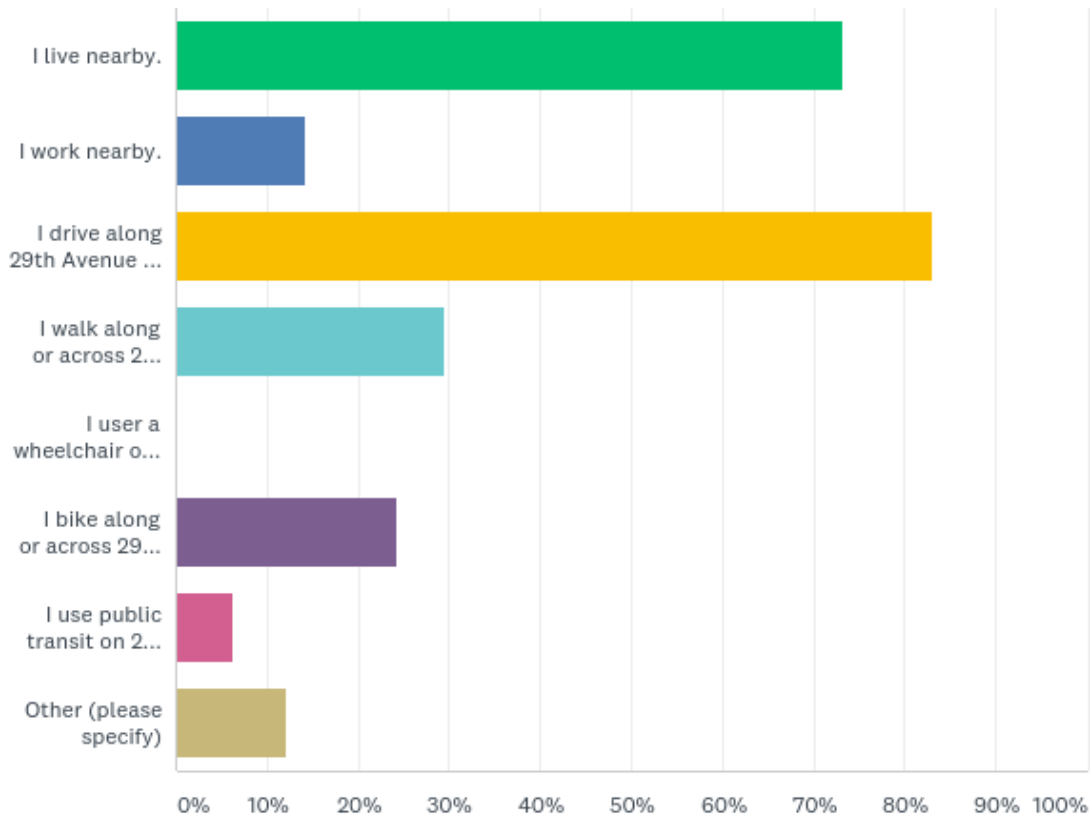


29th Avenue Safety and Access Project, Online Survey Results

The 29th Avenue Safety and Access Project Online Survey was active from 11/11/2018 to 12/3/2018 through Survey Monkey. There were 190 responders to the survey. Many commenters were people who regularly drive on the avenue. The top reason people felt uncomfortable walking, biking, using a wheelchair or mobility scooter, or riding the bus was that "Traffic feels too fast and busy." There was no one intersection in the survey that stood out as "most problematic" - the rankings were fairly even. Many comments requested Dutch Style intersections and protected bike lanes.

Q1: Please tell us about your interactions with 29th Avenue between Grand Boulevard and Ray Street (Check all that apply):

Answered: 190 Skipped: 0



Q1: Please tell us about your interactions with 29th Avenue between Grand Boulevard and Ray Street (Check all that apply):

Answered: 190 Skipped: 0

ANSWER CHOICES	RESPONSES
I live nearby.	73.16% 139
I work nearby.	14.21% 27
I drive along 29th Avenue on a regular basis.	83.16% 158
I walk along or across 29th Avenue on a regular basis.	29.47% 56
I use a wheelchair or mobility scooter along or across 29th Avenue on a regular basis.	0.00% 0
I bike along or across 29th Avenue on a regular basis.	24.21% 46
I use public transit on 29th Avenue on a regular basis.	6.32% 12
Other (please specify)	12.11% 23
Total Respondents: 190	

Other comments:

My brother has lived at Touchmark, S 2929 Pittsburgh, for 8 years, and I know personnel who use the bus on 29th, plus I see them waiting for STA at 29th & Pittsburgh.

Used to live up there, understand the traffic problems and how they have worsened.

I'd make use of a safe lane on 29th for biking, and a safe crossing, too.

I bike in that direction, but always avoid riding on 29th.

I ride my bike to school on 29th. It is very dangerous. Please install protected bike lanes with a curb barrier and Dutch Style Intersections

Why can't the city build Dutch Style intersections and protected bike lanes?

Why are there no protected bike lanes! Stop with the white paint on the ground. It does nothing and nobody feels safe riding on it.

29th Ave is very dangerous to cross. We need separated bike lanes with a curb barrier to keep cars and bikes separate. We need Dutch Intersections with barriers to keep cars and bikes separate.

I regularly go to a business on this street. I have participated in Art on the Blacktop at 29th Avenue Art Works.

I would bike & walk more often if the street was more bike/pedestrian friendly.

Please do not eliminate/reduce auto travel lanes.

I have a medical condition that doesn't allow me to drive and so I live off 29th Ave, work on 29th Ave, and crossed 29th Ave. via walking, public transit, and in the car when my husband is driving daily:

I work out at a place on 29th and used to frequently take the bus on 29th.

My KIDS walk along and bike across this corridor as well.

we sometimes walk portions of 29th and periodically use public transit off of 29th

I seldom make a left turn from East 30th Avenue/Martin Street onto 29th as it's too busy or unsafe from vehicles making left turns from Applebees on the opposite side of the street.

29th Ave is the only true arterial on the South Hill. It is hard enough getting from point A to point B across the hill without adding bike lanes, a middle turn lane, etc.

I live on 29th

I live on 29th between Ray and Grand.

