

Location	Public Comment	SDOT Response
S Spokane St between 16th Ave S and 15th Ave S	Please encourage westbound traffic into left lane. Evening rush hour makes it impossible to get into my home at the corner of 15th Ave S and S Spokane St, and all houses between 16th Ave S and 15th Ave S	Traffic management is outside of this project's scope. This comment has been sent to our traffic management team.
	Add a sidewalk on the south side of S Spokane St between 15th Ave S and 16th Ave S	Because this is a roadway maintenance project, adding a sidewalk at this location is out of the project scope. Although it is a little longer distance, the sidewalk path along the slip lane provides access to 16th Ave S.
15th Ave S and S Spokane St	Change traffic timing signals at 15th and Spokane from 10 pm - 5 am to flashing yellow W/B and flashing red N/B. Noise from waiting at 2:00 am wakes me.	This comment has been sent to SDOT's signals operations team.
	Please move metro bus stop to SE corner of 15th Ave S and S Spokane St. Add a bus cut out fr the moved bus stop.	This comment has been sent to King County Metro.
	Add "No right turn on red" on SB 15th nto S Spokan St, to avoid filling up and blocking upstream W/B traffic. Takes me 30 minutes to get into my driveway from 16th to 15th.	This comment has been sent to SDOT's traffic management team.
	No left turn NB 15th Ave S to WB Spokane St	This comment has been sent to SDOT's traffic management team.
	The light on Spokane and 15th doesn't register my little prius to prompt N.S. light unless I rock up and track multiple times. I have the same problem on Columbian seeking to cross MLK. I've sat through tree rotations (N-S ligts go through their cycle, then do it again, without ever prompting the light I want)	We are replacing the loops that recognize vehicles in the eastbound and westbound lanes of this intersection. Your comment has also been sent to signal operations to look into the loops on the northbound and southbound lanes.
	Similaly, with the addition of a n/b bike lane, the southbound bike lane could be tracked through this intersection and there would be room for it to continue several hundred feet south of the intersection.	The roadway width at this intersection does not allow for a designated northbound bike lane.
	Per the data reported by Seattle, traffic counts taken on 15th Ave S just south of S Spokane St show an ADT of 10,835 people driving here. That's a very low number of drivers to require *two* whole lanes of traffic in one (northbound) direction. Please drop the second, outside northbound lane because it is unwarranted and only serves to encourage people driving to exceed the speed limit.	This comment has been sent to SDOT's traffic management team.
	Safe pedestrian crossing at the 15th Ave S and Spokane intersection (on south side)	For pedestrian safety at this intersection, we are installing curb ramps at all corners.
Sidewalk and sliplane along slip lane and jefferson park floods and is commonly overgrown. Needs better drainage and maintenance.	The vegetation at this location will be trimmed. The sidewalk and roadway will also be graded to avoid ponding and the relatively steep slopes should even further minimize flooding.	
S Spokane St and Hinds PI S	Add a physical barrier to prevent left turns onto Hints PI S from S Spokane S	This comment has been sent to SDOT's traffic management team.
S Spokane St and 14th Ave S	Add "No left turn" for semi trucks uphill (EB S Spokane) Freqently get stuck	This comment has been sent to SDOT's traffic management team.
15th Ave S and S Columbian Way "Y" (North)	Many years of commuting S on 15th to Georgetown. Transtion accross Columbian Way is critical and dangerous. Clear traffic signage needed so cars are aware of bikes	New striping will be added to designate the dedicated bike lane. The comment about additional signage has been sent to the traffic operations team.
	People going south on columbian way stop past the stop line, causing a hazard in the intersection for the right hand lane north bound traffic.	The new striping will provide a clear stop line.
	the right lane south bound vehicles going into the left lane when merging onto columbian way. This includes the busses. This causes a safety issue when the left hand lane vehicles are forced to stop to avoid colliding with the south bound oncoming cars.	Vehicles are required to remain in-lane when crossing through intersection.
	This shortcut (referring to right turn from SB 15th to NB Columbian) is critical during incumbent weather	The right turn from southbound 15th Ave S to northbound S Columbian Way is maintained.

