KING COUNTY METRO ROUTE 5 改进研究

参与摘要
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介绍

King County Metro (Metro) 正在与 Seattle Department of Transportation（SDOT，西雅图运输部）合作开展一项研究，以确定 Route 5 沿线的基本建设改进措施，从而缩短公交车的行程时间并提高可靠性。Metro 已经与公交运营商进行了接触交流，并与 Route 5 研究区域沿线的广大乘客、司机和旅行者们进行了交流，以此对改进设计的一些初步考虑进行分享。

通过反馈请求和社区对话活动，Metro 始终都在努力地深度了解在 Fremont 和 Greenwood 社区的特定研究区域生活、工作和出行的人们的需求。Metro 致力于让项目区域内的广大社区参与进来，以此来确保他们的需求、体验和愿景在我们的工作中获得充分的体现。

参与概述

本摘要中概述的参与活动和意见将为研究团队做出设计决策提供宝贵的参考，以提高 Route 5 的运行速度和可靠性。由此，Route 5 能够更好地满足其所服务的社区内外的需求。在参与的第一阶段，Metro 通过公交运营商的外展活动、Metro Matters（Metro 事务）博客文章、在线调查以及企业/商户和社区外展活动向社区提供了相关信息并收集了反馈意见。

该项目团队致力于将社区成员纳入研究过程之中，重点关注的是接触那些会受到潜在变化直接影响的人群以及历来在规划过程中代表性不足的人群。Metro 极为用心地确保所收到的反馈意见一定要有多样性的特点。为了实现这一目标，Metro 向社区提供了西班牙语翻译版本的宣传材料，其中包括在线调查、项目概况介绍以及博客文章。

以下是详细介绍了每项外展活动的外展活动时间表：

在下一个设计阶段 (30%)，未来的参与工作将在上述外展活动的基础上进一步扩大，并以本阶段所建立的社区关系为基础稳步开展相关工作。

调查结果

项目团队邀请了在研究区域生活、工作和/或娱乐的人群参与了在线调查，总计收到了 498 份宝贵的回复。Metro 收到了一份西班牙语版本的调查报告以及 497 份英文版本的调查报告。除了通过在线调查的方式发表意见之外，一些社区成员还通过电子邮件向研究小组发来了宝贵意见。大多数受访者（占比 81%）乘坐 Route 5，半数受访者（占比 50%）每周至少乘坐一次 Route 5。大多数受访者（占比 78%）居住在 Route 5 所服务的社区，包括 Greenwood（占比 29%）、Phinney Ridge（占比 19%）和 Fremont（占比 14%）。

受访者人口统计数据摘要：
注：*所有问题均为选答题，并且所列出的百分比是以所有回答了人口统计问题的受访者为基础所计算出来的百分比。*

- 近三分之二的调查受访者（占比 67%）的估计家庭收入低于 King County 区域收入中位数 (AMI) 的 80%。这意味着他们的三口之家的家庭收入达到或低于 90,850 美元。
- 约三分之二的受访者已经拥有/正在购买自己的住房。
- 约五分之一的调查受访者为不同肤色人士。
- 调查参与者中男性（占比 45%）和女性（占比 43%）的回答比例基本持平。
- 大约有十分之一的调查受访者在家中主要使用英语以外的语言，包括西班牙语和中文。
- 超过十分之一的受访者（占比 12%）表示他们身患残疾。

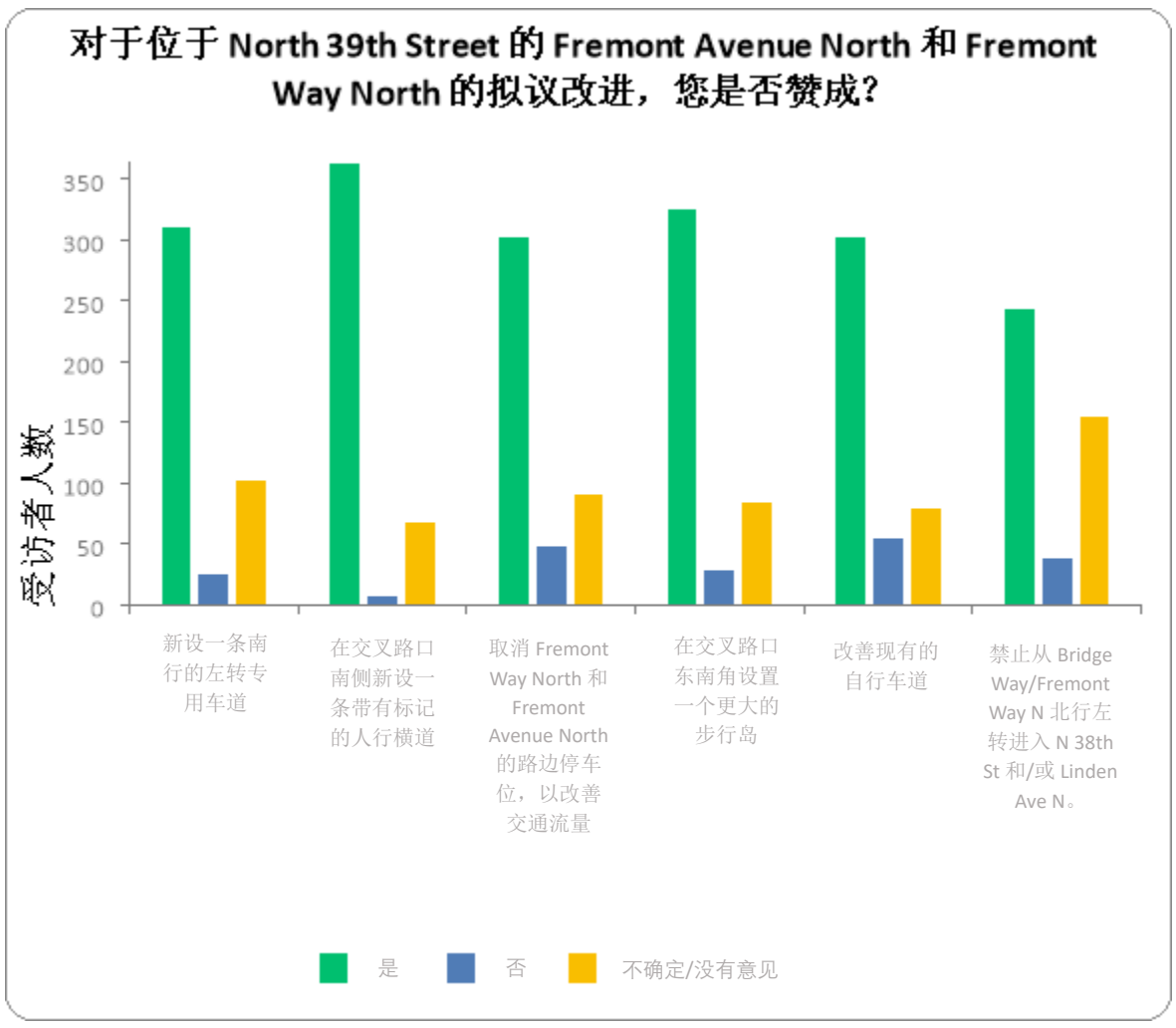
项目团队要求受访者针对研究区域的两段特定地点的改进建议提供反馈意见。以下是改进建议的概述，以及以开放式意见为基础所确定的关键主题。