I live on 29th avenue

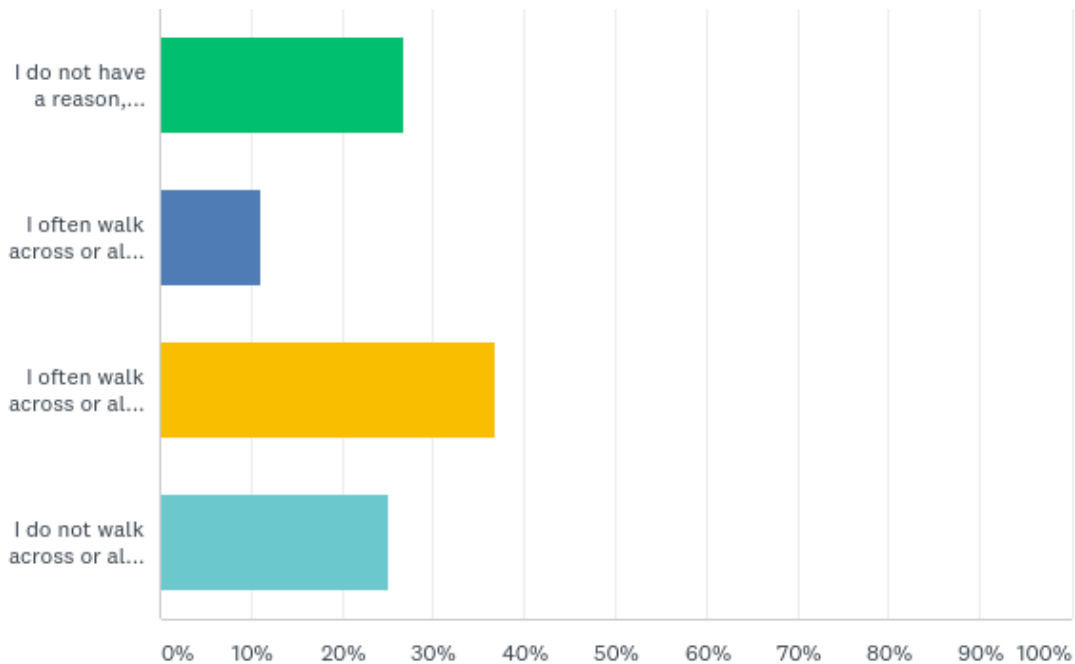
Drive once in awhile on 29th

I live on North side and seldom use 29th.

I shop and visit friends that live in the area

Q2: When accessing 29th Avenue as a pedestrian, which of the following statements reflects your experience?

Answered: 179 Skipped: 11



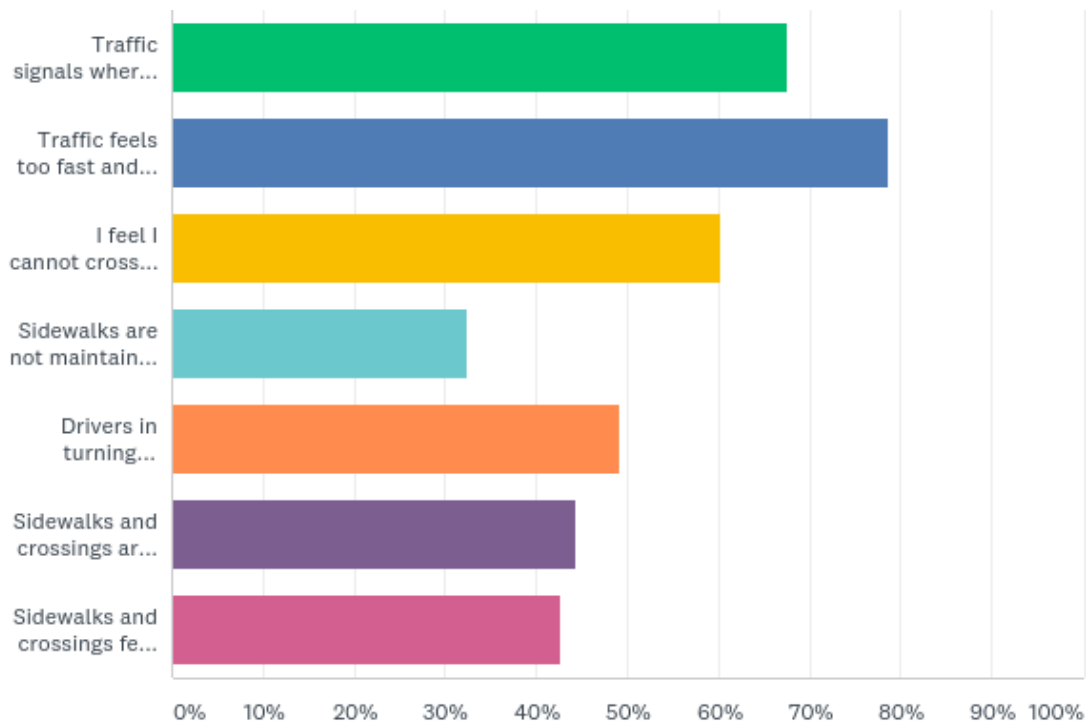
Q2: When accessing 29th Avenue as a pedestrian, which of the following statements reflects your experience?

Answered: 179 Skipped: 11

ANSWER CHOICES	RESPONSES	
I do not have a reason, desire, or ability to walk across or along 29th Avenue.	26.82%	48
I often walk across or along 29th Avenue but I rarely experience problems and think it works fine for pedestrians.	11.17%	20
I often walk across or along 29th Avenue and sometimes feel unsafe or uncomfortable.	36.87%	66
I do not walk across or along 29th Avenue, but I would if it was more comfortable, accessible, and safer.	25.14%	45
TOTAL	179	

Q3: As a pedestrian who sometimes feels unsafe or uncomfortable on 29th Avenue, which of the following describes how 29th Avenue from Grand Boulevard to Ray Street performs? (Check all that apply.)

Answered: 108 Skipped: 82



Q3: As a pedestrian who sometimes feels unsafe or uncomfortable on 29th Avenue, which of the following describes how 29th Avenue from Grand Boulevard to Ray Street performs? (Check all that apply.)

Answered: 108 Skipped: 82

ANSWER CHOICES	RESPONSES	
Traffic signals where pedestrian can cross are too far apart.	67.59%	73
Traffic feels too fast and busy.	78.70%	85
I feel I cannot cross all the lanes of traffic fast enough to avoid vehicles.	60.19%	65
Sidewalks are not maintained or are difficult to walk on.	32.41%	35
Drivers in turning vehicles often don't see pedestrians using the sidewalks or crosswalks.	49.07%	53
Sidewalks and crossings are not well-lit enough for drivers to see pedestrians at night.	44.44%	48
Sidewalks and crossings feel isolated or have poor lighting or visibility in places, making me fearful for my personal safety at times.	42.59%	46
Total Respondents: 108		

Other comments:

Decreasing the number of lanes, as was done on south Monroe and Sharp, IS NOT THE ANSWER! If 10 cars are driving down the street in 2 lanes, they will get past twice as quickly as 10 cars driving in 1 lane. It takes forever to turn onto Sharp and Monroe from a side street. Walking is no better.

