areas during morning and evening peak-commute periods.
- Jon Layzer explained that WSDOT and the city were planning to finalize the Montlake Phase NTMP in November. SDOT will continue to evaluate the list (*see attached*) of proposed measures and accept community feedback in support of certain measures after the report is finalized. Jon noted that there will be multiple opportunities in the coming years to continue to provide input and stay engaged on transportation issues in the Montlake neighborhood.

Proposed traffic management measures and implementation schedule

- John Arnesen and Matt Beaulieu walked through the list of proposed traffic calming measures in the draft NTMP report and discussed the current implementation status of each measure.
- The potential traffic management measures were divided into four categories:
 - **Projects planned for implementation** are measures that SDOT and WSDOT are planning to implement in the near future.
 - **Potential projects for implementation pending public input** are examples of measures the technical team has determined to be effective treatments but that will require a petition of support from the residents on the affected block.
 - The petition of support to SDOT should include the location, problem description, and signatures indicating most people on the block agree on the proposed solution. SDOT will review requests in March 2018 and March 2019 for construction during the following dry construction season.
 - **Projects for consideration based on additional agency coordination and community feedback** are pending future action for one of two reasons:
 - The measure received mixed community support. Additional requests from the community would be necessary to implement them.
 - Implementation requires additional agency coordination; for example, SDOT must consult with Seattle Fire Department before installing speed cushions on designated fire routes.
 - **Projects removed from consideration due to public input or feasibility issues** are measures that received negative community feedback or were deemed ineffective by WSDOT and SDOT traffic engineers.

- Dawn Schellenberg added that after the NTMP is released, WSDOT and SDOT will continue to respond to local traffic concerns through the SR 520 inbox and implement additional measures when appropriate.

Proposed SDOT projects in the Montlake area

- Jim Curtin provided an update on the proposed design for the 23rd Ave E Vision Zero Project, and invited the meeting participants to attend SDOT's drop-in session on October 19, 2017 to discuss the project further.

Comments

Traffic-related comments

- In general, meeting attendees stressed the importance of slowing down and discouraging cut-through traffic on neighborhood streets in Montlake. The group strongly supported the proposed speed humps along north-south streets of 25th Ave E and 26th Ave E, and encouraged WSDOT and SDOT to implement more traffic-calming solutions on east-west streets in the Montlake area.
- The group suggested raised crosswalks, patterned/textured pavement, installing "local access only" signs, and increasing police presence as strategies to reduce cut-through traffic and speeding.
- John Payseno proposed the agencies use a more "ecosystem" approach to reducing congestion and traffic, in association with smaller traffic-calming measures.
- Barbara Wright noted that the transit agencies are key players, and should be more involved with traffic and mobility planning discussions in the Montlake neighborhood.
- The group expressed a strong preference for a signal at 24th Ave E and E Lynn St to improve pedestrian safety.
- Jerry Bosch recommended adding or improving existing signage to discourage wrong-way driving and biking in the Shelby-Hamlin couplet.

NTMP process related comments

- The group asked that the final report include a clear process through which community members can provide feedback and petition for certain traffic-calming measures.
- John O'Neil asked that the final report explain whether and how WSDOT and SDOT will address the top ten intersections cited by the community during the public comment period.
- The group requested that WSDOT and SDOT create a map that overlays the NTMP measures with other planned SDOT projects. The map should include where all of the speed humps/cushions are being planned as opposed to a single placeholder.
- The final report should make clear that SDOT is expecting neighbors on an affected street segment to petition for implementation of many of the suggested measures, and it should spell out the process for doing that. Bryan Haworth and others on the committee said the Montlake Community Club could play a role -- through their blog and other communications -- in alerting neighbors to the opportunity for traffic calming measures and the need to petition for them.

Next steps

- **November 2017:** WSDOT and SDOT publish final Montlake Phase NTMP report, including the following information:
 - Map showing both NTMP traffic measures and city projects.
 - Clear process for neighbors to request traffic measures.
 - WSDOT conveys funds to SDOT for implementation.
- **Early 2018:** SDOT evaluates list of traffic calming requests based on public input after NTMP report is published and designs projects designated for implementation.
- **Summer 2018:** SDOT constructs measures selected for 2018.
- **Early 2019:** SDOT evaluates list of traffic calming requests. See process above.