Fremont 社区的改进概念

位于 North 39th Street 的 Fremont Avenue North 和 Fremont Way North

项目的拟议改进概述：

- 新设一条南行的左转专用车道
- 在交叉路口南侧新设一条带有标记的人行横道
- 取消 Fremont Way North 和 Fremont Avenue North 现有的路边停车位，以改善交通流量
- 在交叉路口东南角设置一个更大的步行岛
- 改善现有的自行车道



调查结果：位于 North 39th Street 的 Fremont Avenue North 和 Fremont Way North

Metro 收到了针对位于 North 39th Street 的 Fremont Avenue North 和 Fremont Way North **的 443 份调查回复。**至少三分之二的受访者赞成所有拟议的概念，其中支持率最高的是新的带有标记的人行横道（占比 83%）。对拟议概念的不赞成率相对较低；对加强现有自行车道的不赞成率最高，为 13%。平均而言，约有五分之一的受访者对拟议的概念表示不确定/没有意见。

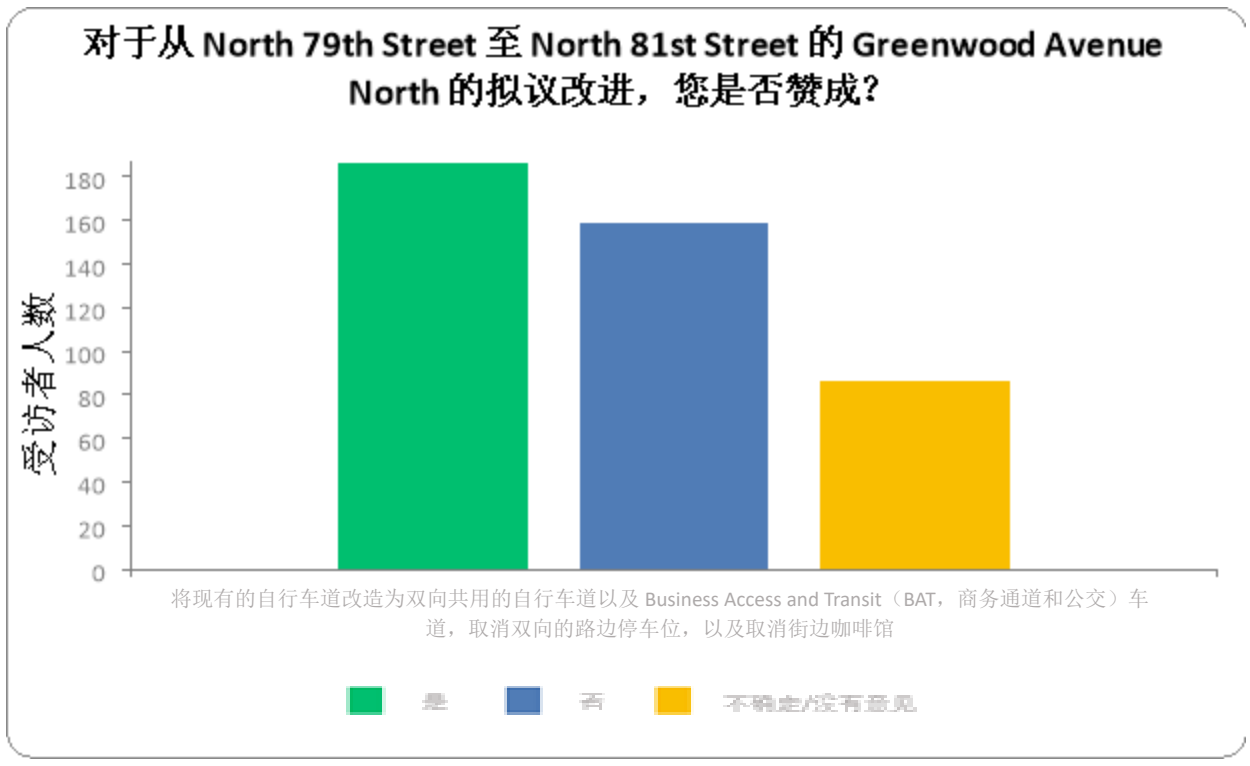
Greenwood 社区的改进概念

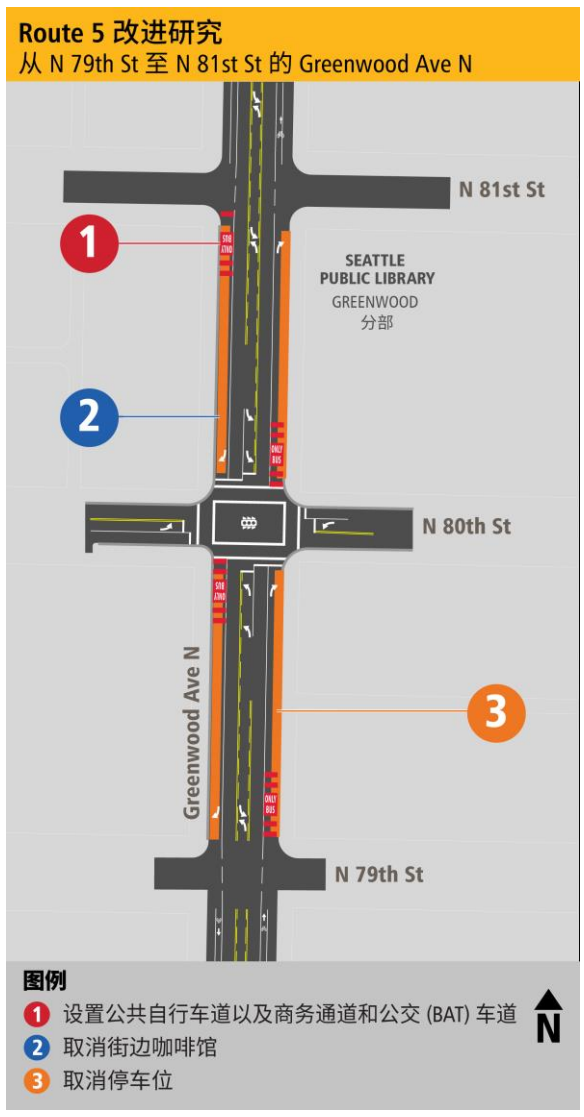
从 North 79th Street 至 North 81st Street 的 Greenwood Avenue North

