COMMUNITY SAFETY SURVEY REPORT
NE 95th St: Lake City Way to Sand Point Way

Presented to the Seattle Department of Transportation (SDOT)
Prepared by NE Safe Streets, May 2026

Executive Summary

NE Safe Streets (a member of the Seattle Streets Alliance, formerly Seattle Neighborhood Greenways) conducted a community mobility survey of NE 95th Street between Lake City Way and Sand Point Way, gathering 236 responses from neighborhood residents, families, cyclists, and pedestrians between Mid-February and April 2026. The results paint a striking picture: NE 95th Street is failing pedestrians, particularly families with young children, and the community is calling urgently for action.

The corridor runs through Wedgwood and Meadowbrook neighborhoods and serves as the primary non-motorized route for residents seeking to access Matthews Beach, the Burke-Gilman Trail, parks, schools, and transit connections on Lake City Way and Sand Point Way. Yet despite this critical role, the street lacks sidewalks along most of its length, offers no protected space for cyclists, and features unmarked residential crossings where families - including children walking to school - must share the roadway with fast-moving vehicle traffic.

A clear majority of respondents - 81% of those who rated the residential corridor - consider it unsafe or stressful. Ninety percent of those who evaluated sidewalk conditions at the Sand Point Way intersection rated them as unsafe. The open-ended comments are filled with accounts of near-misses, of parents clutching children's hands as cars speed by, and of community members who avoid the street entirely because it feels too dangerous. Forty-seven percent of respondents asked to be kept informed of safety improvements, signaling sustained community engagement.

This report summarizes those findings and presents a community-prioritized set of recommended improvements, organized by the four key areas identified in the survey: the Sand Point Way intersection, the Lake City Way intersection, the 35th Ave NE intersection, and the residential corridor between these three major arterials.

We understand SDOT will be performing a vehicle speed study along NE 95th Street, between 35th Ave NE and Sand Point Way within its 2026 work plan. We hope to see the results of that study, when complete, so we can compare it to the results of this survey which suggests the corridor is universally considered unsafe by all who experience it.

Background

NE 95th Street is a neighborhood arterial running east-west between Lake City Way NE (on the east) and Sand Point Way NE (on the west), passing through the Wedgwood and Meadowbrook neighborhoods of northeast Seattle. The street intersects three major arterials - Lake City Way, 35th Ave NE, and Sand Point Way - and serves as the community's most direct walking and biking route to

Matthews Beach Park, the Burke-Gilman Trail, local schools, Meadowbrook Community Center, and bus service. The NE 95th Street corridor also supports places of worship and childcare facilities, including Ryther – a nonprofit youth and family services providing services inpatient and outpatient care to neurodiverse children and young adults.

Despite these functions, NE 95th lacks continuous sidewalks, has steep grades that encourage vehicle speeding, and provides almost no infrastructure for people who are not in cars. The street corridor runs approximately one mile. Residential side streets that intersect with 95th have no marked crosswalks and no traffic controls, requiring pedestrians to step into the roadway without any protection.

NE Safe Streets, a community advocacy organization, created this survey to gather systematic neighborhood input on safety conditions and desired improvements. The survey was posted along 95th Street and promoted through neighborhood networks. It received 236 completed responses - a strong showing that reflects deep community concern about safety on this corridor.

Who Responded

Respondents are primarily people who live in and around the 95th Street corridor, the separating line between Seattle City Council District 5 and District 4, and travel through it regularly by multiple modes. The survey drew participation from all three major intersections and the residential segments between them.