No streetlight for STA passengers trying to cross from the south side to get to the north side stop for the bus bound west. Plus, I walk to a friend's north of 29th on Pittsburgh and ALWAYS do it in daylight, there's no stoplight between Perry and SE Blvd. I nominate 29th and Pittsburgh for a street light, not stoplight. 29th traffic heavy.

Primary crossing areas have no sidewalks or signage - Arthur and Garfield are prime examples. The Perry light is a safe sidewalk to nowhere.

Need more marked crosswalks at intersections with no lights. Flags would help too.

Speeding cars. High volume without breaks.

vehicles don't always stop to let pedestrians cross, or if one lane of traffic stops, I'm not sure if the next lane will stop and I am afraid I will be hit by a car.

No bike lane, biking too dangerous and disruptive to traffic

The biggest problem is failure of vehicles to yield to pedestrians. Even making eye contact with drivers before using the crosswalk at uncontrolled intersections the driver rarely stops. 29th is so auto-focused that I purposely avoid walking along 29th during peak traffic because it's not safe.

Cars don't stop for me when I walk or ride my bike to school. It is very dangerous. In school the teacher talked about Dutch Style Intersections and protected bike lanes. We should use them. They look really cool.

Why are there not separated bike lanes? If you have one with a barrier, I could safely ride my bike

Sidewalks -feel- narrow for the speed and volume of traffic.

I often try to cross at pedestrian crossings (especially the crossing between SE Blvd and Regal, opposite S. Mt Vernon) and am shocked at the amount of cars that ignore me as I wait to cross, and often drive through the crossing as I am part way through. I even had an STA ignore me as I was crossing once! I feel very unsafe at that crossing

Drivers just go too fast to be able to react when they see a rare pedestrian.

Why are bus stops and crosswalks at the same place at non lighted intersections? , it makes it more dangerous for pedestrians by blocking traffic at an intersection, and limiting visibility of traffic to see pedestrians, bus stops should be moved mid block and include pull outs. Sprague is a classic example of no pullouts causing traffic delays and frustrations. most crossings on 29th you wouldn't know someone is crossing or waiting for the bus

I think there are issues on 29th near Comstock (witness the multi-injury accident with the Franchino family years ago); it's still a very precarious spot. Also, on 29th near Manito Blvd, where kids walk across to get to and from school.

Snow on sidewalks (from plows) make winter use nearly impossible

Snowplows pile snow on sidewalks, crosswalks and adjacent sidewalks. They aren't cleared. If the snow melts or it rains, cars speed by throwing water across the sidewalk onto pedestrians. The bus stops along 29th aren't cleared, so the rider stands in snow while waiting, has to walk through the snow pile, slush or ice to access the bus. Homeowners and renters often don't clear their sidewalks: trim bushes and trees, shovel snow, clear the leaves, etc.

Sidewalks covered in snow. No sidewalks in places. No planting strip between street and pedestrians.

29th is a car-centric suburban-style road that should be redone to create a multi-modal corridor, including pedestrian-scale street lights, wider sidewalks and protected bike lanes. There are also too many drive ways for residences and businesses which make walking difficult and unsafe

Cars are moving way too fast and there are few to little breaks in traffic! When I would take the bus to work out on 29th it was a VERY scary situation to cross 29th my work out spot was right across the street from my bus stop but was way too far to walk all the way to the crosswalk to cross safely.

Show and ice are pushed up on sidewalks in the winter, making the sidewalks impassable. I have seen quite a few elderly people trying to navigate their way to the bus stops.

Four lane of traffic without reasonable refuge islands are impossible to navigate as a pedestrian, particularly given traffic volumes, speeds, and distractedness of drivers

If I want to cross 29th Avenue from east Martin/30th Avenue I go to the intersection at SE Boulevard and cross there.

Sidewalks are very narrow for more than one pedestrian, especially considering the high traffic.

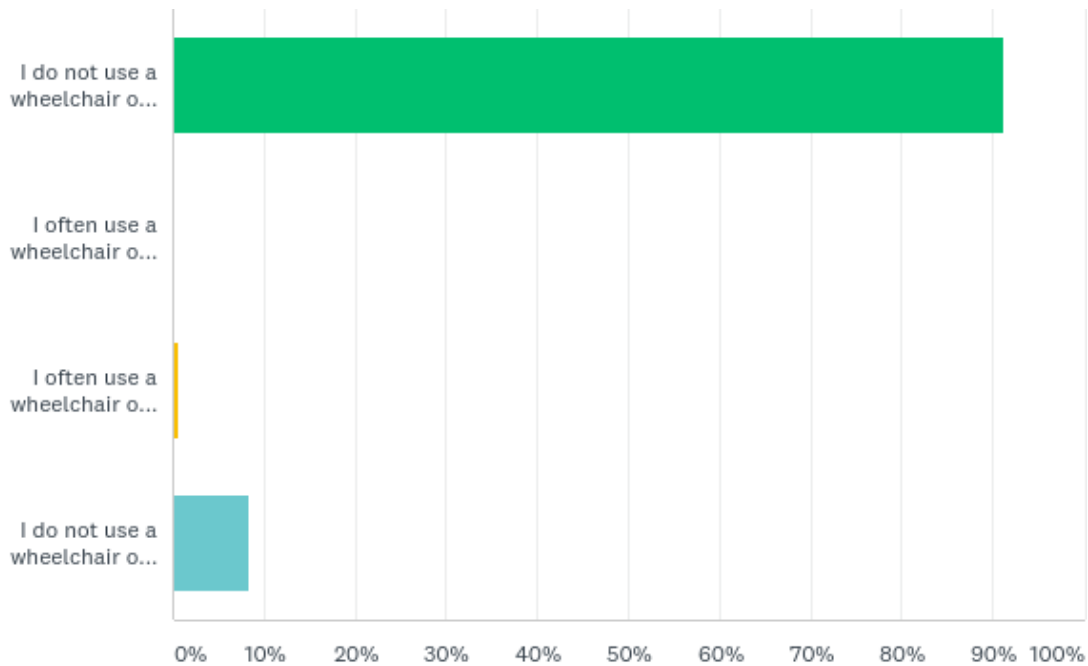
Drivers frequently don't stop for pedestrians to cross until you force the issue and step out in front of traffic.

Sidewalks are very close to street with no trees or parking strips as buffers.

It is a rare thing to have all four lanes of traffic clear just to DRIVE across 29th from a side street, it's crazy to try and bike or walk across.

Q4: When accessing 29th Avenue as a wheelchair or mobility scooter user, which of the following statements reflects your experience?