项目的拟议改进概述：

- 将现有的自行车道改造为双向共用的自行车道以及商务通道和公交 (BAT) 车道
- 取消现有的双向路边停车位
- 取消街边咖啡馆

调查结果：从 North 79th Street 至 North 81st Street 的 Greenwood Avenue North





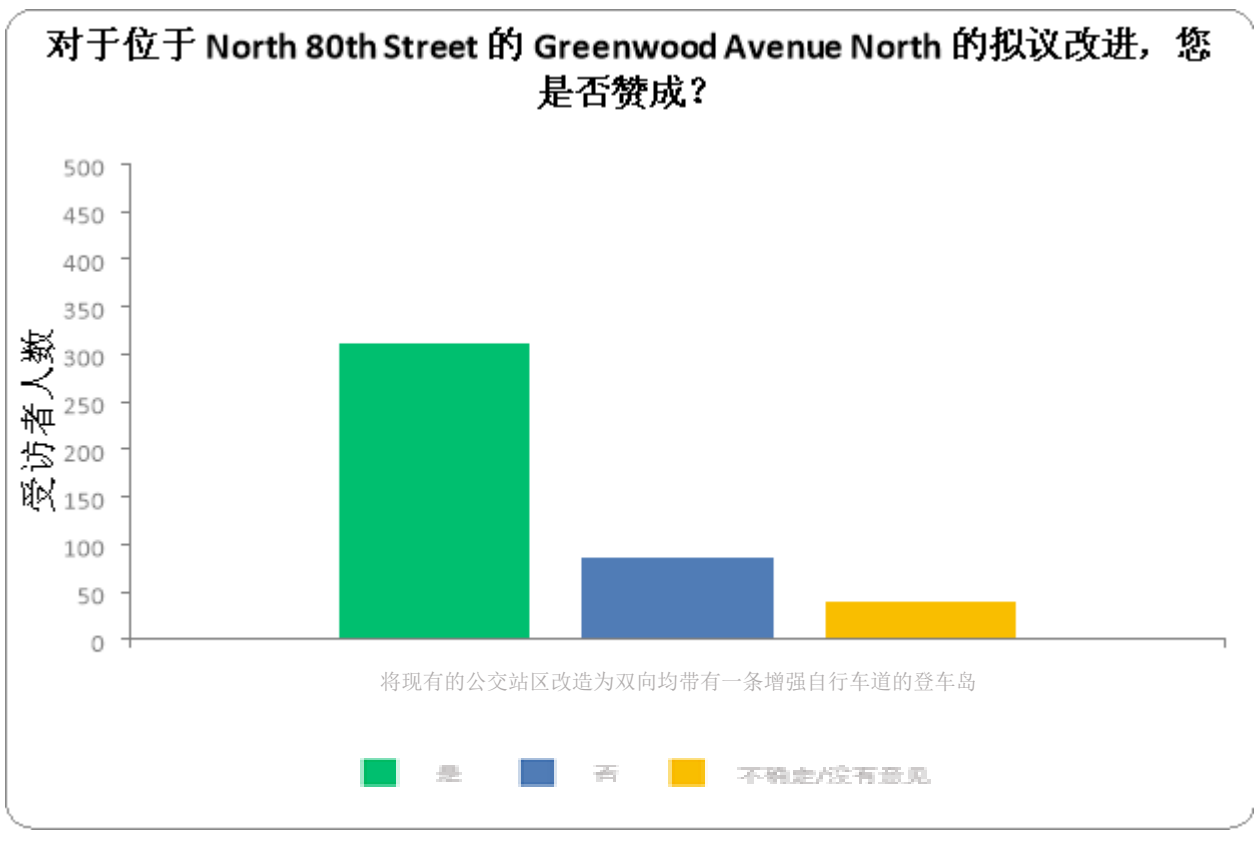
Metro 收到了针对从 North 79th Street 至 North 81st Street 的 Greenwood Avenue North **的 431 份调查回复。**对于该地点的整体改进方案，针对拟议的概念占比 43% 的受访者表示赞成，占比 37% 的受访者表示不赞成。大约 20% 的受访者表示不确定或没有意见。

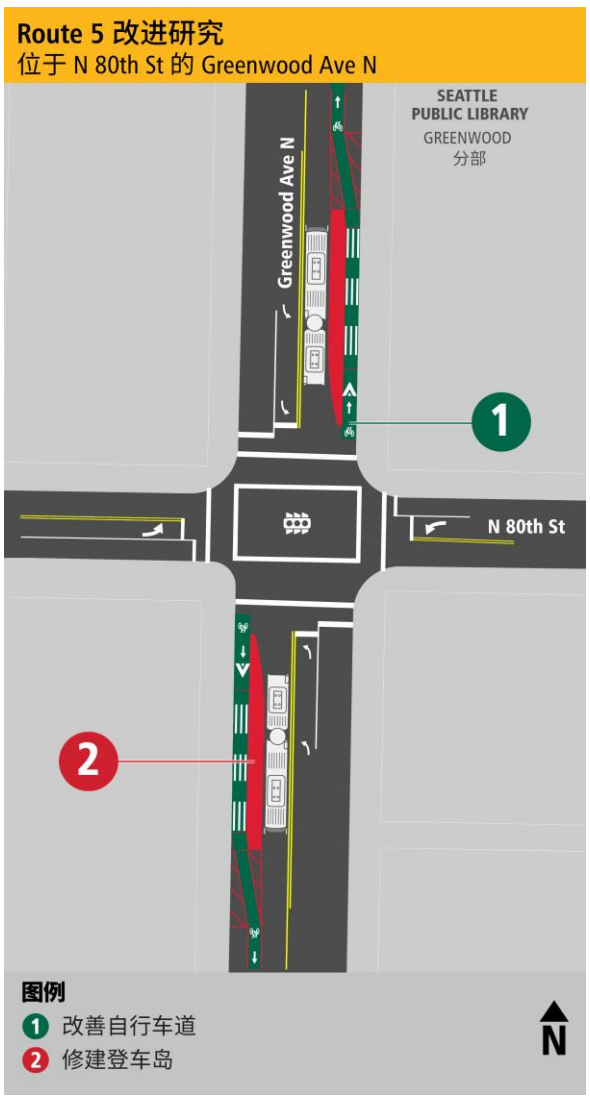
位于 North 80th Street 的 Greenwood Avenue North

项目的拟议改进概述：

- 将现有的自行车道改造为双向共用的自行车道以及商务通道和公交 (BAT) 车道
- 取消现有的双向路边停车位
- 取消街边咖啡馆

调查结果：位于 North 80th Street 的 Greenwood Avenue North





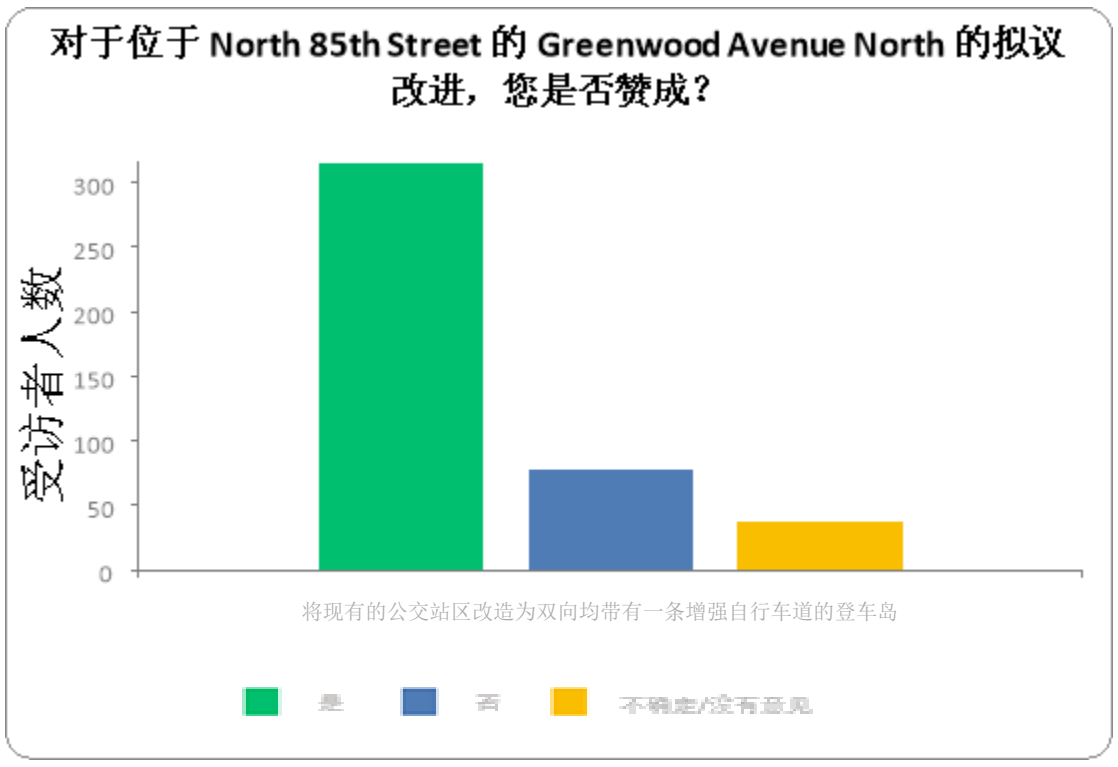
Metro 收到了针对位于 North 80th Street 的 Greenwood Avenue North **的 436 份调查回复。**对于该地点的整体改进方案，针对拟议的概念占比 71% 的受访者表示赞成，占比大约 20% 的受访者表示不赞成。大约 9% 的受访者表示不确定或没有意见。

