

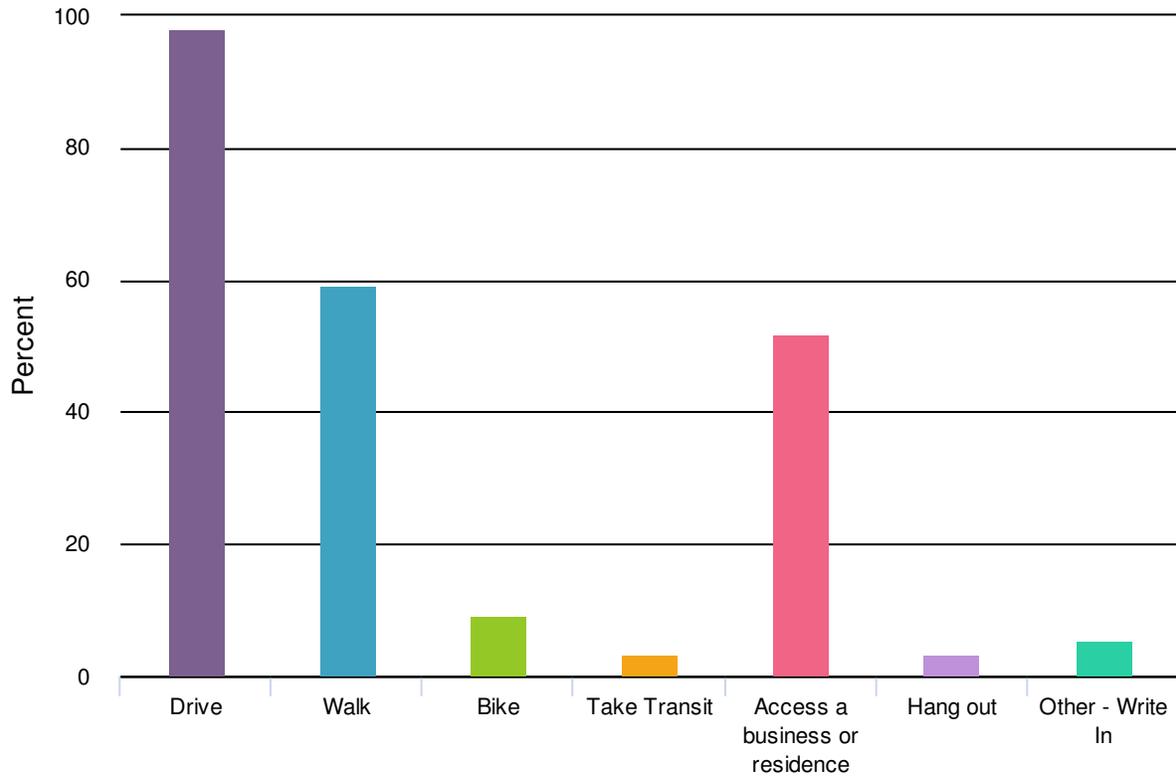
Report for SECOND STREET CORRIDOR PROJECT - ISSUES

Response Counts



Totals: 195

1. How do you currently use Second Street? Please select all that apply



Value	Percent	Responses
Drive	98.3%	171
Walk	59.2%	103
Bike	9.2%	16
Take Transit	3.4%	6
Access a business or residence	51.7%	90
Hang out	3.4%	6
Other - Write In	5.7%	10

Other - Write In**Count**

Attend Church

1

Attend St John's Episcopal Church. Volunteer at St John's Community Kitchen

1

Attend church

1

Church

1

I live on 2nd Street

1

Member of St. John's Episcopal church

1

Park

1

attend church

1

church

1

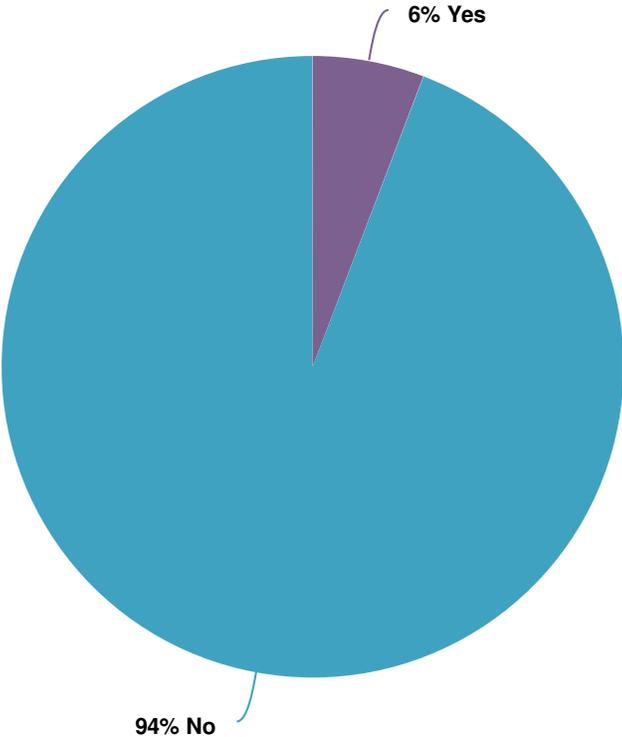
run

1

Totals

10

2. Do you have limited mobility, or use a wheelchair or other mobility device?



Value		Percent	Responses
Yes		5.8%	10
No		94.2%	162

Totals: 172

3. How can Second Street better accommodate people with mobility challenges?



ResponseID Response

14 Handicap parking. Even sidewalks (ditto on First Street).

22 safer crossings

26 Wider, smoother sidewalks. Smoother curb cut transitions. Sidewalks that connect all the way through. More disabled parking spaces (this is also a HUGE problem on 1st Street).

27 The times allowed to cross the street need to be sufficiently long for a slow walker to cross easily.

99 More parking; more accessibility spots

183 My "limited mobility" is the use of a stroller. Good curbs and flat and wide sidewalks are the most helpful. Wide parking strips on Second Street that allow for car doors to be opened widely to get children and strollers in and out is also key.

186 Voice activated crossings, as I have no use of my arms.

189 More handicapped parking

4. To what extent are the following items problems on Second Street: Please answer all questions

	Extreme Problem	Moderate Problem	Minor Problem	Not a Problem	Responses
Vehicle traffic Count Row %	52 31.9%	77 47.2%	29 17.8%	5 3.1%	163
Vehicle speed Count Row %	20 12.3%	64 39.5%	58 35.8%	20 12.3%	162
Truck traffic Count Row %	31 19.4%	55 34.4%	56 35.0%	18 11.3%	160
Not safe to bike Count Row %	41 26.5%	46 29.7%	31 20.0%	37 23.9%	155
No place to bike Count Row %	36 23.5%	36 23.5%	37 24.2%	44 28.8%	153
Not enough parking Count Row %	46 29.7%	57 36.8%	32 20.6%	20 12.9%	155
Crossing the street is difficult or dangerous Count Row %	58 35.8%	59 36.4%	35 21.6%	10 6.2%	162
Sidewalks are too narrow Count Row %	12 7.8%	30 19.6%	48 31.4%	63 41.2%	153