Answered: 169 Skipped: 21



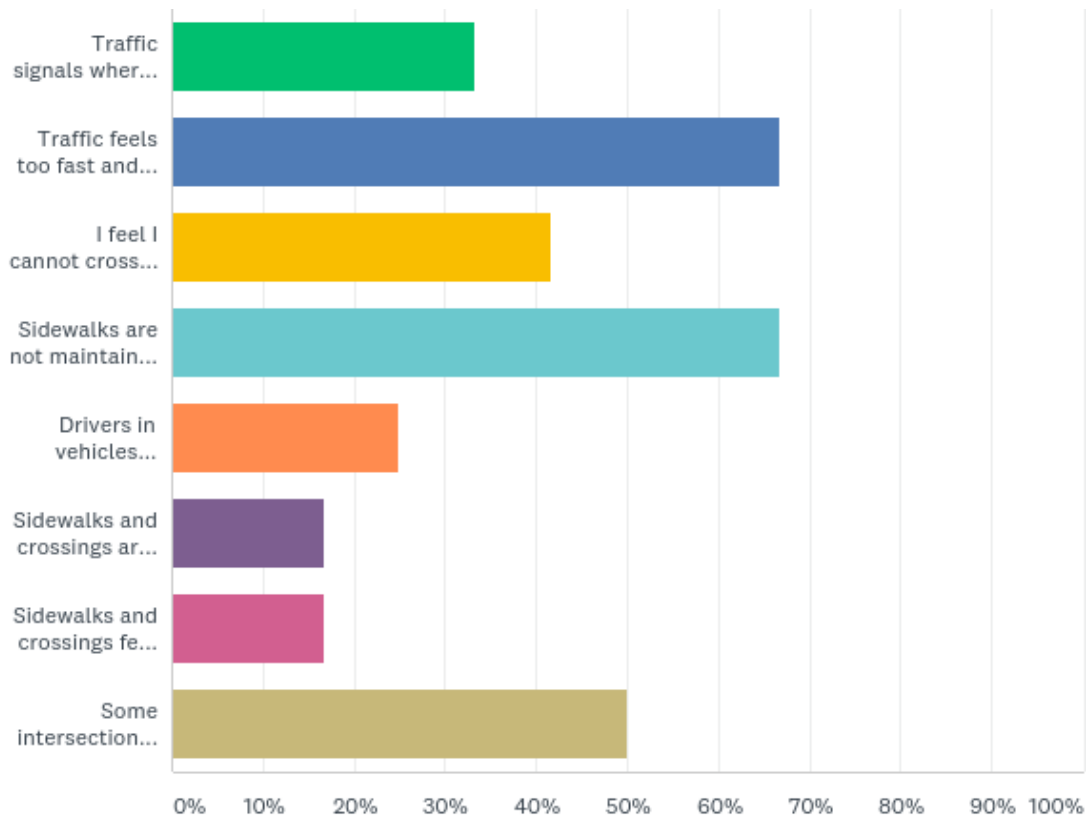
Q4: When accessing 29th Avenue as a wheelchair or mobility scooter user, which of the following statements reflects your experience?

Answered: 169 Skipped: 21

ANSWER CHOICES	RESPONSES
I do not use a wheelchair or mobility scooter at all.	91.12% 154
I often use a wheelchair or mobility scooter across or along 29th Avenue but rarely experience problems and think it works fine for those users.	0.00% 0
I often use a wheelchair or mobility scooter across or along 29th Avenue and sometimes feel unsafe or uncomfortable.	0.59% 1
I do not use a wheelchair or mobility scooter across or along 29th Avenue, but I would if it was more comfortable, accessible, and safer.	8.28% 14
TOTAL	169

Q5: Which of the following describes how 29th Avenue from Grand Boulevard to Ray Street performs for wheelchair or mobility scooter users? (Check all that apply.)

Answered: 12 Skipped: 178



Q5: Which of the following describes how 29th Avenue from Grand Boulevard to Ray Street performs for wheelchair or mobility scooter users? (Check all that apply.)

Answered: 12 Skipped: 178

ANSWER CHOICES	RESPONSES	
Traffic signals where people using wheelchairs or mobility scooters can easily cross are too far apart.	33.33%	4
Traffic feels too fast and busy.	66.67%	8
I feel I cannot cross all the lanes of traffic fast enough to avoid vehicles.	41.67%	5
Sidewalks are not maintained or are difficult to use a wheelchair or mobility scooter on.	66.67%	8
Drivers in vehicles turning from parking lots don't often see people using the sidewalks.	25.00%	3
Sidewalks and crossings are not well-lit enough for drivers to see those crossing at night.	16.67%	2
Sidewalks and crossings feel isolated or have poor lighting or visibility in places, making me fearful for my personal safety at times.	16.67%	2
Some intersections and crossings do not have adequate handicapped-accessible features.	50.00%	6
Total Respondents: 12		

Other comments:

Not applicable

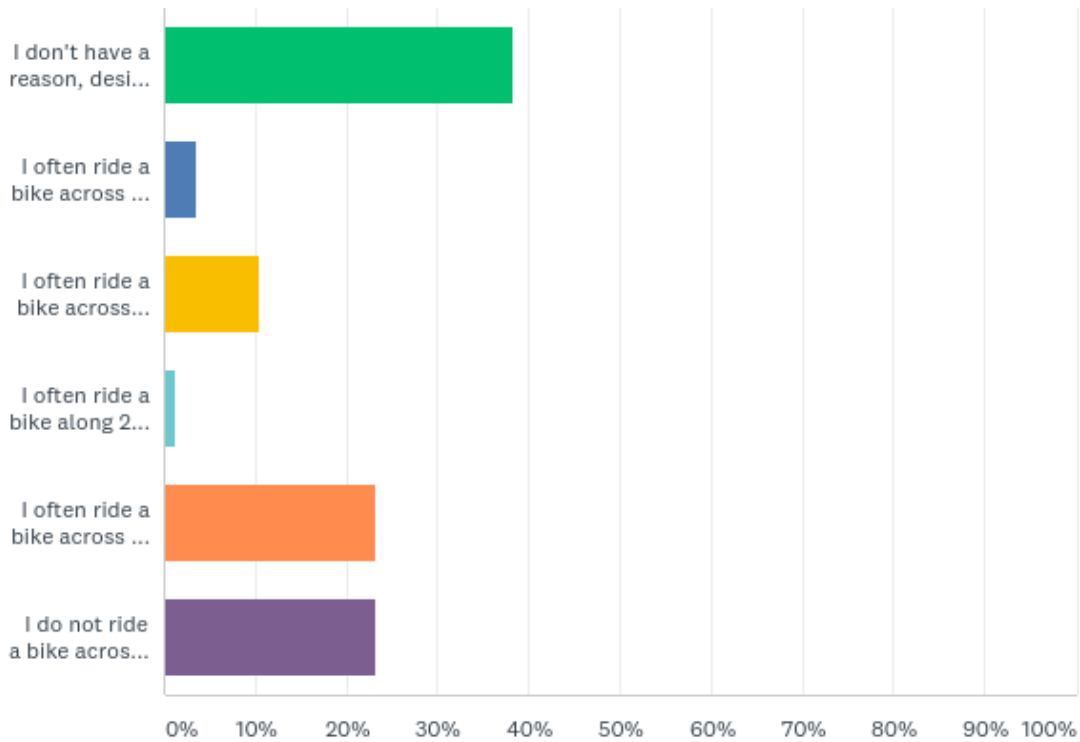
We need Dutch Style Intersections and protected bike lanes so that I can safely ride my scooter around.