	Pedestrian crossing improvement	A pedestrian crossing is not safe at this intersection. Pedestrians should use the crossing at 15th Ave S and S Spokane St. "No Ped Crossing" signage added, with arrow directing pedestrians to use crossing at 15th Ave S and S Spokane St.
15th Ave S between S Bradford St and S Dakota St	Suggested lane dividing curb leading up to 15th and Columbian intersection to deter dangerous last minute lane changes trying to turn left down Columbian Way	A solid white line is provided to clearly show vehicles should not cross. A lane dividing curb in the middle of northbound traffic lanes is a hazard to northbound vehicles.
	Maybe add physical separation S Columbian traffic and 15th S NB	A dashed lane line is provided through intersection to help guide vehicles. Physical separation will block vehicles traveling southbound along 15th Ave S.
	Better idea: get rid of gore (or make much smaller) 80% of traffic wants to go onto S Columbian, make it easier. Make NB 15th less obvious	This comment has been sent to SDOT's traffic management team.
S Dakota St, west of 15th Ave S	No parking - gets jammed up when light is red	Parking is restricted within 30' of intersection. This comment will be sent to the curb space management team.
15th Ave S between S Dakota St and S Nevada St	Protected southbound bike lane between S Dakota St and S Nevada St	The roadway width does not allow for a protected bike lane.
S Nevada St, west of 15th Ave S	No parking within 30 feet	Parking is restricted within 30' of intersection.
15th Ave S and S Columbian Way (South)	Bus lane on southbound 15th	The southbound bus stop at 15th Ave S and S Oregon St is maintained.
	McPhearsons will need safe large truck loading and unloading zones S Snoqualmie St/Columbian Way/VA hospital - A huge backup forms every morning for people trying to get to the VA hospital. A slight realignment and extension of the VA Hospital Dr to Snoqualmie could eliminate this.	The project does not have funding or scope to realign and extend the load zone. The existing load zone near 16th Ave S is maintained.
	How will bike routes be connected? The project doesn't propose to improve the existing bike route (that is on the online SDOT bike map) even though it is easily the most logical way to connect the new Columbian Way PBL to points north (such as for parents traveling between Mercer Middle School and Beacon International Elementary School)	The existing bike lane on 15th Ave S will be re-stripped and a portion of the bike lane will be updated to a protected bike lane.
	There are pictures in the document, but the kind of sidewalk and how close it is to speeding traffic varies a lot and I think in many places it discourages walking, by noise and debris that is forced into your face (or the face of your kid in a stroller) while walking.	In areas along the project corridor where sidewalks are being restored, a minimum 6-foot standard width is provided.
	I noticed during my walk that there are a lot of lanes here and at various places they are very wide. Speed is the #1 thing that makes walking and rolling unpleasant as well as the most important contributor to collisions that cause serious injury or death.	Wide lanes at bus stop locations are provided to allow for buses to stop while still allowing vehicles to pass.
	SDOT really missed an opportunity to genuinely improve this intersection by not going with the preferred option (three full crosswalks, restriction on left turns from Oregon St) presented back in October 2018.	SDOT received many concerns and opinions about this intersection that we tried our best to balance and meet the needs of everyone. We believe this intersection provides safety for all modes of transportation while still taking into account the community's opinions and requests.
	Southbound 15th will back up during busy times	We still expect regular backup during peak commute hours.
	Clearly mark no left turn on southbound 15th	Signage and striping is provided to clearly mark the no left turn on southbound 15th Ave S.
	No right at red from NB 15th to SB Columbian to protect kids	Pedestrians will have a leading pedestrian interval signal to avoid conflict.
	Art on peninsula	Due to adding a significant, high-cost item to the project scope (S Oregon St Intersection), 1% art funds were not included on this project.
	Truck access to fruit stand	The right turn onto S Columbian Way from northbound 15th Ave S is designed to allow for food trucks to make this turn into McPherson's.
	Put shelters on bus stops	Shelters will be installed at this intersection.

	Move cross walk back (direction of "back" not specified)	Standard crosswalk setbacks are provided at this intersection.
	Wide turn caution (referring to trucks on Columbian)	This comment has been sent to SDOT's traffic management team.
	Consider traffic light phasing and or restricting right on red	Traffic phasing will be analyzed and implemented.
	Put in school drop off area	The project does not have funding or scope to add in a school drop-off area. We are working with Seattle Public Schools during its new replacement school building for Mercer International Middle School, a Capital Levy project.
	A lot of drivers try to pass on the right on northbound columbian way using the 15th Ave S northbound through lanes. Suggest adding a lane curb to divide NB 15th from NB Columbian Way left turn traffic to deter this.	Clear striping will provide vehicles with lane guidance. The comment to add a lange curb has been sent to SDOT's traffic management team.
	would it be possible to place a crossing guard at that location for the kids? I know the crossing guards are primarily reserved for elementary school area crossings, but the middle school kids seem to be at the perfect age of overconfidence, herd mentality and willing to take risks: aka most in need of an adult presence that could help guide them to safety. It seems like a low-cost way to make this area safer right now.	This comment has been sent to Mercer International Middle School.
	Delivery trucks from multiple vendors attempt to complete delivery before MacPherson's opens to avoid conflicting with their customers. Unfortunately this means there are often multiple trucks attempting delivery at the same time, but the proposed dedicated bike lane (however important) eliminates two of three spaces (one of which is typically occupied by MacPherson's own truck).	No parking losses are expected. Parking along MacPherson's is maintained.
	I'm not sure if its possible, but maybe some of the grassy area on the southeast corner of the 16th Ave S/S Columbian Way intersection could get an easement from the church for paving to provide extra space so delivery trucks can have space to park and unload without blocking or interfering with the proposed bike lanes (and would also eliminate the need to block 16th Avenue South, and would also ease the curb extension issue for a truck turning right from southbound Columbian Way to southbound 16th Avenue to unload for MacPherson's)	This project does not have funding or scope to add extra space for trucks. Truck loading zones are maintained as they exist today.
	Need safe truck unloading for MacPhearson's delivery	Truck loading zones are maintained as they exist today.
15th Ave S and Oregon St	Incidentally, the light at Oregon doesn't change until I've driven a little into the crosswalk.	We are replacing the loops that recognize vehicles at S Oregon St.