	Extreme Problem	Moderate Problem	Minor Problem	Not a Problem	Responses
I am worried about security Count Row %	12 7.8%	18 11.8%	55 35.9%	68 44.4%	153
Too dark at night Count Row %	15 9.8%	40 26.1%	62 40.5%	36 23.5%	153
Too steep Count Row %	1 0.7%	9 5.9%	31 20.4%	111 73.0%	152
No sidewalk where I walk Count Row %	5 3.3%	23 15.2%	28 18.5%	95 62.9%	151
No protection from the rain when walking Count Row %	1 0.7%	6 3.9%	40 26.3%	105 69.1%	152
Not interesting Count Row %	24 15.5%	43 27.7%	34 21.9%	54 34.8%	155
Appearance Count Row %	29 18.5%	55 35.0%	39 24.8%	34 21.7%	157
Character not consistent with Snohomish Count Row %	40 25.3%	41 25.9%	33 20.9%	44 27.8%	158
Totals Total Responses					163

ResponseID Response

31	Needs more trees.
34	As our main E/W corridor it, of course, gets a lot of traffic. That would be my only area of concern but not much to be done about it.
37	The hideous green lights wrapped around the poles. So tacky. What is the deal with those?!?! Please taken them down. Why so many bars?!? My gawd. No lore bars. 85% if the stores seem like the same store. Snooze.
41	Poor signage
43	I find myself stressing over my safety when trying to use the crosswalks on 2nd Street. Drivers are often speeding, distracted and don't know or care that pedestrians have the right of way. I bought a house on Avenue A close enough to Downtown so I could walk to 1st Street but 2nd is not my favorite part of the walk. I would love to see flashing lights either on the light poles or embedded in the crosswalk which can be activated by pedestrians trying to cross. I have seen them other places and they seem to be very effective.
44	2nd Street is definitely a barrier akin to railroad tracks or something similar that separates the historic district from downtown. Drivers don't pay attention to cross walks or even the lights and crosswalks when turning. We walk downtown multiple times per week at various times of day and have been nearly hit a few times. Sometimes people pulling into/out of businesses don't look either. It's definitely not consistent with the rest of Snohomish.
55	Pigeons! The person feeding the pigeons (off of 2nd and B I believe) should be told to stop. They are a nuisance.
60	I'd love to see more trees and better landscaping along Second Street.
66	Traffic exiting Hwy 9 north do not stop at stop sign - treat it as a yield to turn East on 2nd St.
69	during commute times, traffic is extremely heavy and without pause.
72	Having moved a lot, I have memories of several ugly city street stretches. Pico Blvd in LA, parts of Tacoma Blvd in Tacoma, and South Everett Evergreen Way. Second Street (and Pine Street) in Snohomish fit into that group.

ResponseID Response

78 It needs better pedestrian crossings, a lower speed limit, and bike lanes. The centennial trail dumps out right onto 2nd street at which point pedestrians and bikes need to navigate the maze of streets to get to 1st street if they want to avoid walking or biking on 2nd.

82 I live in Monroe but spend a fair amount of time shopping and doing volunteer work as well as seeing friends who live in Snohomish. I do walk but primarily on the side roads, Historic District, or First Street, not Second. I think there is a lot of speeding that goes on throughout town, including Avenue D, 4th Street, and 2nd. Traffic during events in town, and during the daily commute is intense at times, and people are getting more intense and a bit "road rage" prone, esp. Avenue D. It is hard to imagine incorporating bike lanes and changes to Second Street that would improve the flow of traffic and provide for other uses, but I appreciate the facts and education you provided with statistics about safety issues. I did not realize it was that accident-prone. It's a bad combo of super slow drivers who are looking for a business or place to park and locals and others who are just trying to get from Point A to Point B and have grown impatient. It's pretty gridlocked at times and we always avoid coming to Snohomish when we anticipate major issues. Ave D is basically a parking lot from Highway 9 to the north end of Snohomish during rush hours. And, "rush hours" are longer every year. We appreciate your attention to the City of Snohomish and to traffic improvements. We know how challenging it is to plan and address all the concerns and please as many people as possible.

83 In planning improvements to pedestrian and bicycle safety, we must remember that modifications to the streetscape which slow or impede vehicle traffic will tend to push traffic to other streets (1st and 4th, etc) and create issues there. The overall traffic use WILL NOT diminish.

84 Bicycles have miles of dedicated trails. That's where they belong, not on vehicle lanes paid for by vehicle taxes.

85 leave that stupid bike lane idea to seattle, you can solve the congestion problem by not overdeveloping the city. cramming houses on top of each other anywhere you can squeeze them isn't a great idea. keep snohomish small.

89 Vehicles running red light at Avenue A Pedestrian crossing at trail on 2nd and right turn only out of B & G Club

97 2nd St is an arterial. We don't need parking on arterials. We need to keep traffic flowing safely.

ResponseID Response

99	The traffic signals of 1st and D do not appropriately line up with Lincoln and 2nd and Pine and 2nd - they do not, no they don't. Stop saying they do, many of us have stood there and timed them, they are off.
102	The timing of the lights between maple, lincoln and pine suck... also the left turn light from eastbound second to northbound maple cycles when there is no car there
109	I wish business/restaurants would spread from First onto Second to increase the footprint of the downtown area. It's such a through-street that nothing interesting or desirable ever goes there, so it's just grimey gas stations and auto stores.
110	Grid locked rush hour traffic with no relief. Too many vehicles funneling to and from Ave. D or Hwy 9 in the makes it difficult to access buildings and side streets leading to First Street's businesses. Hard to walk across the street with continual traffic and parked cars making blind spots.
113	We need more police dealing with traffic violations. It used to be light safer to walk in Snohomish than it is now. No one stops or looks for pedestrians. I don't bike but I am sure that is unsafe too. There are too many big construction vehicles using it as a pass through. Not to mention, the ugly gas stations on our busiest corner look like something you would see in Everett. I would like to see 2nd be updated and more consistent to 1st. There also needs to be something done about the heroin addicts that hang out around there.
118	It feels like a highway, a pass through and not part of the historic district. We need street trees to beautify the area and calm traffic.
120	We don't need bike lanes. That's what the Centennial Trail is for. Too much traffic has to go through there for bikes to be on there.

ResponseID Response

121 With the money I feel IS here, the historic area could be improved to not only bring more of us who live in Snohomish to downtown Snohomish for shopping and eating but bring people from surrounding areas as well to downtown Snohomish too.. a WIN-WIN for Snohomish residents like me.. I've owned business in the past and the downtown area could use some more diversity in shops and restaurants (IMO), more parking PLEASE.. less handicapped.. and with a few leadership-minded Moms (like myself - I don't mind saying 😊)– and round table discussions we can "make Snohomish GREAT (ER) !" And more profitable.. who, I ask you, wouldn't like that?! Please don't hesitate to contact me if you'd like to chat on this further.. God Bless 🙏❤️🙏

122 No.

130 No

131 Just wish there was more shopping and walking overall.

133 Its a thoroughfare not a place to spend time as you would on first street. It lacks the character, businesses, and desirability on first street, but it is a necessary pathway through snohomish as first st is not good for getting to the other side of snohomish..

136 No left hand turn signal on 2nd and pine

138 Both first and second conditions get big traffic backups. The few traffic lights seem to be poorly timed and unable to effectively manage vehicle and pedestrian traffic. We are also in need of more parking, especially as Snohomish grows and also becomes more of a destination for weddings that bring crowds.