Areas Traveled

Respondents could select all areas they travel through. The results confirm that this survey captures community members with firsthand experience across the full corridor:

- 35th Ave NE intersection: 211 respondents (89%)
- Lake City Way intersection: 182 respondents (77%)
- Residential Areas (between intersections): 170 respondents (72%)
- Sand Point Way intersection: 166 respondents (70%)

How Respondents Travel

Most respondents travel the corridor by multiple modes. Notably, a large share walk - including many with young children and strollers - making the absence of sidewalks and safe crossings a daily hazard:

- By car: 218 respondents (92%)
- On foot (walking): 175 respondents (74%)
- By bicycle: 114 respondents (48%)
- Walking with young children: 69 respondents (29%)
- Walking with strollers, carts, or wagons: 41 respondents (17%)
- Using mobility assistance devices (wheelchairs, walkers, canes): 4 respondents (2%)

Seventy-six respondents (32%) travel the corridor with young children or strollers - a population that is especially vulnerable to the absence of sidewalks and controlled crossings. Many of these respondents provided vivid accounts of the fear and danger they experience when navigating this corridor.

Section 1: Residential Corridor Between Major Intersections

Safety Ratings

Respondents who travel through the residential stretches of NE 95th Street between major intersections were asked to rate their overall experience. 1 = Extremely Unsafe to 7 = Extremely Safe. Of the 175 respondents who provided a rating:

Overall experience in residential areas: 81% rated unsafe or stressful (avg. 2.63/7) - *among the worst scores in the survey*

The distribution of ratings shows that this stretch is perceived as the most dangerous section of the corridor:

- Extremely Unsafe (1): 43 respondents (25%)
- Very Unsafe (2): 39 respondents (22%)
- Somewhat Unsafe (3): 59 respondents (34%)
- Neutral (4): 16 respondents (9%)
- Somewhat Safe or better (5-7): 18 respondents (10%)

What Makes the Residential Corridor Unsafe

Respondents identified multiple overlapping hazards that compound the danger on the residential corridor. The most frequently cited problems are structural - the absence of basic infrastructure that protects pedestrians from vehicle traffic:

- Missing sidewalks: 154 respondents (65%) - the single most common concern across the entire survey
- Speed of cars: 113 respondents (48%)
- Lack of marked crosswalks: 112 respondents (47%)
- Missing road shoulder: 110 respondents (47%)
- Pavement edge drop-off: 76 respondents (32%)
- Blocked sight lines at corners: 69 respondents (29%)
- Missing or poor drainage: 23 respondents (10%)

Community Voices

Respondents described their daily experiences on the residential corridor in their own words. These accounts illustrate the human cost of the current conditions:

> *"I live on 95th St. with my two small children (4 and 1). We travel on 95th every day to walk our dog and it is miserable. It is so incredibly unsafe due to the lack of sidewalks and how fast*

> *the cars go. We have added our own 'drive like your kids live here' and 'please slow down' signs to no avail. I wish so badly that we had sidewalks."*

> *"Every summer, families walk along a thin white strip painted on the road with wagons loaded for the beach, along with children on bicycles with no protection. It's absolutely unacceptable. I want my children to safely go outside our home without being in a car."*

> *"It is incredibly unsafe for anybody to walk on 95th street. I frequently walk with my kids on 95th to get to Matthews Beach park. I am holding on to my kids' hands extra tight because we are walking right next to cars. There's no sidewalk."*

> *"Cars are always speeding up and down 95th alongside pedestrians, people walking their dogs, cyclists, and children. It has lots of foot traffic as it's the most direct route to Matthews Beach and the Burke-Gilman. We are in dire need of a sidewalk."*

> *"PLEASE put protected bike and pedestrian lanes on 95th so that these neighborhoods can safely access Burke-Gilman and Matthews Beach. I push my stroller along 95th to get there and cars speed by me and we have nearly been hit several times."*

Recommended Improvements: Residential Corridor

Based on survey responses, open-ended comments, and the identified hazards, the following improvements are recommended for the residential corridor between the three major intersections:

Priority	Recommended Improvement	Community Rationale & Survey Data
High	**Continuous Sidewalks (Full Corridor)**	Missing sidewalks cited by 154 respondents (65%). Families with children walk in the roadway daily. Sidewalks needed on both sides between Lake City Way and Sand Point Way.
High	**Marked Crosswalks at Residential Intersections**	112 respondents (47%) cited lack of marked crosswalks. Mid-block residential crossings at 27th, 30th, 32nd, 35th, 40th, and 42nd Ave NE are uncontrolled and unmarked. Children cross to reach schools.
High	**Speed Reduction Measures**	113 respondents (48%) cited vehicle speed. Speed bumps/humps and speed tables recommended. Downhill grades on both sides of 35th Ave NE encourage excessive speeds reported exceeding 50-60 mph.
Medium	**Pedestrian-Activated Crossing Signals**	Multiple respondents requested flashing beacons (HAWK signals or RRFBs) at residential crossings to stop traffic. Current conditions provide no protection for pedestrians waiting to cross.
Medium	**Road Shoulder Reconstruction & Drainage**	110 respondents (47%) noted a missing road shoulder; 76 (32%) noted pavement edge drop-offs. Open drainage ditches reported to overflow

Priority	Recommended Improvement	Community Rationale & Survey Data
		and cause vehicle incidents. Shoulders must be rebuilt to usable width.
Medium	**Vegetation Management & Improved Lighting**	69 respondents (29%) cited blocked sight lines. Overhanging trees create darkness in winter months, making pedestrians invisible to drivers. Regular trimming and improved street lighting needed.
Low	**Protected Bike Lane Corridor**	48% of respondents bicycle on this corridor. Multiple respondents noted that 95th is the primary bike route to Burke-Gilman and Matthews Beach but feel unsafe. Protected lanes would transform access to the trail in addition to improved side streets.

Section 2: Sand Point Way NE Intersection

The intersection of NE 95th Street and Sand Point Way NE serves as the western terminus of the corridor and is the primary gateway to Matthews Beach Park, the Burke-Gilman Trail, and Sand Point Way transit connections. Despite its role as a destination for countless families and commuters, this intersection received the worst pedestrian safety ratings of the three major intersections.

Safety Ratings

Of respondents who travel through this intersection, the ratings for pedestrian and sidewalk conditions were particularly alarming:

Overall intersection experience: 70% rated unsafe or stressful (avg. 3.00/7/)

Sidewalk/edge of road experience: 90% rated unsafe or stressful (avg. 2.14/7) – *This is the worst rating in the entire survey. For context 1 = Extremely Unsafe to 7 = Extremely Safe.*

Road/driving experience: 56% rated unsafe or stressful (avg. 3.45/7)

Nine in ten respondents who use the sidewalks or road edge at this intersection rated them as unsafe or stressful. Sixty-five percent rated them as "Very" or "Extremely" unsafe - the most severe ratings in the survey. This is the most dangerous location on the corridor for pedestrians.

Community Voices

> *"Brighter streetlights would be helpful. There are families walking and biking with children, strollers, dogs, up and down 95th right above Sand Point Way and it is SO dangerous with no protective barrier, let alone sidewalks. Especially at dusk or anytime in winter. The overhanging trees make it dark and difficult to see people walking on the small shoulder."*

> *"It should be a 3-way stop with a flashing pedestrian signal. It's hard to turn left either way, and waiting to turn left you have to sit in the crosswalk. Cars turning north on Sand Point Way from 95th cut you off."*

> *"Please add sidewalks and protected bike lanes as well as stop lights and bike signals. This area is very scary to cross and cars do not stop if you are in the sidewalk."*