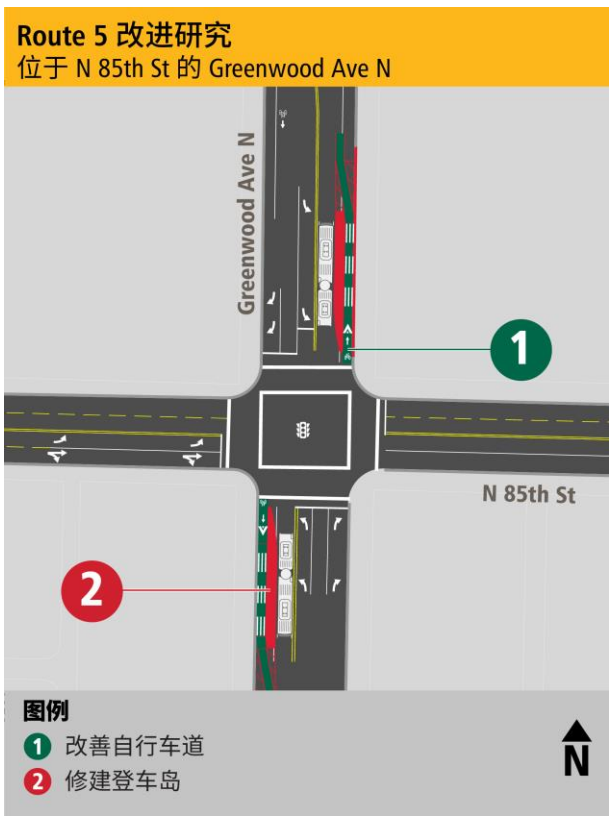
位于 North 85th Street 的 Greenwood Avenue North

项目的拟议改进概述：

- 将现有的公交站区改造为双向均带有增强自行车道的登车岛

调查结果：位于 North 85th Street 的 Greenwood Avenue North





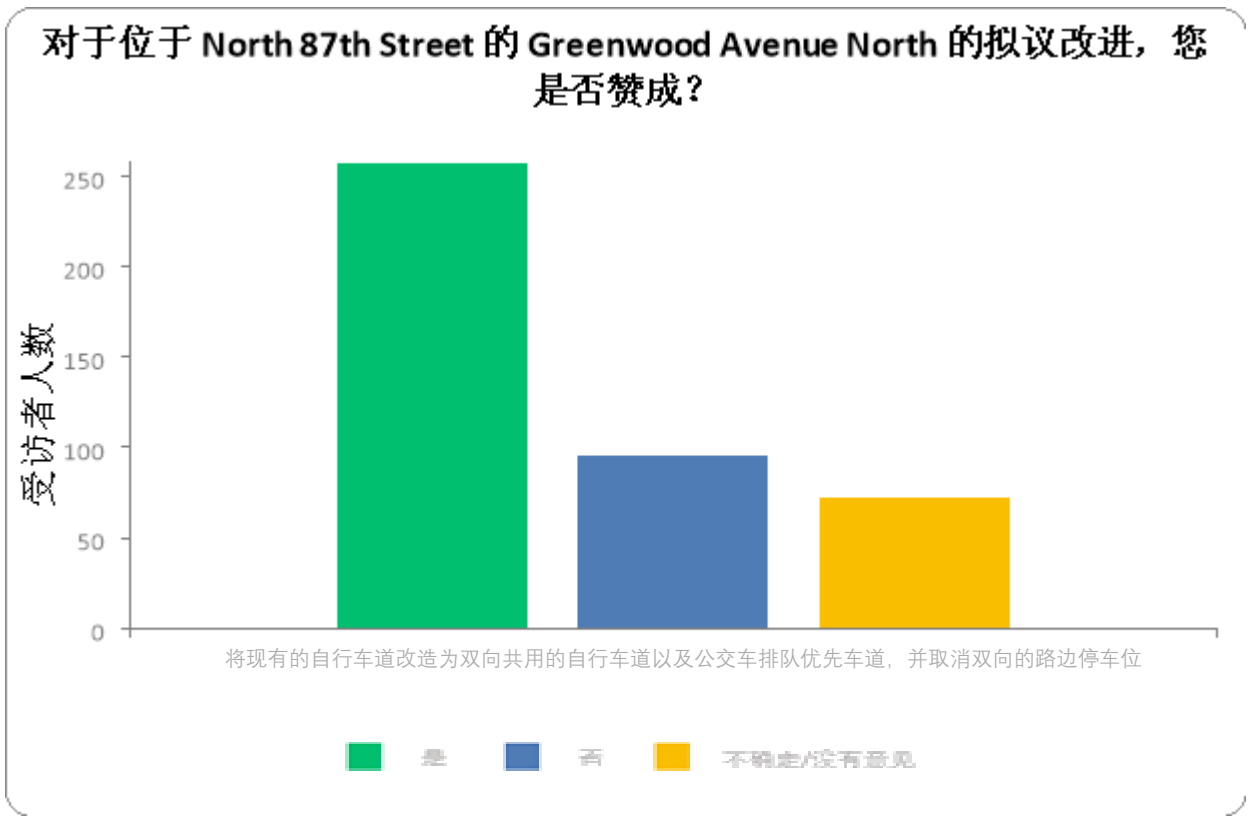
Metro 收到了针对位于 North 85th Street 的 Greenwood Avenue North **的 430 份调查回复。**对于该地点的整体改进方案，针对拟议的概念占比 73% 的受访者表示赞成，占比大约 18% 的受访者表示不赞成。大约 9% 的受访者表示不确定或没有意见。