139 Ugly

140 No problems

145 Hard to pull out of the N/S roads onto 2nd when there is no traffic lights. Dangerous to sit in suicide lanes. Maybe there could be stop lights at all N/S feeder roads.

ResponseID Response

149	Survey is very limiting. The city acknowledges 20% of traffic is pass through traffic including commercial trucks. These trucks contribute greatly to congestion. There is no speeding problem because people cannot move. There is becoming a red light running problem like I've never seen because people don't like to wait three rotations to get through the lights. Parking between Ave D and Ave A needs to be eliminated. The Dance Center parents trying to parallel park on Ave. D at rush house is ridiculous.
150	Major traffic congestion during peak rush hour times. Often takes me 20 minutes to get from Boys and Girls Club lot to Ave D in morning commute (7:30am) Has become increasingly worse the past 12-18 months.
151	Beautifying second street will be a huge boost for the City. As one of the main streets in town, it is the most visible and travelled. It has the possibility to benefit property values, embrace our small town character, and inject business development into the renovated street. I have lived in Snohomish all my life and am very excited about this project!
152	This is the major east/west traffic route within town. We do not want changes to force vehicle traffic on to neighboring streets so people are able to get where they need to go.
153	Just make second and ave. D Repaved. They are the 2 most traveled roads..and need to look better.
157	Need traffic lights at Second and Union. School traffic in the am and pm cannot get across Second and backs up on Union.
158	The street is a commercial thoroughfare it is not a problem that is what it is.
160	Second doesn't need trees or bike trails. There's better routes to bike, including 1st, and the walkway next to the river and future bike trail to Woodinville. IMHO, the city ought to look to provide a park and ride across the river for people to shop and visit 1st, not fill up 2nd with parking. Seems like this 'study' is a big waste of taxpayer money that could be better spent fixing roads and potholes.

ResponseID Response

161 Traffic a problem during rush hours. Doesn't matter if you go down pass the airport to access Hwy 9 or go West to access it at the North end of the bridge on Hwy 9. When that onramp was changed years ago it has been a miracle that no one has been killed. It becomes a game of chicken to get on Hwy 9 Southbound. It used to be a stop sign, but that would be horrible, too. We just have too much traffic for the roads. There needs to be another access to Hwy 9 from Snohomish. Hwy 9 needs to finish the 4 lanes that have been in the works for years.

164 If you take away parking on 2nd street there will be hardly any parking for the festivities on 1st. Plus the residents don't like a lot of parking in front of their houses.

167 Turning radius too tight for commercial traffic. Traffic from Pilchuck Drive spills out onto Maple.

168 Borderline too many traffic lights on the east end - especially when out of sync. Nearly impossible to take a left off of 2nd into Pine. (BTW the intersection at Pine & Maple & Centennial Trail is an absolute joke. Maybe focus on a grant for fixing that rather than extending the trail or bringing a train to town...)

169 poorly maintained parking strips

174 Very hard to cross 2nd as a pedestrian!

175 Very dangerous to cross the street. People from Monroe are passing by 2nd and they do not care stopping for us, pedestrians. We witnessed a major car accident. We were waiting at the crossroad on 2nd and C. A young woman stopped to let us cross. The car behind her was not paying attention and rear ended the young woman so bad that it destroyed her car. People do not care and are extremely aggressive. Many times we have had to stop in the middle of 2nd because people were not stopping. 2nd should not be a way to get to Monroe.

176 Please reroute all the trucks. There are too many semis and dump trucks that cut through. Unless they have a route to Snohomish business they should have to go around. Their turning radius from 2nd to D is too wide and I often have to back up to accommodate them. It's ridiculous.

178 Nobody will stop to let us cross.

ResponseID Response

179	Not safe to cross even in crosswalks! My family has seen multiple accidents due to cars not stopping for pedestrians. I have also been harassed by people in cars who were mad at me for using the crosswalk in front of them. This happens frequently! I am certain that drivers would want to physically fight if I made eye contact or any comment about being in a crosswalk. There is too much auto traffic on 2nd Ave! Got to divert traffic off of 2nd Ave!
183	Noise from motorcycles and trucks impacts our ability to enjoy our church services on Second Street
184	I can't believe with the traffic problems, all that's being proposed are silly ideas that will MAKE IT WORSE! Making lanes narrower and planting trees that block vision and require constant maintenance are ridiculous
185	Poor condition of some sidewalks, especially the one No. of the Firehouse building.
192	My main concern is crosswalk safety
196	Need street parking for events & attendance at church.
197	NO PARKING. MORE PARKING NEEDED!

6. How important are the following improvements for Second Street? Please answer all questions

	Essential	Very Important	Somewhat Important	Not Important	Responses
Better traffic flow for vehicles Count Row %	61 38.6%	58 36.7%	35 22.2%	4 2.5%	158
Wider sidewalks Count Row %	14 9.0%	21 13.5%	62 40.0%	58 37.4%	155
More crosswalks Count Row %	21 13.4%	42 26.8%	64 40.8%	30 19.1%	157
Better crosswalks Count Row %	42 26.6%	64 40.5%	34 21.5%	18 11.4%	158
Safer intersections Count Row %	61 38.4%	55 34.6%	29 18.2%	14 8.8%	159
Better bus stops Count Row %	8 5.2%	35 22.6%	69 44.5%	43 27.7%	155
Bike facilities (e.g. bike lanes or cycle tracks) Count Row %	17 11.0%	29 18.7%	48 31.0%	61 39.4%	155
More street trees Count Row %	28 17.6%	49 30.8%	44 27.7%	38 23.9%	159

	Essential	Very Important	Somewhat Important	Not Important	Responses
Ornamental plants Count Row %	20 12.7%	50 31.8%	36 22.9%	51 32.5%	157
Art Count Row %	14 8.9%	40 25.3%	43 27.2%	61 38.6%	158
Lighting Count Row %	39 24.7%	56 35.4%	52 32.9%	11 7.0%	158
More furnishings, such as benches, trash receptacles, and bike racks Count Row %	20 12.6%	53 33.3%	57 35.8%	29 18.2%	159
Sidewalk cafes Count Row %	22 13.9%	42 26.6%	47 29.7%	47 29.7%	158
Gathering spaces Count Row %	25 16.0%	34 21.8%	49 31.4%	48 30.8%	156
Better information and direction signs Count Row %	22 14.1%	49 31.4%	50 32.1%	35 22.4%	156
Historic Snohomish materials and details Count Row %	31 19.7%	46 29.3%	45 28.7%	35 22.3%	157
Totals Total Responses					159

7. Any other thoughts on potential improvements?



ResponseID	Response
21	Unexpected art and gathering spaces.
22	As a commercial corridor, we can't just kick out the branded businesses like 7-eleven and the gas stations but we might want to consider strengthening the design standards. Older buildings (Star Mall, T triangle. etc) should be fined for not keeping the buildings to an acceptable level
25	2nd does not need to be beautified as much as kept functional
26	Safety is a primary concern. I would love to see 2nd Street become more of a boulevard type strip with green spaces, more walkable, more bike-friendly, and efforts to minimize traffic and deter commuters from "cutting" through town.
27	The street definitely needs more trash receptacles!
29	2nd Street is a major introduction to our wonderful town that is known as one of Washington's gems. It would be awesome to see this section brought up to speed like the other end.
33	Regarding ornamental plants, as well as trees, I can think of absolutely no reason why all of the above should not be strictly native plants!