If you have separated bike lanes, people in wheelchairs could safely get around. Stop with the white paint bike lanes. Stop with the stupid sharrows!

We need Dutch Style intersections and barrier production separated bike lanes.

Q6: When accessing 29th Avenue as a bike rider, which of the following statements reflects your experience?

Answered: 172 Skipped: 18



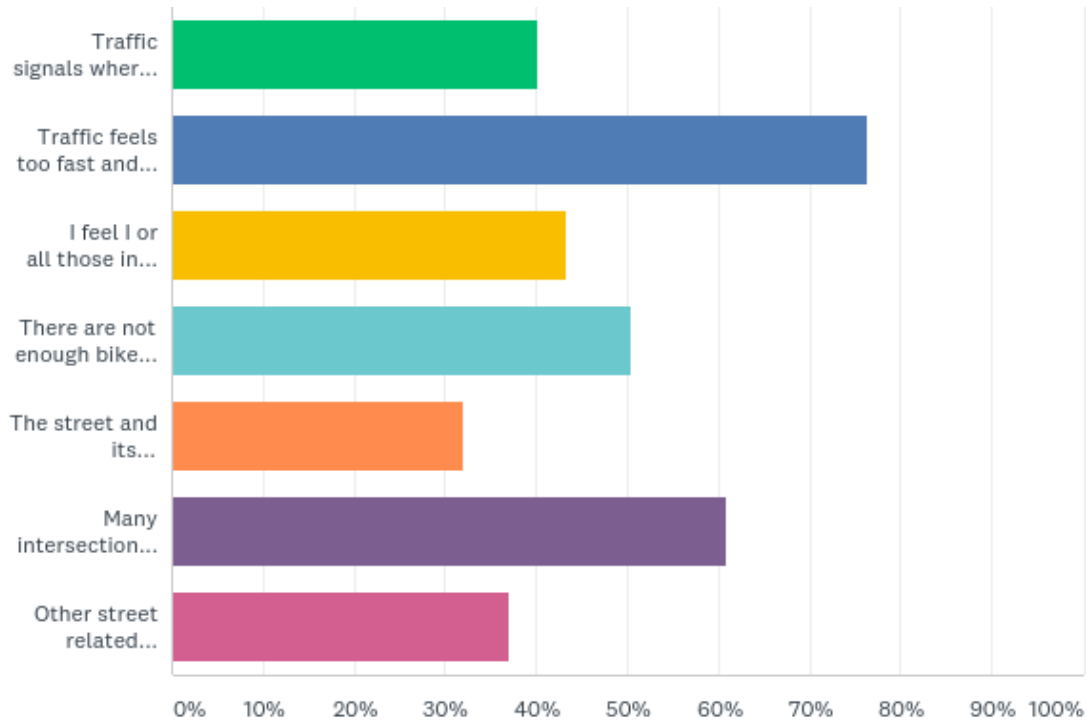
Q6: When accessing 29th Avenue as a bike rider, which of the following statements reflects your experience?

Answered: 172 Skipped: 18

ANSWER CHOICES	RESPONSES
I don't have a reason, desire, or ability to ride a bike along or across 29th Avenue.	38.37% 66
I often ride a bike across or along 29th Avenue but rarely experience problems and think it works fine for bike riders in both instances.	3.49% 6
I often ride a bike across 29th Avenue and rarely experience problems. However, I feel unsafe or uncomfortable riding a bike along 29th Avenue.	10.47% 18
I often ride a bike along 29th Avenue and rarely experience problems. However, I feel unsafe or uncomfortable riding a bike across 29th Avenue.	1.16% 2
I often ride a bike across or along 29th Avenue and feel unsafe or uncomfortable in both instances.	23.26% 40
I do not ride a bike across or along 29th Avenue, but I would if it was more comfortable, accessible, and safer.	23.26% 40
TOTAL	172

Q7: Which of the following describes how 29th Avenue from Grand Boulevard to Ray Street performs for bike riders? (Check all that apply.)

Answered: 97 Skipped: 93



Q7: Which of the following describes how 29th Avenue from Grand Boulevard to Ray Street performs for bike riders? (Check all that apply.)

Answered: 97 Skipped: 93

ANSWER CHOICES	RESPONSES
Traffic signals where where bikes can cross safely are too far apart.	40.21% 39
Traffic feels too fast and busy.	76.29% 74
I feel I or all those in my group cannot cross all lanes of traffic fast enough to avoid vehicles.	43.30% 42
There are not enough bike route crossings on 29th Avenue from Grand Boulevard to Ray Street.	50.52% 49
The street and its intersections are not well-lit enough for drivers to see bike riders at night.	31.96% 31
Many intersections on 29th Avenue do not provide access to bicycle-appropriate streets, especially for casual riders.	60.82% 59
Other street related problems affecting bike riders (please specify)	37.11% 36
Total Respondents: 97	

Other comments:

The lane widths on 29th do not afford enough space for bikes to ride safely.

Hard to manage crossing four lanes of traffic. Would prefer to have a center turn lane, so I could at least make it through one side of 29th. This would enable me to stay on more neighborhood streets, knowing I could easily cross 29th when riding my bike.

Limited good parallel routes east of Pittsburg to SE Blvd. and no share on 29th.

No bike lanes.

no bike lane in this portion of 29th

The edge of the roadway is too rough and dirty to safely ride close to the curb. Traffic sometimes gets mad at me when I ride along 29th.

There are no bike lanes like there are from High Drive to Grand Ave. I ride 10,000+ miles per year and have never ridden down 29th east of Grand ever.