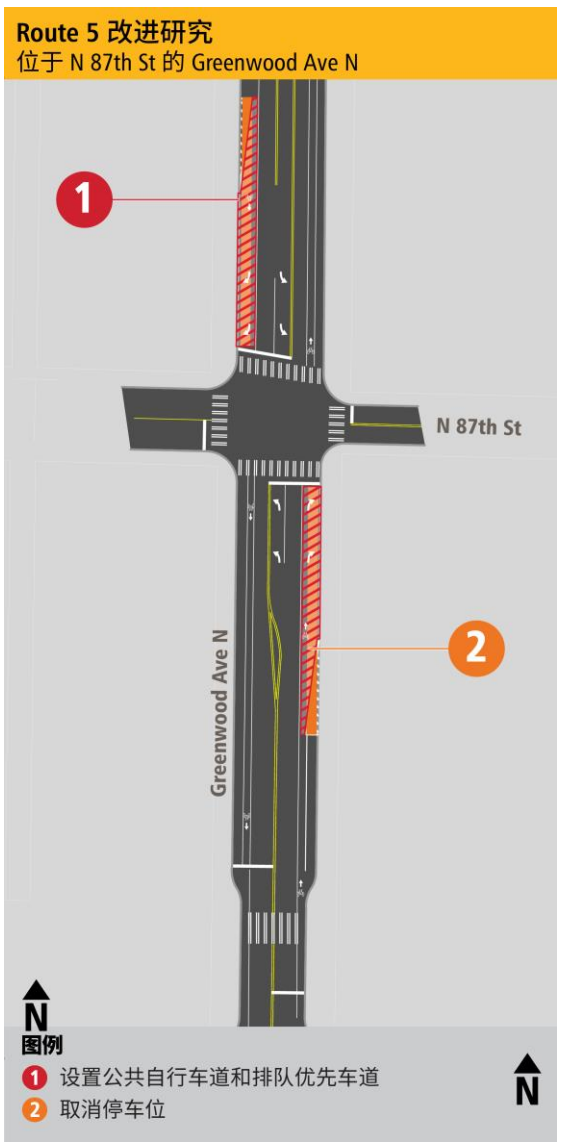
位于 North 87th Street 的 Greenwood Avenue North

项目的拟议改进概述：

- 将现有的自行车道改造为双向共用的自行车道以及公交车排队优先车道
- 取消现有的双向路边停车位

调查结果：位于 North 87th Street 的 Greenwood Avenue North





Metro 收到了针对位于 North 87th Street 的 Greenwood Avenue North **的 425 份调查回复。**对于该地点的整体改进方案，针对拟议的概念占比 60% 的受访者表示赞成，占比 22% 的受访者表示不赞成。大约 17% 的受访者表示不确定或没有意见。

调查：关键主题

此部分总结了研究区域内的公交乘客和社区成员对拟议改进的反馈意见。重复提出的意见被归纳成了关键主题，并按照 Fremont（Bridge Way N 和 N 38th Street 附近的 SR 99 交汇处）和 Greenwood Avenue N 沿线（包括 North 67th Street 和 North 145th Street 之间的道路）的研究区段做了进一步的分类。

Fremont 社区的改进反馈意见主题

位于 North 39th Street 的 Fremont Avenue North 和 Fremont Way North

公交车的优先性和可靠性

- **公交车道优先于普通的交通车道**
  - 大多数受访者支持设置商务通道和公交 (BAT) 车道或公交专用车道。这些意见反映出了人们希望公交车优先于普通交通的普遍想法，从而提供更加高效且可靠的公交服务。
  - 部分受访者还建议实施公交车排队优先的方式，以缩短行程时间并提高可靠性。
- **关于提高公交车可靠性的建议**
  - 部分受访者表示需要采取措施解决公交车班次延误的问题。其中包括更好地协调交通信号和公交专用车道方面的建议。
  - 有人建议增加公交车的班次，特别是在高峰时段，以解决运力问题并提高整体的可靠性。
- **改进公交车在交叉路口的通行情况**
  - 许多受访者表示需要改进特定交叉路口的公交车流量，包括**位于 North 39th Street 的 Fremont Avenue North 和 Fremont Way North。**

骑行者安全和基础设施

- **重点关注保护性的自行车道**
  - 多位受访者表示强烈希望设有保护性的自行车道，利用物理屏障将自行车道与车辆交通相隔开。
  - 有些受访者对自行车与汽车之间的潜在冲突表示担忧，尤其是在交叉路口，并建议在设计上应尽量减少发生事故的风险。
- **位于交叉路口的骑车人群的安全**
  - 许多人都对自行车如何在有新的步行岛和车辆转弯车道的特定路口行驶表示担忧。

> *“整个这一地点都需要保护性的自行车道。Fremont 是本市最繁忙的自行车线路之一。应该尽一切可能来保护骑自行车的人群免受汽车的伤害。”*

- **关于加强自行车道和安全设施的建议**
  - 部分受访者建议为不同年龄和能力的使用者设计自行车道。
  - 部分受访者表示，希望设计元素能够提高骑自行车上坡（Fremont Avenue North 以北）时的安全性，包括阻轮装置以及任何可能降低汽车车门“开门杀”风险的功能。
  - 部分受访者建议为自行车道和停车位置增加清晰的标记，以确保骑车人群和司机都知道指定的区域。

行人的安全和无障碍环境

- **需要改进行人基础设施**
  - 受访者强调需要加强行人的基础设施，包括更好的人行横道、步行岛和人行道。还有受访者呼吁改进该区域的步行环境，使其更加安全和方便。
  - 还有受访者对行人信号灯的等待时间表示关切。部分受访者对目前的系统表示不满，并建议进行修改，以减少行人的等待时间。
- **优先考虑行人安全、通道和设计**
  - 改进行人通往公交站点的通道，包括考虑改进行人线路与公交站点之间的连接。
  - 部分受访者表示希望采用方便行人的设计，即不再优先考虑汽车，而应优先考虑行人。这包括考虑加宽人行道、缩短行人信号灯的等待时间，以及全面改善行人的体验。
  - 还有受访者对学生的安全和便利情况表示关切，特别是在附近的小学周围。

关于停车优先权的不同意见

- **关于取消停车位所带来影响的担忧**
  - 部分受访者担忧的是，取消停车位可能会对当地的企业/商户和居民造成负面影响。还有受访者要求说明这种变化会对附近区域产生怎样的影响。这包括考虑其他的停车解决方案，并确保取消的做法符合社区的更广泛目标。
  - 部分受访者认为，要想获得社区对这些变化的支持，必须就取消停车位的理由进行清晰的沟通。
- **优先考虑交通问题而非停车问题**
  - 部分受访者支持优先考虑交通的可靠性和效率，包括设立公交专用车道，即使这意味着需要减少或取消停车位。

交通流量和交叉路口设计

- **改善总体的交通流量**
  - 部分受访者强调了协调交通信号对改善交通流量和整体出行效率的重要性。
  - 部分受访者对左转车道的必要性提出了质疑，同时另一些受访者则对其益处表示不确定。
- **重点关注交叉路口的具体挑战**
  - 部分受访者建议取消滑行车道，以简化交叉路口的设计，提高行人和骑车人群者的安全。
  - 部分受访者要求将交叉路口“方形化”，或采用更直接、更传统的布局，以改善交通流量，减少混乱。
  - 部分受访者也认为，在 **Fremont Ave 东侧**向北行驶较为困难。
    - 提出的建议包括增设人行横道和采取措施改善该交叉路口的安全。