	I'm curious how the signal will work at Oregon and 15th. I'm familiar with how it works now but with bikes trying to get from southbound 15th to southbound Columbian. I'd start getting concerned about cars turning right on red. Wondering if there is any consideration for a pedestrian and bike only phase or restricting right on red.	<p>Pedestrians: Heading southbound on 15th, pedestrians may cross at one of the two crosswalks heading east-west to reach the bulb/island that is at the apex of 15th/Columbian Way (in front of McPhersons Fruit &amp; Produce). From the south part of this bulb/island, a pedestrian may cross Columbian Way S,(heading east) to continue northbound on Columbian Way S or can continue southbound on Columbian Way S by staying on the west side of Columbian Way. Please note that all crossings will have accessible pedestrian signal pushbuttons installed.</p> <p>Bicycles: Two options for cyclists;  1) Heading southbound on 15th Ave S, a cyclist may use the protected bike lane and approach the intersection of S Oregon St/15th Ave S. To transition to Columbian Way S, the cyclist should cross at one of the two marked crosswalks in the east-west direction to reach the bulb/island at the apex of 15th Ave S/Columbian Way S. The cyclist will use the shared path on the bulb heading east to merge southbound onto S Columbian Way.  2) A cyclist may use the travel lane heading south on 15th Ave S. This lane is marked as a through-only lane, with the only option to travel southbound on Columbian Way S. The front loops are equipped with bicycle detection.</p>
	No parking within 30 feet of corner along Oregon St (x3)	No parking signs will be provided.
15th Ave S and S Snoqualmie St	4-way stop	The project does not have funding or scope to add a 4-way stop at this intersection. This comment has been sent to SDOT's traffic management team.
	Need clear marking to show skew in street	Dashed striping will provide guidance at this intersection.
	Needs crosswalks	Crosswalks are used at signalized intersections along the corridor.
	This is a neighborhood access point for the chief Sealth Trail and we need a safe crossing here. A pedestrian light would be great. Crossing here is on a rise and the intersection needs a light	The project does not have funding or scope to add a pedestrian crossing to the Chief Sealth Trail. This comment has been sent to SDOT's traffic management team.
	Need sidewalks on snoqualmie now that it's a primary path from Columbian way to 15th Ave S southbound	The project does not have funding or scope to add sidewalks.
	Improve Snoqualmie. Possible extend VA Hospital Dr to Snoqualmie. Traffic and uneven pavement	The project does not have funding or scope to complete additional work on S Snoqualmie St.
	No sidewalk on north side of snoqualmie	The sidewalk is provided up to 16th Ave S. The project does not have funding or scope to add sidewalks on S Snoqualmie St.
	Sign that road curves and a flashing light	Striping will be provided to guide vehicles.
15th Ave S between S Snoqualmie St and S Angeline S	Can we get a shelter at this (east) bus stop or at least the other side?	This comment has been sent to King County Metro.
15th Ave S and Angeline St	Columbian Way towards 15th Ave S from Beacon Ave - Will we still be able to turn left onto Angeline? Is there any way restore a small turn lane right there? Crucial pathway	This location is outside of the project limits. Existing conditions will remain here.
	Improve pedestrian safety at Angeline St crossing. Flashing lights	Updated curb ramps are provided. The comment about adding flashing lights has been sent to SDOT signal operations.
16th Ave S Greenway	I came down on 15th Ave S, heading south; but when I reached S Columbian Way, I stopped, walked north on the sidewalk, then pushed my bike up the sidewalk and hiked up the steep grade to 16th Ave S 'greenway,' which is not reachable in a meaningful way from the bike lanes on 15th Ave S.	This is a large and complex intersection that makes it difficult to provide easy access. Bikes traveling southbound along 15th Ave S will cross 15th Ave S eastbound along the cross walk, and eastbound again across S Columbian Way to the greenway on 16th Ave S.

S Cloverdale St	While I'm at it, please close the stub of 'S Cloverdale St' between S Columbian Way and 15th Ave S – there is absolutely no need for it.	This location is outside of the project limits. Existing conditions will remain here.
-----------------	--	---