Appendix C

City of Seattle example traffic-calming
petition and evaluation forms

Montlake Neighborhood Traffic Calming Request

PETITION FORM - PUBLIC USE

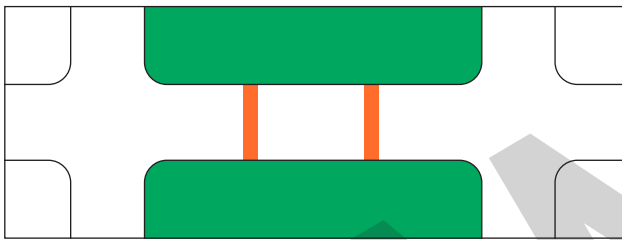
PETITION (Return to Montlake.Traffic@Seattle.gov within 2 weeks of receiving confirmation of the proposed treatment)

The Seattle Department of Transportation (SDOT) evaluated and approved a request for

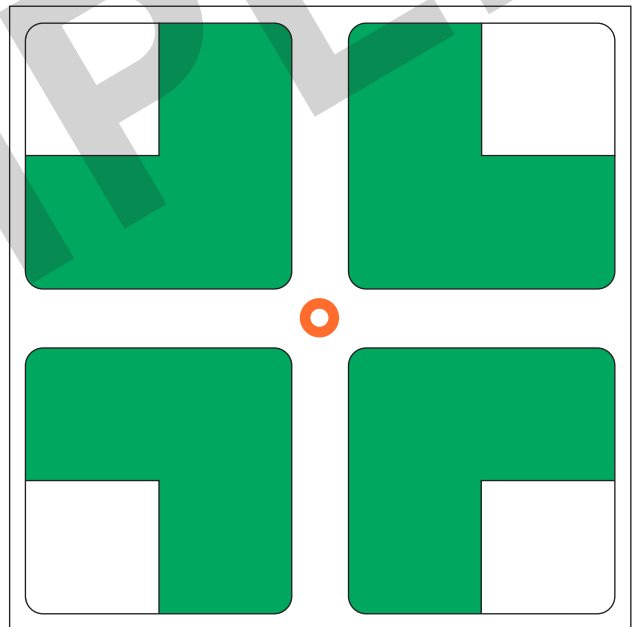
_____ at _____. The traffic calming treatment will be installed during the summer months. To confirm most residents near or adjacent to the recommended treatment favor installation, we're collecting signatures.

COLLECT SIGNATURES FROM RESIDENTS LIVING IN THE HIGHLIGHTED GREEN SECTION OF THE SELECTED TREATMENT.

Speed Humps



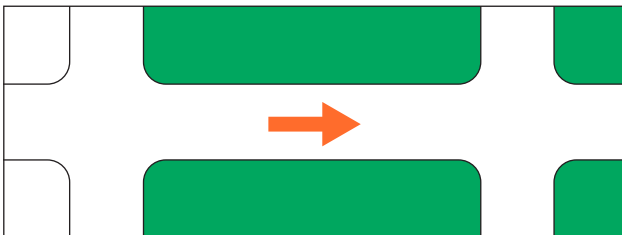
Traffic Circle



Curb Extension



One Way



Other:

Signature form on opposite side.



Seattle
Department of
Transportation

Montlake Neighborhood Traffic Calming Request

EVALUATION FORM

OFFICIAL USE ONLY	
Date	
SDOT Reviewer	
Contact Name/Phone/Email	
Location of Problem	
Problem Description	

EVALUATION CRITERIA

85th percentile speed (85% of people drive at or below this speed):

Is 15% or more of the traffic is going five miles over the speed limit?

Traffic volumes:

Are more than 1,000 vehicles on average using the street per day?

Crash history:

What is the crash history for the past three years? Has the location been identified through the City's [Bicycle and Pedestrian Safety Analysis](#)?

Emergency response route:

Is the location on a designated fire and emergency response route?

Cost estimate:

Can the project be constructed within the program budget?

Other considerations (street geometry, grade, pedestrian counts, proximity to other traffic calming treatments, etc.):

RECOMMENDED TREATMENT

Speed humps/cushions

Traffic circle

Curb extension

One-way street

Other

None

EXPLANATION



Seattle
Department of
Transportation