ResponseID Response

41	2nd and SR9 could be a roundabout
43	I already mentioned the flashing lights at crosswalks for improved safety at crosswalks.
44	I would love it if the neighborhood blocks near 2nd were encouraged to participate. So many of us walk downtown on a regular basis and are great resources.
55	I love the charm of Snohomish but 2nd St is a necessary arterial. I walk it more than a drive and don't mind crossing at the safer crosswalks with a light. There are many more places in town that would be more deserving of any resources that might be allocated to beautifying 2nd.
60	establish some boulevard style islands
61	After recently driving through Duval, I am impressed how they have developed the main thoroughfare through town. They have created welcoming spaces in the middle of a busy street and I think we could gain insight from their concepts.
72	The intersection at Ave D and Second does not offer pedestrians enough protection or visibility. The sidewalks are generally wide enough from E to Pine, but it would be nice to have sidewalks installed or improved at the west end of town to the bird sanctuary. Having wider sidewalk plazas occasionally would be nice to support sidewalk cafes. Really, though I think wider sidewalks would be very welcome on 1st Street and its side streets.
75	I put my thoughts in previously.
78	It always seems to have a traffic jam. I do not know if there is any alternate path one can use to get through town--I haven't seen one, and 1st Street certainly needs NO more traffic. We have only been here for less than one year and we LOVE the things Snohomish does on a regular basis to promote usage of the downtown area. I think there are enough of the older buildings to make it really more like 1st Street. Some outdoor seating with restaurants would really promote the area if there are enough people to go to them. Otherwise, 1st Street has some nice ones.
82	I realize it is difficult to answer every survey question and I did not respond to items I'm either unsure of or don't have enough facts or information/personal experience with.

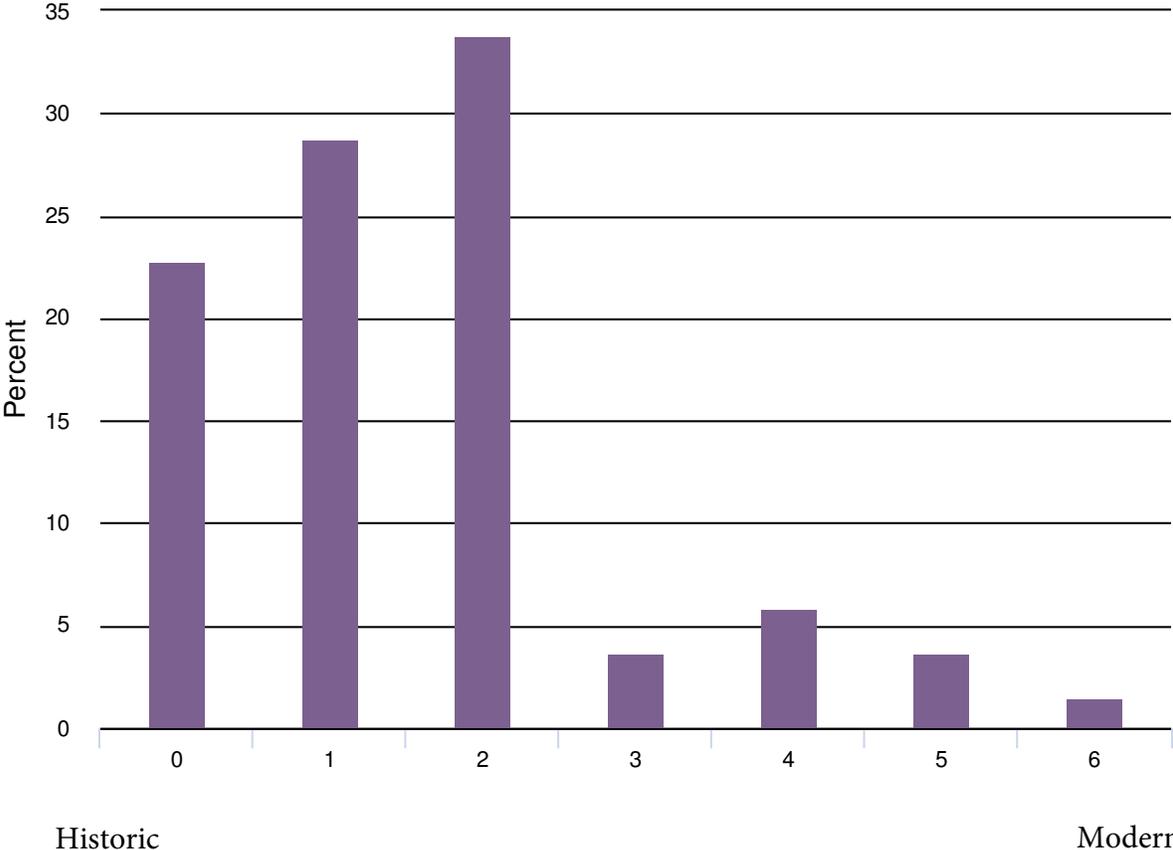
ResponseID Response

84	Bicycle improvements are making Downtown Seattle hell for commuters. Don't bring that to our town!
109	Anything to make 2nd feel more like 1st and part of the downtown. Either that or build up the old Mill land across the river and have a couple walking bridges over the river to connect them!
113	Safer ways to cross and a safer 2nd and Ave D intersection are critical. I would like to see a cute pedestrian bridge. I think it could be done artsy and unique while providing a safe place to cross from Historic area to 1st.
118	Art and attractive signs at both east and west entrances to the historic area. Art that honors the people for which our town is named. Enlarged photos of people, buildings and businesses. We could have permanent or rotating art displays: sculpture, iron work, glass, fiber, fabric, wind spinners. They could be sited near where traffic speed is reduced. We need directions to the historic Carnegie, the Farmer's market, events, etc. We could have a large city sign for a local business on a rotating basis. Monday- the Pie Place, Tuesday - Brava's Pizza, Wednesday - Tea shop - chosen by lottery A contest for Snohomish Haiku displayed like Burma Shave roadside signs. Ask someone older about Burma Shave signs.
121	Not more bikes or busses in our historic area.. close by is fine. Keeping historic area HISTORIC is key.. artsy, classy, inviting, a place to chat, hangout.. (and, yes.. spend money ☹️ too!).. Topiaries benches, outdoor furniture, trees.. and in evenings.. more lights and people sitting outside chatting.. would look better and feel safer than the way it is currently.. late on Friday or Saturday it's not the best feeling walking around .. a "facelift " can change everything.. and draw in the "feeling" and overall environment I'm thinking we'd be well-served to achieve 😊☹️
126	prevent cars from going into parking lane to the right of cars waiting at intersection when turning from sidestreets onto 2nd. This endangers pedestrians and invites accidents when oncoming traffic is turning left.
131	Overall look to go with downtown Snohomish
140	Few necessary
144	My aim would be to discourage the drive throughs and make the street more compatible with the Snohomish feel. It is no longer US 2.
145	You folks identified a lot of great potential improvements in the above list.