Greenwood 社区的改进概念反馈意见主题

从 N 65th Street 至 N 145th Street 的 Greenwood Avenue North

关于取消停车位的担忧

- **对当地企业/商户的影响**
  - 许多受访者担心取消停车位会对当地企业/商户造成负面影响。
    - 企业主们表示，如果限制停车位，他们担心会有潜在的收入损失以及影响吸引顾客的能力。
- **对宜居性的影响**
  - 部分受访者强调，目前所有受调查地点的停车位都不足，取消停车位将使居民和游客更难找到停车位。
  - 部分受访者认为，减少停车位可能会导致交通拥堵加剧、交通不畅，并降低生活环境的舒适度。
- **平衡交通改善和社区停车需求**
  - 许多受访者非常认可改进交通系统所带来的潜在好处，但希望能够实现一个折中的方案，既能让交通使用者受益，又不会给当地的企业/商户造成负担。
  - 部分受访者建议，在取消停车位之前，应该提供适当的替代方案，例如附近的停车位或改进交通选择，以此来抵消对那些依赖私家车的人群的影响。
  - 部分受访者表示支持公交车排队优先，但反对取消停车位。

支持取消停车位

- **注重交通效率**
  - 许多受访者都认为，商务通道和公交 (BAT) 车道或排队优先车道等改进措施至关重要，而取消停车位则被视为是实现交通效率的一种权衡。
  - 许多受访者表示，取消停车位将会改善交通流量，减少拥堵。
  - 许多支持取消停车位的受访者表示，取消停车位可以提高准点率、减少延误，并提升使用公共交通的整体体验。
  - 部分受访者表示，取消停车位会加快乘客的上车速度，并且由于减少了停靠站点的时间而提高了可靠性。
- **环境保护**
  - 部分受访者表示，取消停车位是迈向优先考虑公共交通、步行和骑自行车出行的一个步骤，符合可持续发展和减少对私家车依赖的更广泛目标。
- **改善街景和交通便利性**
  - 部分受访者指出，建立公交专用车道有助于营造一个更具活力且更加便利的城市环境。

关于共用自行车道和公交车道的不同意见

- **骑车人群的安全问题**
  - 部分受访者担心，共用公交车道和自行车道可能会导致公交车和骑车人群之间的冲突以及潜在的事故风险。
  - 骑车人群对与公交车共用车道的看法不一。
    - 部分骑车人群表示，他们觉得与公交车共用空间没有问题。
    - 其他骑车人群则认为与公交车共用车道令人害怕，并且表示更喜欢专用的自行车道。
  - 许多受访者都认为，将公交车和自行车分开会提高安全性，并且可以为骑车人群提供更舒适的环境，特别是要考虑到公交车与自行车在大小和速度上的差异问题。
- **需要提高公众认识和开展宣传教育**
  - 受访者强调，如果 Metro 实施自行车和公交车共用车道，必须要有明确的指引和标识。
  - 部分受访者建议，公众宣传活动和教育举措有助于减轻人们的担忧，并促进共用车道的安全实践。
  - 一些人也担心司机会使用排队优先车道，并建议 Metro 使用交通摄像头来强制正确规范的使用。
  - 部分受访者认为，共用自行车道和公交车道具有一定的潜力来促进优先发展自行车和公共交通基础设施。

交通安全与执法

- **对公交车运行不安全的担忧**
  - 受访者表示，一些公交车司机的驾驶方式不安全，包括不安全的变道、超速和不遵守交通规则。
  - 部分受访者表示担心公交车在排队优先时可能行驶得太快，并且担心这样做会影响交叉路口的安全。
- **希望采取交通疏导措施**
  - 受访者表示希望采取减速带、加强标识和改善基础设施等交通疏导措施，以降低发生事故的风险。

保留街边咖啡馆

- **社区的独特特征**
  - 受访者认为，街边咖啡馆不仅仅是用餐的地方，还能促进社交、社区参与以及邻里之间的认同感。
- **保留户外用餐体验**
  - 部分受访者表示，他们很感激这些场所在充满挑战的时期为人们提供了安全的室外就餐选择，并且表达了保留此类适应性场所的重要性。
  - 一些受访者表示，室外场所通过提供用餐和社交的室外空间，促进了健康的生活方式，这对广大居民的身心健康非常重要。

“我对自行车道和停车位的改变很满意，但不希望因为取消街边咖啡馆而影响到小企业/商户。”

拟议的公交站变更反馈意见主题

拟议的公交站变更：

- 将位于 North 67th Street （毗邻 Phinney Neighborhood Center）的北行公交站向南迁移 100 英尺（30 米）
- 将位于 North 67th Street 的南行公交站迁移至更靠近南面人行横道的位置
- 关闭 North 77th 和 North 78th 大街之间的双向公交站
- 将 North 75th 和 North 76th 大街之间的北行站点迁移至 North 76th Street 以北
- 将位于 North 85th Street 的北行站点迁移至更靠近北面人行横道的位置
- 关闭位于 North 90th Street 的双向公交站
- 取消 North 103rd 和 N 107th 大街的北行公交站，取而代之的是 North 105th Street 以北的一处站点

在调查中，针对“您对拟议的公交站变更有何看法？”这一问题，共有 290 条意见。这些意见已经被归纳为以下主题。

支持拟议的变更

- **更快捷的服务**
  - 有一些受访者表示，拟议的公交站会加快整条线路的运行速度，使他们的通勤更加快捷。
  - 一位受访者提到，由于取消了快速公交服务，因此支持这些变更。
- **靠近人行横道**
  - 部分受访者对于将公交站移至更靠近人行横道的位置将如何提高安全性表示非常重视。
  - 一位受访者建议在位于 North 70th Street 的 Greenwood Avenue North 增设一条人行横道，以改善行人的安全。
- **改进站点间距**
  - 部分受访者表示，目前线路上的站点过于频繁，而拟议的变更在间距上似乎更加合理。
- **提案的基本认可**
  - 一些受访者表示基本同意拟议的变更，使用的措辞包括“看起来不错”、“我觉得还可以”、“差别不大，我没意见”、“这些变更有道理”和“有道理，听起来不错”。

对特定站点的担忧

- **North 67th Street 公交站**
  - 调查受访者表示，这是年长者居民们前往 Phinney Farmers Market 和 Phinney Neighborhood Association（PNA，菲尼邻里协会）的重要一站。
    - 受访者认为，取消或迁移这个站点意味着这些人群将不得不走更远的路，这对他们来说可能是个挑战。
    - 另一位使用者则担心，如果车站设在弯道上，可能会出现视线问题。

> *“请不要取消 67th 附近的公交站，该站点目前正对着 PNA。这个公交站对于在大楼内接受服务的年长者和推着婴儿车的孩子父母来说非常重要。目前，这个站点就在大楼的正前方，在那里非常实用。”*