Recommended Improvements: Sand Point Way Intersection

Priority	Recommended Improvement	Community Rationale & Survey Data
High	**Extended & Improved Sidewalks**	112 respondents (47%) selected this as a top improvement. Sidewalks on the approaches to the intersection are nonexistent or in poor condition, forcing pedestrians onto the roadway edge.
High	**Raised Crosswalks**	64 respondents (27%) selected raised crosswalks. Raising crosswalks slows turning traffic and provides a clear visual and tactile signal to drivers that pedestrians have priority.
High	**Protected Bike Lanes**	63 respondents (27%) selected protected bike lanes. The Sand Point Way intersection is the gateway to the Burke-Gilman Trail. Without protection, cyclists are forced into high-speed mixed traffic.
High	**Curb/Corner Extensions (Bulb-Outs)**	51 respondents (22%) selected this improvement. Bulb-outs shorten crossing distances, improve sight lines, prevent parking in the pedestrian zone, and slow turning vehicles.
Medium	**Traffic Signal or All-Way Stop Control**	Multiple respondents requested signal control at this intersection. Currently there is no traffic signal, making left turns from 95th onto Sand Point Way extremely difficult and dangerous.
Medium	**Speed Humps / Traffic Calming**	43 respondents (18%) selected speed humps. The downhill approach from 35th Ave NE to Sand Point Way produces high vehicle speeds at this intersection.
Medium	**Red-Light/Speed Enforcement Camera**	21 respondents (9%) selected camera enforcement. Speeding and failure to yield to pedestrians at this intersection are chronic issues cited in open-ended responses.
Low	**Improved Street Lighting**	Multiple respondents noted poor visibility in winter months and at night. Better lighting would help drivers see pedestrians and cyclists approaching the intersection.

Section 3: Lake City Way NE Intersection

The intersection of NE 95th Street and Lake City Way NE (which also connects to Ravenna Blvd NE) is the eastern terminus of the corridor. It is a high-volume arterial intersection where 95th Street meets one of the busiest northbound/southbound corridors in northeast Seattle, as well as a key bus stop served by multiple Metro routes including the Route 372. Respondents described significant challenges both on foot and behind the wheel.

Safety Ratings

Overall intersection experience: 56% rated unsafe or stressful (avg. 3.47/7)
Sidewalk/edge of road experience: 84% rated unsafe or stressful (avg. 2.47/7)
Road/driving experience: 46% rated unsafe or stressful (avg. 3.72/7)

While the road experience at this intersection received relatively better ratings than the other two intersections, the pedestrian sidewalk experience remains severely deficient: 84% of those who evaluated the sidewalks here rated them as unsafe, and 53% rated them as "Very" or "Extremely" unsafe. Transit users traveling to and from bus stops on Lake City Way face particularly challenging conditions.

Community Voices

> *"Lots of people going to Ryther's, a children's therapy center, use the 372 bus stop. It's unsafe to cross."*

> *"The bike crossing through Ravenna Ave NE is scary as a driver and biker and probably the most dangerous part of north-south along that area. Westbound traffic backs up on 95th waiting for the light, and some drivers waiting in the back-up speed to make the light."*

> *"Cars don't see the 'No Turn on Red' sign facing Lake City Way from 95th and honk at the car in front. Additional signage would be helpful."*

> *"Eastbound on NE 95th at the Lake City Way intersection, the green light on the traffic signal can be hard to see, especially when the sun is shining. Also, cars are turning left onto Lake City Way northbound before westbound cars proceed straight through the intersection."*

Recommended Improvements: Lake City Way Intersection

Priority	Recommended Improvement	Community Rationale & Survey Data
High	**Extended & Improved Sidewalks**	107 respondents (45%) selected this improvement. The sidewalks approaching the Lake City Way intersection are inadequate for the volume of pedestrians and transit users accessing bus stops.
High	**No Right Turn on Red Signs**	35 respondents (15%) selected this improvement. Drivers turning right on red frequently fail to yield to pedestrians crossing Lake City Way, creating dangerous conflicts at this busy intersection.
High	**Curb/Corner Extensions (Bulb-Outs)**	49 respondents (21%) selected this improvement. Bulb-outs would shorten crossing distances on the wide Lake City Way approaches and improve sight lines between pedestrians and turning drivers.
High	**Protected Bike Lanes**	55 respondents (23%) selected this improvement. The Ravenna Blvd bike route crosses 95th here. Multiple respondents described this crossing as dangerous for cyclists, with cars not anticipating cyclists entering from Ravenna.
Medium	**Raised Crosswalks**	54 respondents (23%) selected raised crosswalks. Raising the crosswalk on 95th approaching Lake City Way would slow westbound traffic and improve pedestrian safety at the intersection.
Medium	**Red-Light Enforcement Camera**	28 respondents (12%) selected camera enforcement. Running red lights is a commonly noted problem. A camera would deter violations and provide data on intersection performance.
Medium	**Traffic Signal Timing & Visibility Improvements**	Multiple respondents noted sun glare making the traffic signal hard to see, and signal timing that disadvantages eastbound traffic. Signal head visibility and timing adjustments are needed.
Low	**Storm Drains**	15 respondents (6%) selected this improvement. Drainage issues along the 95th Street approaches to Lake City Way contribute to pedestrian discomfort and pavement deterioration.