No bike lane

Riding my bike on 29th between Grand and Ray is asking for a death wish. Even in designated bike lanes west of Grand; it's sometimes precarious depending on traffic and lighting to ride my bike.

Let's face it. Biking in Spokane is dangerous. The City Planner paint a white line on the street and pass helmet laws and somehow they think it makes it safe for everyone. This is ridiculous. People want to ride their bikes. But they want to come home safely and not be hit by a car. I heard about Protected Bike Lanes and Dutch Style Intersections from a town hall meeting. I looked them up. If you built those, many, many more people would ride their bikes. Just look at the centennial trail. People want to ride their bike. But they need safe infrastructure to do it. A Sharrow is a f@cking joke! Stop with the madness. Build us something people can actually use.

There's a video on Youtube about Dutch Style Intersections. You can google it. If you made 29th like that with protected bike lanes physically separated from cars, I would feel much more safer biking on 29th. Right now, it is very dangerous. Plus, the city tends to abandon their bike lanes as soon as they come to an intersection. This is where we need help the more. Can you tell one of your planner to look at Dutch Style Intersections? I think they would be great for Spokane. Thanks!

My mom is worried that I will be hit by a car. If the city install a protected bike lane on one side of the street with two-way traffic, most of my friends would use it. Also, we need Dutch Style Intersections protected by a concrete curb and not paint. Can you build one first on 37th?

We need Dutch Style Intersections and Protected Bike Lanes.

Please, please build a true separated bike lane with Dutch Intersections. I'm so tire of the city building bike lanes that are only for the lone white male riders. Where is the diversity of riders from the young to old that we see on the Centennial Trail? People want to ride their bikes, but you have to build something that is safe for everyone and not just made for white males to ride their bikes on. Stop with the racism!

We wanted separated bike lanes! Stop building bike lanes that are unsafe and nobody uses them.. Look at the centennial trail. People want to ride their bikes, they just don't want to get killed doing it.

We need separated bike lanes so children can safely ride on this street.

Barrier protected separated bike lanes need to be installed and dutch intersection so that children on bikes can cross the intersection.

Traffic in general along and through Lincoln Heights has seemed to me to have an "entitled" attitude. Automobilists act like a bicycle is an unwanted invader to their own space. I have encountered more hostility and aggression towards me. Car culture sucks

While 29th would be the most direct and well maintained bike route, east of Grand, there is no bike lane, and no center turn lane, so car traffic has a tendency to do a lot of lane switching to get around cars waiting to turn left. This makes bike travel in the right hand lane too dangerous. Parallel streets to the north and south do not go through, so bike riders have to do a lot of jogging back and forth to get from Grand to Ray. In addition many parallel streets are in very poor condition, making that trip quite uncomfortable (and hard on equipment.)

Cars go too fast on too narrow of a road and right and left turns are done WAY too quickly. Also, turning left from a bike lane on the right side of the street is very difficult, especially when the average vehicle is going at least 30 mph.

um don't bikes have to follow the same rules as cars, if you want to be treated like a pedestrian walk your bike across the street like you were taught in elementary school.

There aren't any well-marked bike lanes, and the multiple driveways for businesses with vehicles entering and exiting make it a hazardous place to bike. Riding in the lane of traffic would impede proper flow.

The setting sun can blind drivers heading west. Cyclists are at risk when vehicles are large, drivers go faster than the speed limit, are on their phones and/or smoking pot (easily observed by cyclists).

WE NEED BIKE LANES!!

Need protected bike lanes

streets too narrow for cars at speed limit and bicycles. Very dangerous If I am riding next to curb to stay out of flow of traffic and going straight thru an intersection and a car is trying to go around me to turn right which effectively cuts me off.

I would like to see at minimum divided bike lanes on 29th to feel comfortable riding there. Bike infrastructure should be incorporated into all of our infrastructure.

Better bike lanes would make me feel safer.

No bike lanes on 29th in that area

The bike lane goes away after Grand

No shoulder at all

If there were better connectivity of parallel streets to the north or south of 29th I would avoid biking on the roadway altogether but the street network forces this issues, particularly around intersection with SE Blvd

29th has no room or separate bike lanes to ride safely. When I do ride - which is seldom - I stay off 29th and ride on residential side streets.

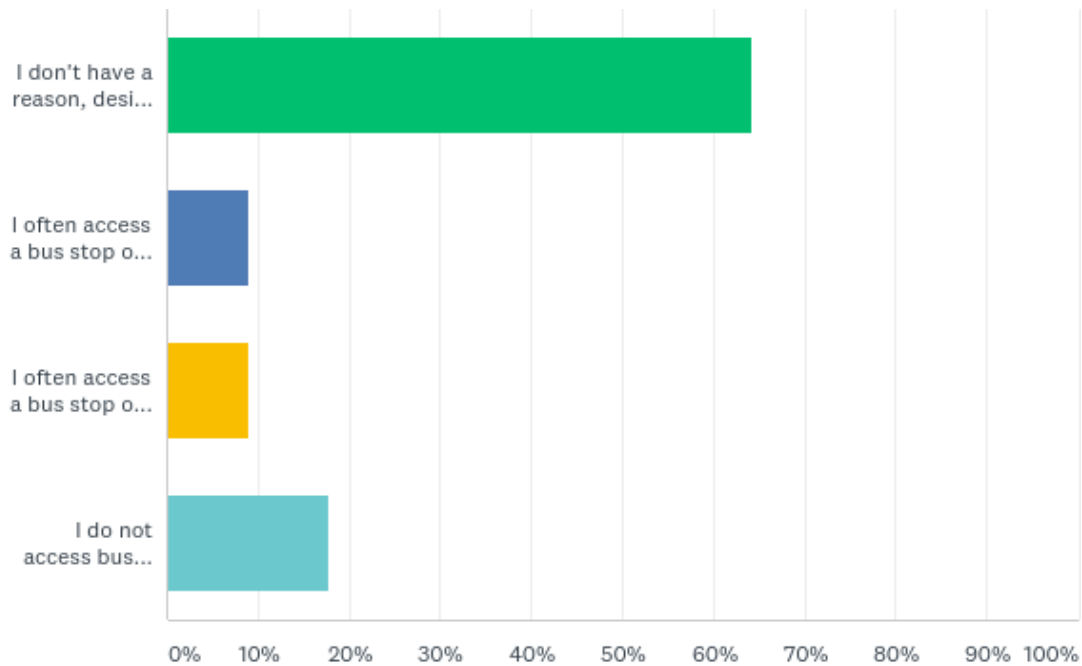
Sidewalks are far too narrow to ride casually on, there are no bike lanes to use instead, and traffic moves too fast to accommodate riders.