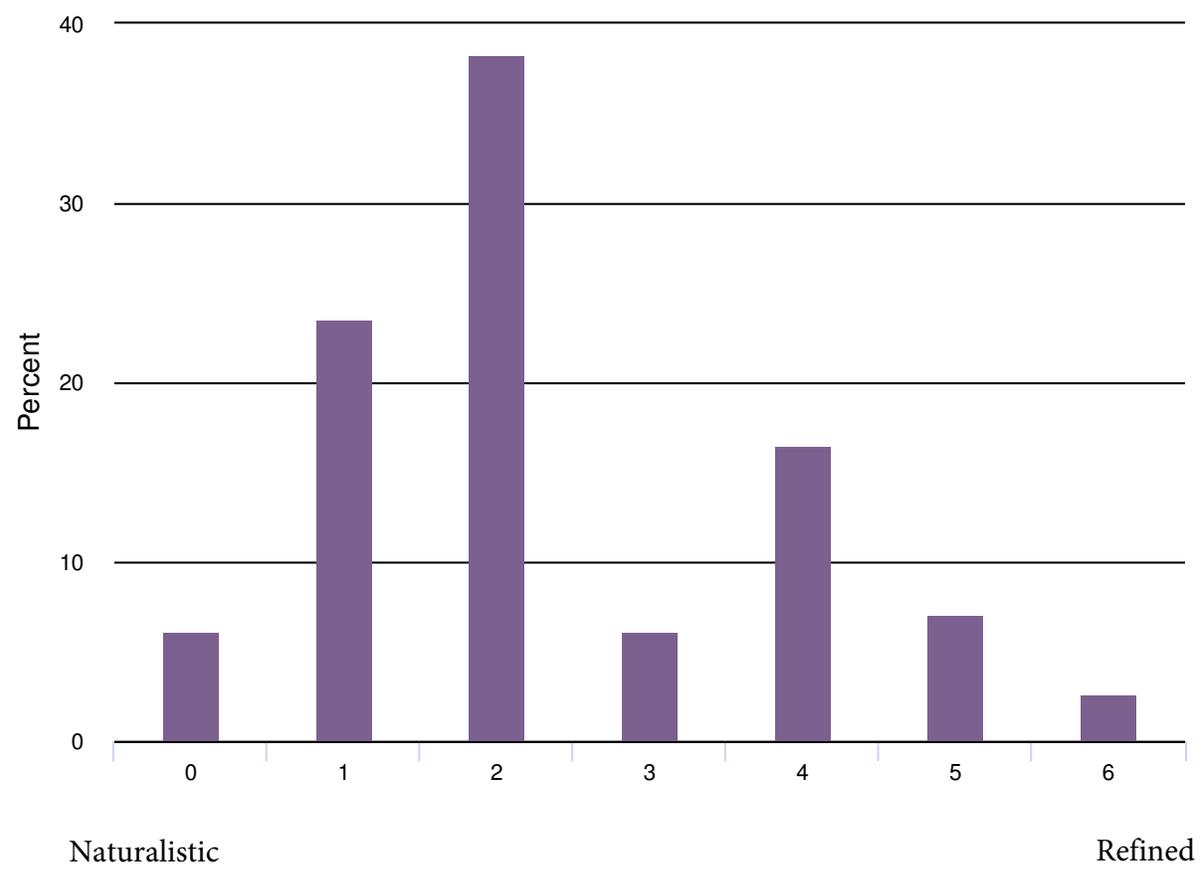
ResponseID Response

149	I don't know what the definition of "safer intersections" means? 2nd street is labelled as a major residential and commercial corridor with major congestion. Are sidewalk cafes really important? Is beautification going to fix congestion? Are bike lanes going to help traffic flow better? No
157	Second Street is a traffic corridor. Sidewalk cafes would not be inviting with the traffic noise from trucks and buses. Unless you bypass the City of Snohomish by keeping traffic on Hiway 2 from Monroe to Everett, Second Street will always be a traffic corridor, dangerous for bicycles and pedestrians. Instead of figuring out how to add more traffic, in the form of bicycles and pedestrians, to Second Street we should be trying to figure out how to reduce the heavy traffic flows.
160	Keep the traffic flowing, don't make bottlenecks that only create accidents and frustrations.
167	Improve traffic capacity for future growth.
168	2nd & Maple sucks. Especially with 2 cars "parked" in the road at Pilchuck Drive-In in the drive thru. That should be illegal and something Pilchuck should correct or be fined for.
175	Please, put a flashing stop sign at Highway 9 exit. People do not stop. It is barely a yield for them. Using this road everyday to and from Riverview school. Get cut off every day by those jerks who do not know what a stop is.
179	Please divert auto/truck traffic away from 2nd Ave. Get non-snohomish commuters off of 2nd Ave and back out to Hwy 9 and Hwy 2! Do NOT put modern art in town. Make 2nd Ave match 1st Ave for historic appearance and impact.
184	This is a road, not a park. People who want to look at trees can go to the park. Make the road most efficient for traffic
192	Less crosswalks, safer crosswalks
195	St. John's Episcopal church could use a drop off area in front of their building for funerals and community kitchen on Monday and Thursday nights from 3 PM till 6:30 PM
197	PARKING