- **North 75th Street 公交站**
  - 受访者对 North 72nd Street 站点与拟议的 North 76th Street 站点之间的距离表示担忧。他们提到中间有一个重要的商业区和住宅区，表明该区域可能需要一个站点。
    - 有人倾向于**保留位于 North 75th Street 的现有站点，或者将其移至 North 74th Street**，而不是 North 76th Street 站点。
- **North 85th Street 公交站**
  - 部分受访者反对将 North 85th Street 公交站向北迁移。
    - 这将使该站距离 Route 45 换乘站更远。
  - 部分受访者表示，位于 North 85th Street 的北行站点不应该移动，因为现有的站点靠近照明良好的人行横道。
- **North 87th Street 公交站**
  - 部分受访者表示，他们担心拟议在 **North 87th Street** 设立的北行站点的安全性。
    - 该站点的位置很混乱，而且有潜在的危险，特别是乘客下车时会进入自行车道。
- **North 90th Street 公交站**
  - 取消这一站的提案引起了强烈的负面反应。
    - 受访者认为，虽然由于公交车的站点减少了，到达终点站的速度可能会更快，但乘客可能需要花费更多的时间步行往返站点（上坡），这可能会抵消乘坐公交车所节省的时间。
- **North 103rd Street 公交站**
  - 一些受访者反对取消 North 103rd Street 站点的想法。
    - 一个主要的原因是：在交叉路口等待的时间太长。对于那些不愿意往 North 105th Street 以北去的人来说，取消可能意味着要等待公交车通过交叉路口，然后还要再等待往南走，这被认为非常不方便。
- **North 105th Street 公交站**
  - 位于 North 105th Street 的拟议新站点收到的反馈意见不一。
    - 受访者提到了一些特定的交叉路口，比如 North 105th Street 和 Greenwood 的交叉路口，这些交叉路口是潜在的麻烦点，因为过马路需要很长时间，这使得 105th 站点不太方便，特别是对于快速换乘来说。
    - 一位受访者提出的质疑是，由于加油站和其他相邻物业的存在，是否有足够的空间可以容纳这个拟议的站点。
- **其他公交站**
  - 部分受访者表示，**North 77th Street、North 85th Street 和 North 90th Street** 的站点应该保留在当前的位置。

站点位置和间距

- **站与站之间的距离**
  - 部分受访者表示，现有车站的间距太近，会导致公交车的行程时间变长。
- **邻近关键区域或特征**
  - 受访者强调了在有信号灯的人行横道、商业区或住宅区附近或其他线路的换乘点设置站点的重要性。
- **一致性和可预测性**
  - 部分受访者认为有必要对站点间距进行标准化，以方便乘客规划行程。
- **对残障乘客和老年人的影响**
  - 受访者同样担心，取消或迁移某些站点可能会导致老年人和残障人士步行的时间更长或路线更繁琐。

拟议的商务通道和公交 (BAT) 车道反馈意见主题（在 North 130th 和 N 145th 大街之间的 Greenwood Avenue）

拟议的商务通道和公交 (BAT) 车道改进：

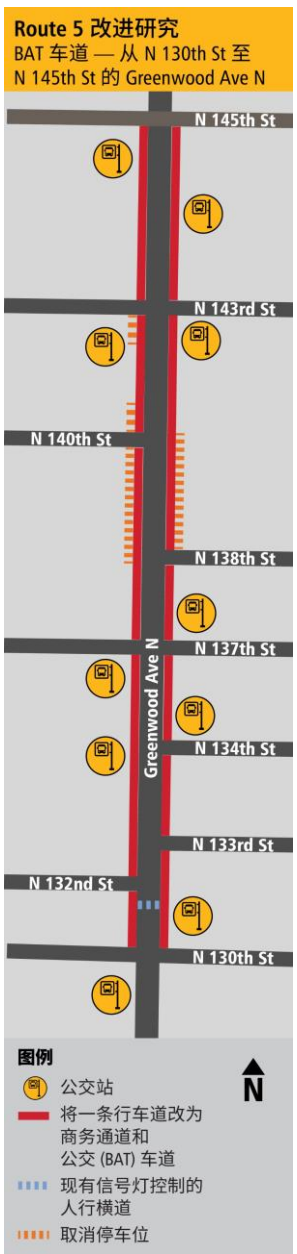
- 将一条南行和一条北行车道改建为商务通道和公交 (BAT) 车道
- 取消 North 138th 和 North 143rd 大街之间 Greenwood Avenue North 的现有路边停车位

针对“您对拟议的商务通道和公交 (BAT) 车道改进有何看法？”这一问题，共有 249 条意见。这些意见已经被归纳为以下主题。

“我认为这些改进很难被附近的社区居民所接受。许多公寓居民似乎都很依赖路边的停车位。自几年前重建街道和人行道以来，交通流量已经获得大大改善。我认为一条正常交通量的车道会超负荷，人们会因此感到沮丧……”

关于对停车位影响的意见不一

- 部分受访者认为，商务通道和公交 (BAT) 车道是优先考虑交通的必要权衡。
- 其他受访者则担心取消路边停车位会影响居民、游客和企业/商户。
  - 受访者们强调了考虑当地商店、餐馆和服务需求的重要性。



商务通道和公交 (BAT) 车道的有效性

- 受访者担心司机可能会滥用这些车道，从而降低其效率。
- 部分受访者要求，永久性的公交专用车道应该易于区分和监控。

对交通流量和交通模式的影响

- 部分受访者认为，取消汽车专用道，改用商务通道和公交 (BAT) 车道可能会在某些区域造成拥堵或瓶颈问题。
- 一些人同样担心，这些变更可能会将交通量转移到无法承受更多交通流量的辅路上。

接下来的行动步骤

通过外展活动，Metro 听取了源自社区的许多具体改进问题。在接下来的几个月时间里，Metro 将最终确定项目改进清单、为 10% 的设计准备概念、制定初步的成本估算，以及发布最终报告，其中会包含对下一设计阶段和社区反馈的宝贵建议和意见。在下一阶段的外展和参与活动中，Metro 将分享社区反馈意见是如何指导了哪些改进措施获得了推进，以及哪些改进措施没有获得推进等方面的信息。Metro 将确保对社区的意见和反馈的收集工作，为规划过程的未来阶段（包括最终设计决策和施工实施）提供信息。

Date	Location(s)	Languages + Reach
Fremont		
8/22/2023	• 39th from Fremont to Linden • Linden from 39th to 36th • 38th from Bridge Way to Fremont • Fremont Way N from Fremont Ave to 38th • Fremont Ave from 38th to 39th • Fremont Baptist Church	100 English, 10 Spanish
Greenwood		
8/23/2023	• Greenwood Ave N from 79th to 81st	50 English
8/24/2023	• Greenwood Ave N & 85th • Greenwood Ave N & 87th • Businesses along Greenwood from 84th to 87th • Residences in neighborhood west of Greenwood	100 English, 5 Spanish
8/28/2023	• Greenwood Ave N from 130th to 137th • Broadview Library • Foss Home • Compass Housing • Broadview K-8 • Residences to east and west of Greenwood including 132nd, 133rd, 134th and 136th	80 English, 10 Spanish
8/30/2023	• Greenwood Ave N from 137th to 145th • Businesses at the north end and residences at the south end	75 English, 2 Spanish
9/1/2023	• Greenwood Ave/Phinney Ave N from 67th to 68th • Phinney Center • Chupacabra • Red Mill Burgers • Ridgewood Bottle & Tap • Phinney Terrace Senior Living • Espresso Dental Clinic • Kym's Kiddy Corner • Residences on 67th St between Greenwood Ave N and Palatine Ave N (W) and Dayton Ave (E)	60 English, 8 Spanish

APPENDIX A: METRO ROUTE 5 FLYER DISTRIBUTION CHART

APPENDIX B: BLOG POST

Metro Matters blog post (next page - PDF version only).

APPENDIX C: ROUTE 5 STUDY NOTIFICATIONS

Fact sheet distribution: The study team distributed fact sheets to businesses, residences, schools and organizations along both segments of the study area. The front and back of the fact sheet is shown below.