No bike lanes and car lanes too narrow for cars and bikes

Need bike lanes.

Q8: When accessing 29th Avenue from Grand Boulevard to Ray Street as a bus rider, which of the following statements reflects your experience?

Answered: 168 Skipped: 22



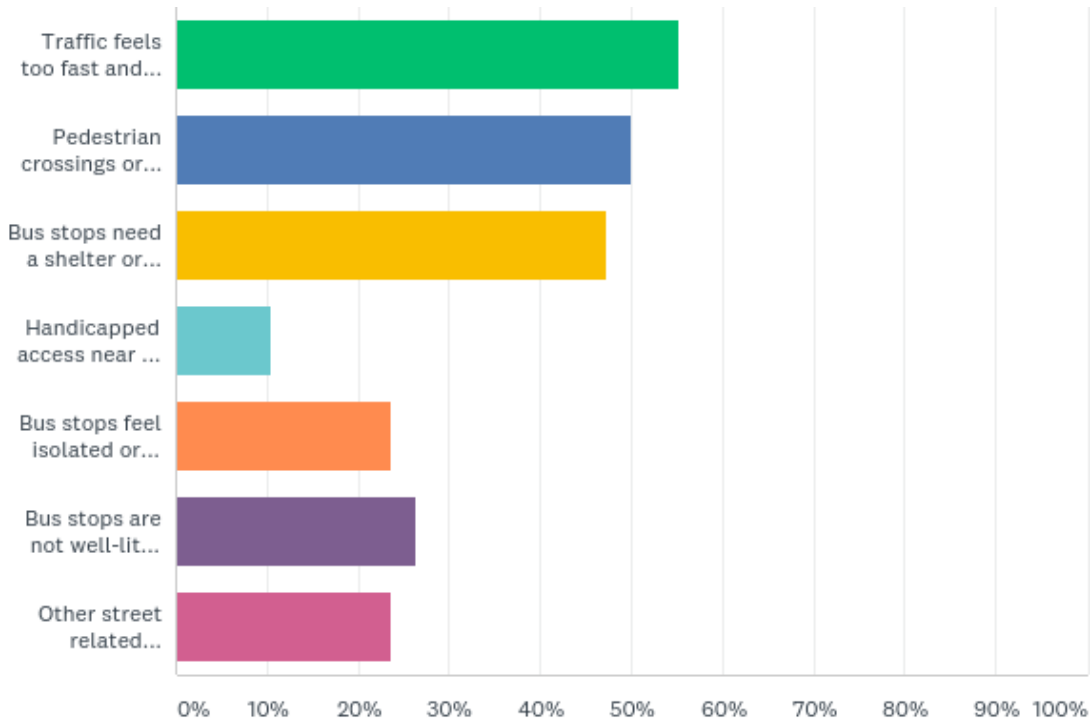
Q8: When accessing 29th Avenue from Grand Boulevard to Ray Street as a bus rider, which of the following statements reflects your experience?

Answered: 168 Skipped: 22

ANSWER CHOICES	RESPONSES	
I don't have a reason, desire, or ability to access a bus stop on 29th Avenue.	64.29%	108
I often access a bus stop on 29th Avenue but rarely experience problems and think it works fine for bus riders.	8.93%	15
I often access a bus stop on 29th Avenue and sometimes feel unsafe or uncomfortable.	8.93%	15
I do not access bus stops on 29th Avenue, but I would if they were more comfortable, accessible, and safer.	17.86%	30
TOTAL		168

Q9: Which of the following describes how 29th Avenue from Grand Boulevard to Ray Street performs for bus riders? (Check all that apply.)

Answered: 38 Skipped: 152



Q9: Which of the following describes how 29th Avenue from Grand Boulevard to Ray Street performs for bus riders? (Check all that apply.)

Answered: 38 Skipped: 152

ANSWER CHOICES	RESPONSES	
Traffic feels too fast and busy to safely cross 29th Avenue to or from a bus stop.	55.26%	21
Pedestrian crossings or traffic signals are too far from bus stops.	50.00%	19
Bus stops need a shelter or bench.	47.37%	18
Handicapped access near bus stops is difficult.	10.53%	4
Bus stops feel isolated or poorly-lit, making me fearful of my personal safety at times.	23.68%	9
Bus stops are not well-lit, making it difficult for drivers to see those waiting after dark.	26.32%	10
Other street related problems affecting bus riders (please specify)	23.68%	9
Total Respondents: 38		

Other comments:

The sidewalk is narrow, I feel too close to the traffic while I wait for the bus. Even where there are pedestrian crossings and signalized intersections, many vehicles do not stop or let me cross as a pedestrian to access a bus stop. More center pedestrian refugees would be helpful, particularly with better lighting.

if the city built protected bike lanes and Dutch Style Intersections, I would not have to ride the bus. I would ride my bike instead.

If we had barrier protected bike lanes, I would ride my bike instead of taking the bus.

I do not use a mobility device, but have observed people who do. Some of the crosswalk buttons are very hard to get to (especially on the south side of Perry Street & 29th), where one has to go all the way around the pole to reach the button, then turn the wheel chair back around to actually use the ramp to cross the street.

move the bus stops so they are not shadowing the cross walks

traffic is so fast on this street that waiting along it is loud and feels unsafe. there is not enough buffer between fast moving traffic & bus stops.