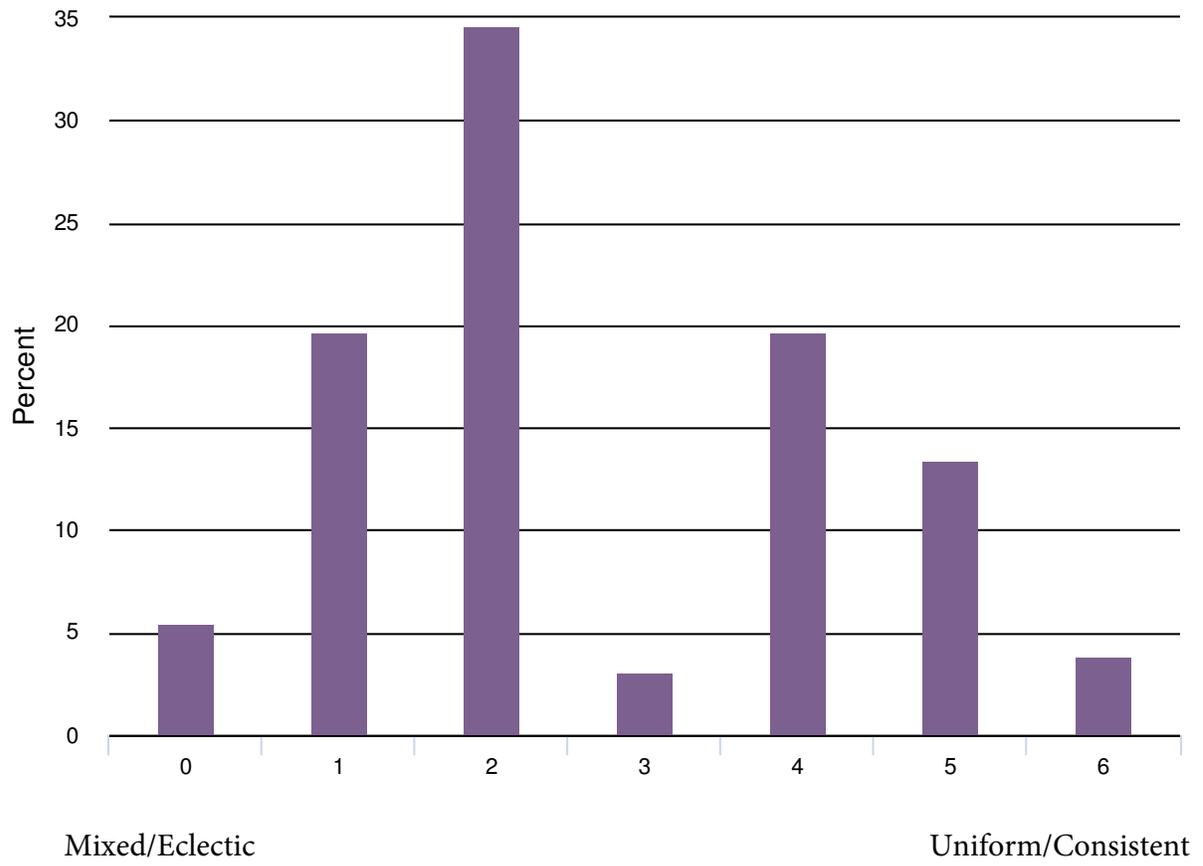
8. Character



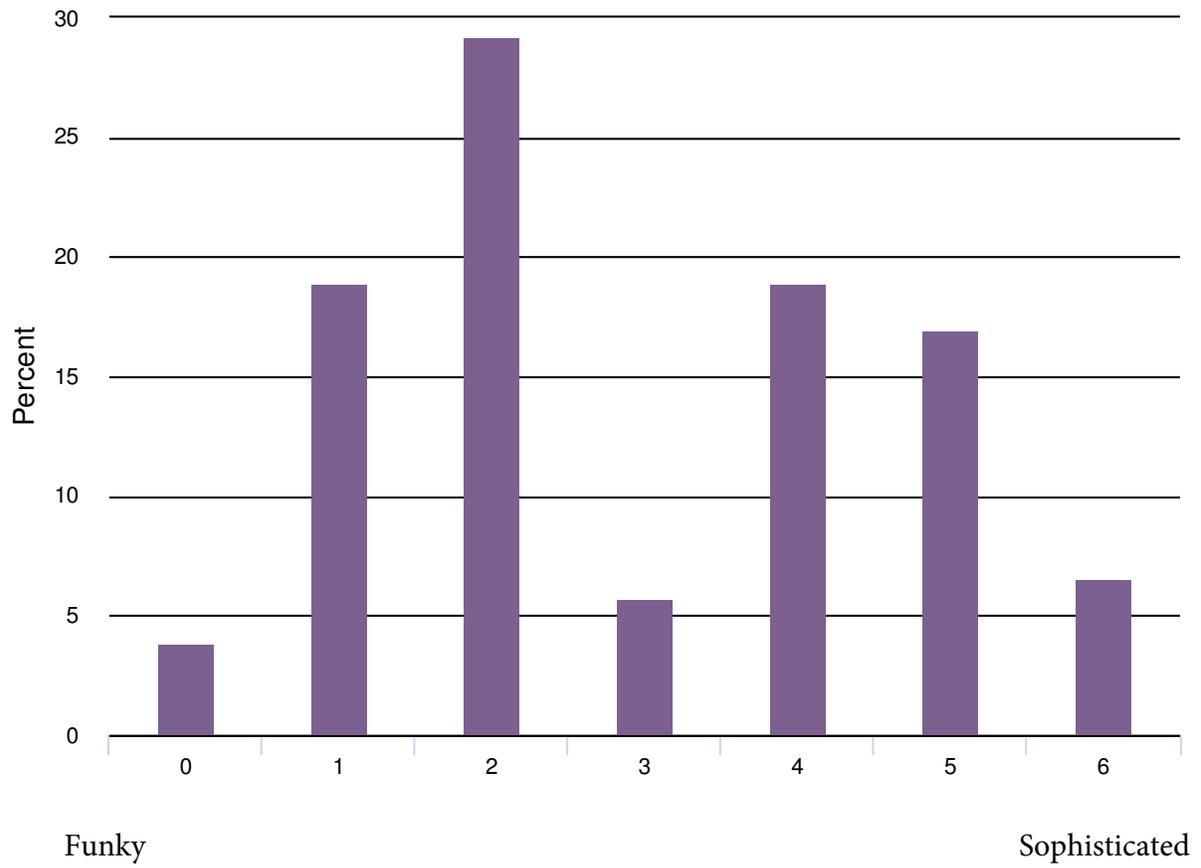
9. Organic



10. Style



11. Vibe



12. Any other thoughts on the look and feel of Second Street?



ResponseID	Response
22	Hope we don't become too gentrified - want to keep things authentic!
25	In 30 years I have never felt a need for 2nd street to have a specific identity or character. It is a busy street that needs no distractions for motorists
26	Second already serves as a "transition" between our "old" and "new" downtown areas, so let's emphasize and celebrate that. Slow down the traffic, encourage walking and biking, etc. instead of everyone just whizzing through.
27	It should look comfortable and welcoming, something that catches the eye and draws one in. It should also look distinctive.
29	Lamp post and flowers like 1st St
33	Do not make automobiles a priority for 2nd Street! At some point we'll all be looking back on those dinosaurs...
34	Tough one. I don't know what to say other than take great care to avoid looking like State St in Marysville, that kind of thing.

ResponseID Response

35	Shouldn't feel like a pass through. Needs to feel like you want to stroll. Needs reasons to stop and gather like benches trees tonsitunder or walk under, outside cafe spaces would be nice.
41	orient to neighborhood adjacency=not a uniform image--residential orientation W of Ave D--historic to the T triangle store or maybe another block or two--more natural from there to out of town
44	Should be in tune with the rest of the historic design standards and feel of the city.
48	Maintain the historic charm
55	I would be careful with any gentrification efforts that would drive up the rents of the existing businesses. It is always going to be a noisy road. No one is going to want to sit at benches or at sidewalk cafes and suck in the traffic fumes.
72	I think you have to work with what you have, but invite people in. My opinion: the visually interesting points on 2nd Street are the Housing Hope apartments, the corner store/gas station at D, the quonset huts, the old Fire Station, the grange, St John's, the armory, the bait and tackle shop, Jakes, the Pilchuck Drive In, the Centennial T rail Crossing. Not interesting: the banks, (banks are like dead zones), the real estate building, the Do-It Center, and Pilchuck Landing shopping center.
75	Clean and colorful, coordinated with First
78	I think neutral Vibe is best--Funky puts some people off, as does Sophisticated. Otherwise, outdoor spaces for gathering with trees and plants, and mixed/eclectic attracts more people. Historic is certainly preferred where possible. Any new construction should compliment/enhance existing older structures. (Please see the new developments such as Market Square Mall in Knoxville, TN with wide spaces for ideas between 1st and 2nd Street -- restaurants opening onto the open spaces AND onto 1st and 2nd Street would be great.