Section 4: 35th Ave NE Intersection

The intersection of NE 95th Street and 35th Ave NE sits at approximately the midpoint of the corridor and is located at the crest of a hill, with steep descents to the east (toward Sand Point Way) and west (toward Lake City Way). This topography means vehicles frequently accelerate through the intersection downhill in both directions. Multiple respondents noted this intersection as a site of red-light running and dangerous speeding, including reports of vehicles passing other cars on the uphill grade. The intersection also sees significant pedestrian traffic from families, school children, and residents heading to neighborhood amenities and community facilities (e.g., Meadowbrook Community Center, Wedgwood Elementary School, Seattle Waldorf School).

Safety Ratings

Overall intersection experience: 50% rated unsafe or stressful (avg. 3.73/7)
Sidewalk/edge of road experience: 59% rated unsafe or stressful (avg. 3.37/7)
Road/driving experience: 39% rated unsafe or stressful (avg. 3.98/7)

Among the three major intersections, 35th Ave NE received the highest ratings - reflecting the existing sidewalk improvements on some approaches - but a majority of respondents still rated sidewalk conditions as unsafe. Half of all respondents rated their overall experience here as unsafe, and open-ended comments describe persistent problems with speeding, red-light running, and dangerous turning movements.

Community Voices

> *"I live close to the 35th NE/NE 95th intersection. Both roadways go downhill from there. Cars and motorcycles frequently speed through the intersection, sometimes running the light, to race down the hill. I don't recall ever seeing traffic enforcement officers stationed there, even though it's an ongoing problem."*

> *"35th Ave NE traffic run the red light at this intersection all the time."*

> *"The lane design at the east side of the intersection is unsafe. Vehicles traveling west on 95th often dart around vehicles waiting to turn left, which requires a quick response from drivers on 95th turning left from the west side to avoid collision. There have been some collisions."*

> *"My children cross this intersection to go to school. Turning traffic slows the middle lane, so drivers rapidly shift to the side lane to weave around and proceed into oncoming traffic with little awareness of turning traffic or pedestrians. Right-hand turns are made without concern for pedestrians crossing."*

> *"I live on NE 95th and 30th Ave. The constant speeding is terrifying and the lack of curbed sidewalks and raised crosswalks with such close proximity to schools is wild. We've seen*

> *everything - cars going 60+ mph, cars PASSING going up the hill, cars parked on the only walkway so pedestrians are forced into the busy road to go around."*

Recommended Improvements: 35th Ave NE Intersection

Priority	Recommended Improvement	Community Rationale & Survey Data
High	**Extended & Improved Sidewalks**	105 respondents (44%) selected this improvement. The new sidewalks at this intersection have improved conditions on some approaches, but gaps remain. Continuous, accessible sidewalks are needed on all approaches.
High	**Protected Bike Lanes**	81 respondents (34%) - the highest bike lane support of any intersection. 35th Ave NE is the primary north-south route for cyclists connecting to the Burke-Gilman Trail and is widely regarded as too dangerous.
High	**Curb/Corner Extensions (Bulb-Outs)**	69 respondents (29%) selected this improvement. The wide intersection allows vehicles to move at high speed through turns. Bulb-outs would shorten crossing distances, eliminate the double-lane approach problem, and slow turning traffic.
High	**No Right Turn on Red Signs**	49 respondents (21%) selected this improvement. Right-turning vehicles frequently fail to yield to pedestrians in the crosswalk, creating dangerous conflicts reported by school-aged children and parents.
Medium	**Raised Crosswalks**	54 respondents (23%) selected raised crosswalks. Raising the crosswalks on all approaches would reduce vehicle speeds at this hill-crest intersection and protect pedestrians during turning movements.
Medium	**Dedicated Left Turn Signal Phases**	Multiple respondents requested protected left-turn signals. Currently, unprotected left turns create dangerous conflicts with oncoming traffic, especially as drivers race downhill in both directions.
Medium	**Red-Light Enforcement Camera**	30 respondents (13%) selected a camera. Red-light running is repeatedly described in open-ended comments as a chronic, unenforced problem at this intersection.
Low	**Speed Humps on Approaching Blocks**	41 respondents (17%) selected speed humps. Installing traffic calming measures on the blocks east and west of 35th Ave NE would reduce approach speeds before the intersection.