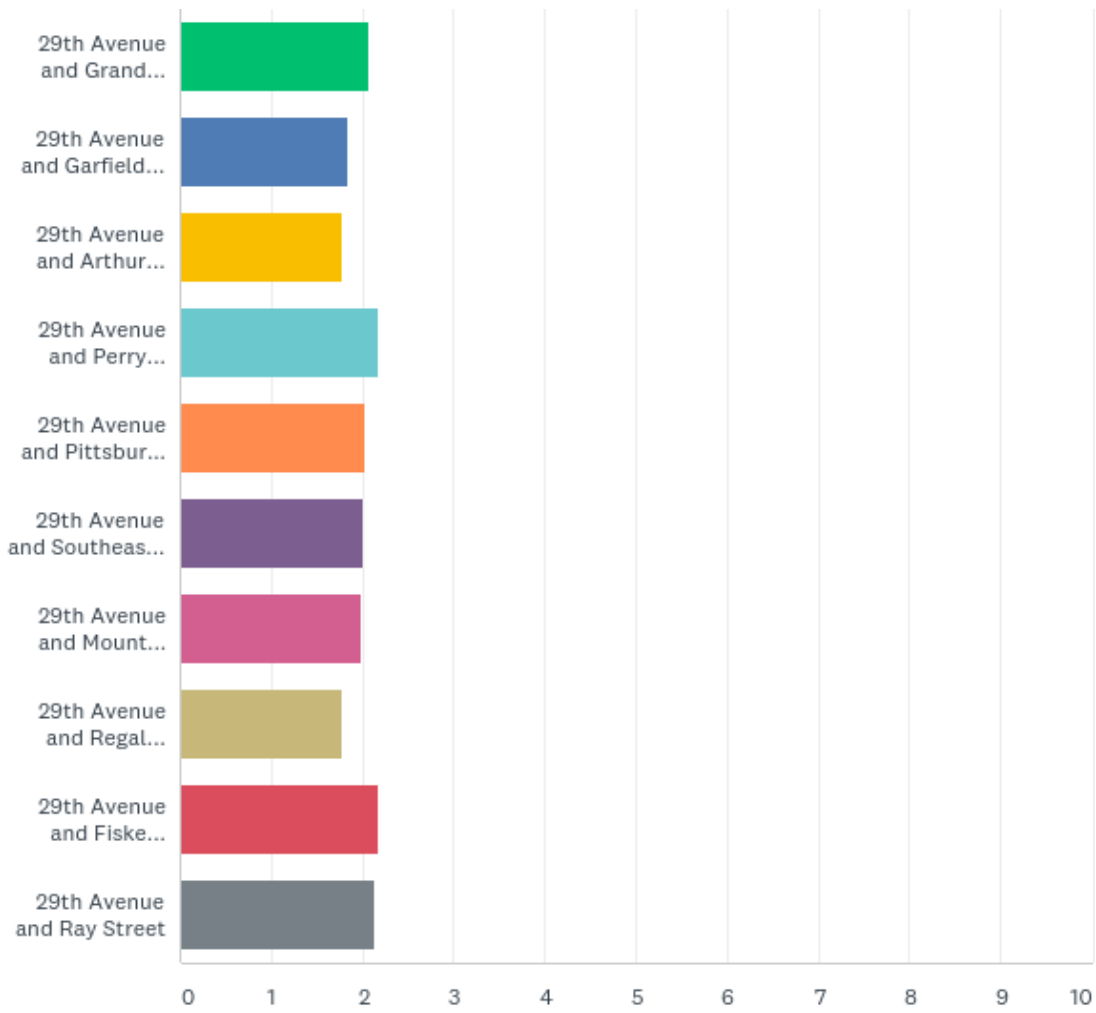
I get off the bus at 29th and Garfield. When there's snow, I have to step out into a snow pile and traipse through the snow across the grass to try to get to the parking lot that has been cleared, so I can walk home.

In the winter the sidewalks don't get shoveled so you get off the bus into a snow bank.

Bus stops are too close to street and passing vehicles sometimes kick up dust and grit for those waiting for buses.

Q10: What do you think are the top three most problematic intersections on 29th Avenue for pedestrians, wheelchair or mobility scooter users, bike riders, or bus riders (choose up to three):

Answered: 156 Skipped: 34



Q10: What do you think are the top three most problematic intersections on 29th Avenue for pedestrians, wheelchair or mobility scooter users, bike riders, or bus riders (choose up to three):

Answered: 156 Skipped: 34

	MOST DIFFICULT INTERSECTION TO CROSS	SECOND MOST DIFFICULT INTERSECTION TO CROSS	THIRD MOST DIFFICULT INTERSECTION TO CROSS	TOTAL	WEIGHTED AVERAGE
29th Avenue and Grand Boulevard	32.00% 16	28.00% 14	40.00% 20	50	2.08
29th Avenue and Garfield Street	40.98% 25	34.43% 21	24.59% 15	61	1.84
29th Avenue and Arthur Street	42.19% 27	39.06% 25	18.75% 12	64	1.77
29th Avenue and Perry Street	26.09% 6	30.43% 7	43.48% 10	23	2.17
29th Avenue and Pittsburg Street	32.08% 17	33.96% 18	33.96% 18	53	2.02
29th Avenue and Southeast Boulevard	26.83% 11	46.34% 19	26.83% 11	41	2.00
29th Avenue and Mount Vernon Street	41.67% 20	18.75% 9	39.58% 19	48	1.98
29th Avenue and Regal Street	49.02% 25	23.53% 12	27.45% 14	51	1.78
29th Avenue and Fiske Street	17.39% 4	47.83% 11	34.78% 8	23	2.17
29th Avenue and Ray Street	22.73% 5	40.91% 9	36.36% 8	22	2.14

Other problematic intersections:

Grand at 32nd by the postoffice needs a crossing and a street light for pedestrians. Lots of walkers, plus Sac middle school kids.

Garfield is particularly dangerous as pedestrians cross to access bus stop and groceries.

Ped crossing light at Grand isn't long enough.

29th and Ray is extremely busy with a huge number of emergency vehicles.

We need dutch style intersections that physically separate bikes from cars with a cement barrier.

I believe to reduce traffic on Regal the median at the intersection of Pittsburg and 29th should be opened up. And if they make it a through road to southeast as well then there will be three ways to cross.

Any intersection that does not have a light is tough to cross.

i chose Arthur and Garfield because those are the streets near my home where i would like to use but do not (as a pedestrian/cyclist). I am not sure they are any worse than the other uncontrolled intersections listed. I will say, that as a driver approaching 29th from Arthur, it is extremely hard to cross without a light during various times of the day. Traffic seems to be moving much faster than the posted 30 mph and the flow of traffic seems to be getting heavier. I would love to see a slower speed limit, and more crossings, bike lanes, covered bus stops, traffic lights.

Please do not reduce lanes in anyway. There are more cars using 29th than pedestrians, cyclists or scooters.

29th and Perry....too narrow

29th and Applebees and the medical bldgs

Regal is always unpleasant for pedestrians. It isn't timed very well and you have to wait forever for all the traffic to go through the cycle.

Not having a traffic light that allows left turns only a heading east on 29th at Regal is problematic for all the traffi that turns into the shopping center. It's dodficult to see oncoming traffic in the lane heading west when cars are waiting to turn.

Please do not turn 29th into 1 lane each way! It is not necessary and will cause back up! Thank you!

Where people cross to get to the Rosauer grocery store

29th and Perry during winter Better snow removal with sand or silt on incline up to Perry. Deicer does not work Have sit in my driveway watching car and buses slide down. People get impatient and make a u turn and go back west

29th and SE Blvd would be my 4th rated location.

Ivory has a bus stop on one side, but not one close on the other side with cossings

Crossing from Roseaurs to Safeway. A lot of people run across in the middle of the block and do not go to the corner. The corners of the block feel too far away due to the big parking lots and the roundabout way of getting there.

All cross streets should have 4 way stop signs