ResponseID Response

82	<p>I did not move the bars in this section of the survey because I'm really not sure of my answers. The businesses on Second street are very eclectic as it is with a mix of types of businesses. It does not have the same "feel" as First Street and is somewhat in between and closer to what's up at Bickford's shopping/business area. I do believe that any transitions between neighborhoods and businesses or look should be subtle and somewhat gradual transitions so it doesn't look "cookie cutter" style development. I particularly dislike housing developments or businesses that just plunk down in the middle of a residential area without thoughtful design and planning. Second Street is steps away and actually seems part of the Historic District in general. I think simple beautification with trees, flowers, maybe hanging baskets at key intersections, and a nod to tying that in with the existing businesses for their benefit is a good start point. Safe sidewalks in good repair, and clear and safe crosswalks with good visibility for drivers and pedestrians are a must. I don't consider Second Street to be the same "feel" as "antique row" on First Street, but it's potential to add more options for shopping or dining could be a plus for the city. Whatever is done, I consider Second Street to be a primary corridor through the busy downtown area of Snohomish and traffic needs to flow, not be further impeded by distractions or additional stop and go scenarios.</p>
96	<p>2nd street is a bit rundown but not awful. It's consistent with other towns downtown - function (WAY) over form. Transforming it to look/feel more like 1st street would be GREAT! It would encourage a lot more public engagement. For parades and community events, would give a lot more space. It is functional now, but I like the idea of improving the function by vastly improving the form.</p>
99	<p>With 1st being "historic", I think 2nd should feel "Present". 1st is revitalizing itself, which is amazing but 2nd feels like a 'pit stop' on the way OUT versus welcoming and a destination</p>
109	<p>Take cues from newer additions in downtown Edmonds. Classier restaurants, better lamps/lighting, modern updates but maintaining existing character.</p>
110	<p>It should tie into the First Street Historic look and feel.</p>
111	<p>Fun. It should look inviting and fun.</p>
113	<p>No ugly gas stations would be a good start.</p>
118	<p>Warm and welcoming for bikes and pedestrians so that people in cars slow down and want to stay awhile</p>

ResponseID Response

121	<p>Posting info boards so new people to area (of which I was one just 1.5 years ago!!) can immediately find out where, in Snohomish, anything and everything they need or want IS in Snohomish.. to keep our people HERE.. (and their \$\$ here too, of course 😊).. and not let it or them go elsewhere. Doesn't this make sense? It's been very difficult for me as a transplanted person to Snohomish (and Washington) to navigate all new things— had to find everything myself.. nothing was easy! I'm a world traveler and very savvy so I didn't mind too much, but most people AREN'T like me! Our small community should better embrace the newbies to the community. (as you can clearly see, I have VERY strong opinions on this issue 😊🤔.. but I'm willing to help you to effect change for the future). T hx!</p>
126	<p>It should look inviting for a stroll.</p>
131	<p>Consistent with overall downtown feel</p>
144	<p>I believe in a mixture of the past and present and things that appeal to a variety of individuals other than those who simply want to drive through.</p>
145	<p>I really like the newest light pulls the city added. They are consistent with the vintage look of the city. More of that style would be great! It'd be GREAT to have cool coffee shops and gathering places. I'd love to have benches and a safe place to walk about E/W on 2nd. The Pilchuck district draws a lot of drug/transient traffic. We don't need better bus shelters or anything to invite homeless people into our city. The larger metropolitan areas are adept at servicing that population. Let's meet the needs of clean, safe parks and streets of our city residents and children first!!! Loved seeing Hal Moe Pool leveled after all these years. Keep up the great work city leadership!!!</p>
149	<p>Function first!</p>
150	<p>Don't really care as long as it's functional for commuters.</p>
153	<p>Should feel like small town vibe and historical</p>
154	<p>The only issue that I see, as a resident of Snohomish on 2nd street, is too much TRAFFIC...</p>
155	<p>It should look and feel like Second Street, Snohomish ~ with trees. We have always needed trees on Second. Attempting to recreate it as something it isn't, (Historic, modern, refined, uniform *funky* (how juvenile are we?), sophisticated) is a wasteful exercise.</p>

ResponseID Response

157	Second Street would benefit from a facelift. The Planning Commission should monitor building facades and try to improve them when buildings are sold, improved via permit process, etc. There are some eyesores, such as the "pigeon house" at Second and D which just needs a new owner or the Ixtapa Restaurant which need a new paint job.
160	Don't waste taxpayer money on making 2nd 'pretty' or 'modern' or anything other than utilitarian.. Focus on making 2nd good for traffic.
168	Don't waste money - public or private - forcing codes or changes to buildings. New or old.
174	TREES! We need more nature on 2nd! It looks so dreary and uninviting/uninspiring.
179	Got to match the historic charm of 1st Ave!
191	It is the MAJOR east-West through street in town. Vehicle traffic flow and safety are of paramount importance, so visibility is important. Left turn lanes are important. There is NO OTHER WAY across town. If it can be spiffed up in the process, fine. But that should not be the priority
194	Some sort of continuous theme as you go down Second St. It should have some unique features, street lamps for example. Maybe similar cafes or small craft winery or distillery.
195	Like a place to be rather than a thoroughfare.
196	I think it looks pretty good right now, as it is an alternate nice way to Hwy 2.
197	MORE PARKING

13. Please provide any other comments you have on Second Street.



ResponseID	Response
12	I believe a parking garage needs to be built at some point to help with parking issues both on second street and first street. Especially during events. And with the garage can be walking of first street with vendors set up down the middle of the closed road.
13	When AM traffic is bad, Second backs up to the east of Avenue D. It is made much worse by drivers that go straight through the Second / Ave D intersection and hang an immediate left onto Ave E to take a left onto First then a right onto Ave D to get across the bridge. The constant stream of right on red from First/Ave D can make it excruciating to wait on Second until you figure out the trick and become part of the problem.
22	Not much we can do to keep traffic from cutting through town - wish we could charge a "through town" toll!!!
25	Keep it simple, keep it safe.
27	There needs to be more parking for the community kitchen guests and staff (St John's).

ResponseID Response

30	We should prepare for an increase in traffic. Gridlock is coming like it already gets down on the four corners off Pine.
31	Angle parking. Think out of the box for potential businesses - low wattage radio station (KSER when their lease is up), professional services building, upscale dining.
33	Please keep any and all plantings native! Native plants provide habitat for our native Critters as well as being cheaper and easier to maintain along with being drought-resistant.
41	downtown parking (off-street)--better community market location (Averill field?)- -better access to Pilchuck Park--bus area turnouts with semi-shelter
48	Keep Snohomish small!
60	I'm so glad that this project is starting. Second Street is our major through way, and we will all benefit from safety and aesthetic improvements.
61	See comment on Duval, I was impressed how the addressed a similar corridor by incorporating art, cafes, wider sidewalks and more. I believe both the safety issues, attraction of businesses and parking may be able to be considered while bringing more visitors/residents along 2nd. Thanks
63	More parking (diagonal) to help the businesses on that street. Slow down traffic to make it safer for pedestrians and force cars cutting through to go around.
66	Would be nice to have a right turn lane at 2nd and Ave D, heading eastbound (in front of BBQ place). Fix the big 'jog' at Ave J
69	looking forward to having the bump outs to keep cars away from pedestrians.
71	It has become simply a pass through of town.
75	See my "problems" response
77	Improve bike and pedestrian connections and safety between the Centennial trail, Library, school, and downtown.
78	I am not sufficiently informed as to the numbers of people required to support more activity on 2nd Street, but it appears to me it would be possible.