Summary of Recommended Improvements

The table below provides a consolidated view of recommended improvements across all four areas of the NE 95th Street corridor, organized by location. Improvements receiving the highest survey support and addressing the most severe safety concerns are prioritized accordingly.

Improvement	Residential Corridor	Sand Point Way	Lake City Way	35th Ave NE
Sidewalks (extended/improved)	High	High	High	High
Speed humps / traffic calming	High	Medium	-	Low
Marked residential crosswalks	High	-	-	-
Raised crosswalks	Medium	High	Medium	Medium
Pedestrian-activated crossing signals	Medium	-	-	-
Protected bike lanes	Low	High	High	High
Curb / corner extensions (bulb-outs)	-	High	High	High
No Right Turn on Red signs	-	-	High	High
Dedicated left turn signal phase	-	-	Medium	Medium
Red-light / speed enforcement camera	-	Medium	Medium	Medium
Traffic signal (new)	-	Medium	-	-
Improved street lighting	Medium	Low	-	-
Drainage / storm infrastructure	Medium	-	Low	-

Conclusion

The results of this survey make clear that NE 95th Street is not functioning safely as a community street. It serves as a critical corridor for families, children, cyclists, transit riders, and people with mobility challenges - yet it lacks the basic infrastructure needed to keep them safe. Eighty-one percent of respondents who rated the residential corridor consider it unsafe. Ninety percent of those who evaluated the sidewalk conditions at Sand Point Way rated them as dangerous. These are not marginal results; they reflect near-universal community consensus.

The community has spoken clearly about what needs to change. Continuous sidewalks along the full corridor from Lake City Way to Sand Point Way are the single highest priority, cited by 65% of all respondents. Speed reduction measures, marked crosswalks at residential intersections, and curb extensions at major intersections round out the community's vision for a safer street.

NE Safe Streets respectfully requests that SDOT prioritize NE 95th Street for capital investment in pedestrian and bicycle safety infrastructure. With 47% of survey respondents asking to be kept informed of improvements - and hundreds of families describing fear as a daily reality on this street - there is strong community readiness to partner with SDOT on the path forward.

The community is not asking for the impossible. They are asking for sidewalks. They are asking for crosswalks. They are asking to walk to the park with their children without fear. NE 95th Street can and should be a street where everyone belongs.

Appendix: Survey Methodology & Data

The NE 95th Street Mobility Survey was designed and administered by NE Safe Streets using the Fillout survey platform. The survey was made available at: www.nesafestreets.fillout.com/95th. It was promoted through postering and neighborhood direct outreach to residents and community organizations in the Wedgwood, Meadowbrook, and Ravenna neighborhoods.

The survey was open from mid-February to late April 2026. A total of 236 responses were completed. The survey used a 7-point rating scale (1 = Extremely Unsafe/Stressful, 7 = Extremely Safe/Easy) and allowed respondents to select multiple options for travel modes, areas traveled, and improvement preferences. Open-ended comment fields were provided for each section.

All 236 completed survey responses were included in the analysis. Percentages reported in this document may not sum to 100% due to rounding or multi-select questions. Open-ended quotes have been lightly edited f to remove personally identifying information; no meaning has been altered.

111 respondents (47%) provided their email addresses and requested to be kept informed of safety improvement efforts, representing a strong base of engaged community stakeholders available for future outreach, public meetings, and project input processes.