

May 15, 2015

Jim Curtin  
Project Manager  
35<sup>th</sup> Ave. SW Road Safety Corridor Project

Subject: Petitions

Hi Jim,

In response to my and many others' reaction to the proposals for re-channeling, I began the petition on Change.org, "SDOT: Do not decrease the number of lanes..." In a little over a **month** it has more than 800 signatures.

In response to this petition the originators of the original survey, "Make 35<sup>th</sup> Ave SW safer...", re-opened theirs. In its first **year** it had roughly 670 signers, and since re-opening it has grown to ~860.

That sounds like a push.

Considering this to be a face-off, however, would be a serious mistake. The earlier petition focuses on safety. In the body of the text it makes suggestions about possible solutions including road diet, but the thrust – and the title – is a general appeal to safety. Nobody is opposed to safety! I even suspect that many of those who signed 'keep it a 4-lane arterial' may have *also* signed the 'make it safer.' The two petitions are not, *per se*, mutually exclusive.

Since this all began I have spent a lot more time thinking about and observing the 'problem.' Without question, the pedestrian crossings on the northern section of the corridor are abysmal. This impacts transit commuters every day, which in itself could be a deterrent to riding the bus. There have been various suggestions about improving the crosswalks. And, a suggestion of moving the bus stops at intersections where there is also a left turn lane, so as to avoid the traffic backup they cause, seems to make a lot of sense to me. Of course, all of this is your expertise.

One thing that just can't be ignored: a large number of people (**all** of whom favor safety!) want to keep 35<sup>th</sup> a *real* arterial, meaning two full lanes of traffic each direction. I sincerely hope you consider this in your planning and decisions.

Sincerely,

A handwritten signature in black ink that reads "Bob Neel". The letters are cursive and slightly slanted to the right.

Bob Neel  
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