ResponseID Response

82	This is now giving me a reason to get out of the car and walk down both sides of Second Street so I can really study the issue. HAAAAAA! Thank you for giving citizens and businesses the opportunity to offer suggestions and be part of the planning process, and for all the hard work that goes into managing the city planning. Snohomish is a true gem in an overcrowded Snohomish County in general....
85	curb the overdeveloping, congestion and accidents were less frequent before the place started turning to development hell. cramming cheaply built, overpriced houses 2 feet from each other in any semi build able land in the city created these problems. nothing overly wrong with the place before that happened. were not mill creek or lynnwood, stop catering to the seattle crowd.
88	Needs pedestrian facilities on the west end. Also needs improved 1st and 2nd Street intersection
96	It is a means to get to 1st street and/or through town. It's not pretty but it's pretty functional.
99	We need more parking. Get rid of that awful tavern on Maple and 3rd and build a nice parking ramp to help ease parking issues. Or move the Co-Op someplace else down Lincoln and building parking in that spot. Did I mention Parking? We need more parking.
101	Spend the money on 1st street,you already have plans from a grant several years ago. 1st street is the money street, nobody comes to visit 2nd street they all come to visit 1st street.
111	This is what scares me the most about proceeding this summer with any slowdowns or closures. Between the trestle being closed and 522 being closed from 9 to Paradise or wherever, the traffic on Second is going to be off the hook. Is there a specific timeframe that coordinates with the closures since DOT is actually telling people to take a detour that's longer than 20 miles to go from 522 to Monroe and vice versa? OMG.
113	More places to eat and better pedestrian safety and gathering places. Cafes and little shops along 2nd would be much nicer than gas stations and offices in run down buildings.

ResponseID Response

118	Have some before and after pictures of streets with and without street trees. I once saw pictures where elm disease had killed all of the trees and how sad and empty the once beautiful neighborhoods looked. Address immediately the fear of buckling sidewalks, too many leaves and site line blockage when the concept of street trees is introduced.
121	See all previous comments pls. 😊.
126	It should look less like a highway and more like a city boulevard.
131	Excited to see updates!
144	Traffic is a major issue indeed for me number one. It is a way to move traffic with no sense of belonging with the rest of Snohomish. D. AVE. is similar however the drive through our older homes along the street tend to help that.
145	I added my sentiments in the last freeform field above. Thanks for capturing the citizens' thoughts and ideas in this survey. I really love this city and appreciate the good leadership. Loving our new mayor!
149	Beautification is NOT the priority. Functional traffic flow should be the main goal with safe pedestrian crossings. More crossings will only make traffic more congested.
157	Second Street businesses are diverse, churches, banks, gas stations, hardware store, a restaurant or two and most are destinations with their own parking lots. There are very few retail stores thus few pedestrians on the sidewalks unlike First Street which has high pedestrian and bicycle traffic due to the preponderance of businesses being retail or restaurants. Let's keep the bikes and people on First and the traffic on Second. To me this seems to be the safest way to do it.
158	You are using tax money to secure tax money to look into "improving a commercial thoroughfare for the benefit of pedestrians and bicyclists. This need for improvement born out 10 accidents with one fatality over a 10 year period. WHY? This is a waste of taxpayer money.
160	Keep it simple... not STUPID..
164	There are other area's of town that need to be fixed first. Pavement on first. Pavement on ave A. Sidewalk on 1st. Parking on first is horrible with anything other than a small car. Pedestrians cannot be seen!!!

ResponseID Response

166	The inclusion of trees on either side of the street would greatly improve the street in every way, as would the inclusion of planters. Making second street a place that actually feels like part of the town where people can walk and talk would be good for the businesses there now, and benefit businesses that may move in in the future. Right now second street feels like a transportation corridor that, similar to Avenue D, cuts the city in half. There is little incentive to walk along the city which means businesses such as Upper Case Books get lost by the wayside and people are much less likely to stop by there.
167	T raffic is the issue. If discouraged from 2nd drivers will opt to 4th, 10th or even 1st. Cyclists are not going to climb ave D to access bike lanes. They didn't use them when provided on 1st.
168	Realize what it is. It's an main arterial through town. For vehicles - not bikes, not tourists, not pedestrians.
174	So glad improvements are being actively considered!
175	Just safer for pedestrians. And not anymore a way to get to Monroe. Thank you
178	2nd should not be a way to go to Monroe. Too much passing traffic. Way to dangerous to cross the street. People will not stop because they just want to get home. Don't think 2nd should be transformed into 1st. Do not spend all that money on unnecessary things. This is not Seattle or CA. Sidewalks are big enough, lighting is fine. While you are at it, find a way to make people STOP at the stop sign at Highway 9 exit. They don;t even yield!
179	2nd Ave is a dangerous, congested, noisy mess! 2nd Ave is being used as a Hwy 2 - Hwy 9 bypass for people from Monroe and east. We have to get them to stay on Hwy 9 and use Hwy 2 to make the commute! Then, 2nd Ave should be treated as 1st Ave as a Historic gem. It should have consistent Victorian charm from Maple Ave to Ave J.
184	please focus on improving traffic flow
186	Better cross walk signs, it's difficult to see people especially when following a truck or SUV. Put a flashing amber light on the crossing sign that is activated by the pedestrian. This would help drivers see a lot better.
190	Parking must be essential in Second Street.

ResponseID Response

191	<p>Bicycles have other options, they should use them. This is the only main through road in town connecting east and west. Traffic is heavy, particularly at rush hours during the week and Saturdays. The priority of this project should be to improve traffic flow and safety, and much less about trees and bikes. I would support lowering the speed limit to 25, as with the congestion 30 mph is hard to attain, but when the road is clear, some feel the need to go "the extra 5" and do 35 or even higher at times. Improving/widening second street from Avenue D to Hiway 9 makes sense, that is the narrowest portion of the road. It sees a lot of traffic on and off the highway, in addition to traffic going through to the Riverview area.</p>
192	<p>Thanks for reaching out.</p>
193	<p>I access St. John's Episcopal Church multiple times a week, most often by foot but sometime by car. Access for folks who can't walk easily and lack of sufficient parking are issues for St. Johns, especially when we have large funerals or weddings. I hope the need to increase not diminish parking options is kept in mind when deciding what changes to make on 2nd. Also, transit access is critical for the part of the community that accesses our Community Kitchen dinners.</p>
194	<p>I attend St. John's Church. We attract many people to our free dinners twice a week. Currently many clients have nowhere to hang out while waiting for the doors to open at 3 PM. Maybe a Social Services office nearby to attract those who need services while they are in town waiting for dinner.</p>
195	<p>Concerned about foot traffic to and from St. John's on nights when Community Kitchen serves free meals: Monday and Thursday 3 PM to 6:30 PM. Sidewalks a bit wider in that block that also contains a bus stop and the northern part of the old fire station building. Also by Jakes cafe could use some trees.</p>
196	<p>Seems like parking for any of the events that occur is an issue, so don't do away with oddles of parking spaces.</p>
197	<p>In need of more parking</p>
200	<p>St. John's needs to be easily accessible and not have it's parking limited or restricted. Handicap accessible needed as well.</p>
204	<p>I have lived in Snohomish for over 15-years and the biggest problem Second Street has is traffic. Any other issues are much lower on the list of possible improvements. Thank you.</p>