English fact sheet (front and back)

Route 5 Bus Improvements Study

King County METRO
Moving forward together

SUMMER 2023

Route 5 is one of Seattle's busiest bus routes, serving a weekday average of 3,600 riders. Its expansive north-south network connects travelers to Downtown Seattle, Fremont, Woodland Park, Greenwood, Bitter Lake and Shoreline Community College.

Service frequency for Route 5 should be every 15 minutes between 7 a.m. and 6 p.m. on weekdays. However, Route 5 faces several challenges that result in a slow and unreliable experience for riders. King County Metro is conducting a study to improve bus travel times and reliability of Route 5 bus service.

Maps of the study area

Addressing Transit Challenges for Route 5

Over 25% of Route 5 buses are delayed. King County Metro will evaluate existing and anticipated challenges within the study areas to identify potential near- and long-term improvements that will:

- Reduce bus travel times by 5–10% during busy morning and evening commutes.
- Allow buses to have more reliable trips along the corridor, eliminating unexpected delays for riders.

These improvements will also have the added benefits of:

- Supporting future population and economic growth projected in the area.
- Improving connections to other travel modes in the area.
- Improving the overall bus rider experience.

Priority Areas for Improvements

The study area includes two main segments along the existing bus route:

- Between North 67th and North 145th street on Greenwood Avenue
- SR 99 interchange near Bridge Way North and North 38th Street

Getting to 10% design

The project is currently in the planning phase. During this phase, the study team will engage with local organizations, community members and other key groups to identify and refine transit improvement priorities. We will continue to engage with the community as we move towards final design and construction.

Q1 2023	Existing conditions analysis
Q2 2023	Future conditions analysis
Q3 2023	Community engagement & final project list
Q4 2023	Final report and study completion
2024	Prepare design/delivery of projects

Potential bus improvements: what they are and why they matter

King County Metro seeks to identify transit improvements that will provide faster, more reliable bus service to thousands of riders daily. Below are examples of the types of improvements under consideration to enhance transit service and meet the demand of a rapidly growing community.

Type of Improvement	What It Is	Why It Matters
Transit signal priority	Allows wireless signals from a bus to change traffic signal timing as it approaches an intersection	Reduces the amount of time buses spend at traffic lights and can improve travel times
Bus stop relocation	Moves a stop from the near side (before the signal) to the far side (after the signal) of the intersection	Helps buses travel faster and more reliably
Bus stop removal	Removes bus stops that are too close together	Reduces travel times and makes the route more reliable by spacing out stops along the route
In-lane bus stops	Allows buses to stop in the travel lane instead of pulling over to pick up/drop off passengers	Reduces the amount of time lost to merging in and out of traffic and improves accessibility for riders.
In-lane boarding island	Allows buses to stop in the travel lane instead of pulling over to pick up/drop off passengers.	Reduces the amount of time lost to merging in and out of traffic and creates space for a bike lane closer to the sidewalk
Queue jumps	Allow buses to merge into traffic from a dedicated bus lane or right-turn only lane	Decreases travel delays by allowing buses to move ahead of surrounding traffic
Business Access and Transit (BAT) lanes/Bus only lanes	Roadway lanes dedicated exclusively (or primarily) for the use of buses	Improves travel times as buses avoid general traffic delays in surrounding lanes

For more information, visit the project website:

Questions? Please contact us:

Metro Community Engagement
community.relations@kingcounty.gov
(206) 263-9768

King County METRO
Moving forward together

Spanish fact sheet (front and back

Estudio sobre las mejoras de los autobuses en Route 5

King County METRO
Moving forward together

VERANO 2023

La Route 5 es una de las rutas del autobús más transitadas de Seattle, con un promedio de 3600 pasajeros en días de semana. Su amplia red norte-sur conecta a los viajeros con el Downtown Seattle, Fremont, el Woodland Park, Greenwood, el Bitter Lake y el Shoreline Community College.

La frecuencia de servicio de la Route 5 debe ser cada 15 minutos entre las 7 a. m. y las 6 p. m. los días de semana. Sin embargo, la Route 5 se enfrenta a varios problemas que la convierten en una experiencia lenta y poco fiable para los pasajeros. King County Metro está llevando a cabo un estudio para mejorar los tiempos de viaje en autobús y la confiabilidad del servicio de autobús de la Route 5.

Mapas de la zona de estudio

Cómo afrontar los desafíos del transporte público de la Route 5

Más del 25 % de los autobuses en la Route 5 sufren retrasos. King County Metro evaluará los retos existentes y previstos en las zonas de estudio para identificar las posibles mejoras a corto y largo plazo que:

- Reduzcan la duración de los viajes entre un 5 % y un 10 % durante las horas pico de traslado de la mañana y en las últimas horas de la tarde.
- Permitan a los autobuses realizar viajes más confiables a lo largo del corredor, lo cual eliminaría las demoras inesperadas.

Estas mejoras también tendrán los siguientes beneficios agregados:

- Apoyar el futuro crecimiento demográfico y económico previsto en la zona.
- Mejorar las conexiones con otras modalidades de desplazamiento de la zona.
- Mejorar la experiencia general de los pasajeros de autobús.

Zonas prioritarias de mejora

El área de estudio incluye dos segmentos principales a lo largo de la ruta de autobús existente:

- Entre North 67th y North 145th street en Greenwood Avenue.
- El cruce de la autopista SR 99 cerca de Bridge Way North y North 38th Street.

Llegar al diseño del 10 %

El proyecto se encuentra actualmente en la fase de planificación. Durante esta fase, el equipo de estudio se comprometerá con las organizaciones locales, los miembros de la comunidad y otros grupos clave para identificar y perfeccionar las prioridades de mejora del transporte público. Seguiremos colaborando con la comunidad a medida que avancemos hacia el diseño final y la construcción.

Primer trimestre de 2023:	Análisis de las condiciones existentes
Segundo trimestre de 2023:	Análisis de las condiciones futuras
Tercer trimestre de 2023:	Compromiso comunitario y lista final del proyecto
Cuarto trimestre de 2023:	Informes finales y finalización del estudio
2024:	Preparar el diseño y la entrega de proyectos

Posibles mejoras del autobús: qué son y por qué son importantes

King County Metro pretende identificar mejoras en el transporte público que proporcionen un servicio de autobús más rápido y fiable a miles de pasajeros diarios. A continuación se presentan ejemplos de los tipos de mejoras que se están estudiando para mejorar el servicio del transporte público y satisfacer la demanda de una comunidad en rápido crecimiento.

Tipo de mejora	En qué consiste	Por qué es importante
Prioridad de señal de tránsito	Permite que las señales inalámbricas de un autobús cambien la temporización de los semáforos cuando se acerca a una intersección.	Reduce la cantidad de tiempo que los autobuses pasan detenidos en los semáforos y puede mejorar los tiempos de viaje.
Reubicación de la parada de autobús	Traslada una parada de un lado de la intersección (antes del semáforo) al otro (después del semáforo).	Ayuda a los autobuses a viajar más rápido y de forma más confiable.
Eliminación de parada de autobús	Elimina las paradas de autobús que están muy cerca unas de otras.	Reduce el tiempo de viaje y hace que la ruta sea más confiable espaciando las paradas a lo largo de la ruta.
Paradas de autobús sobre el carril	Permite que los autobuses paren en el carril en lugar de acercarse a la acera para subir o bajar pasajeros.	Reduce la cantidad de tiempo que se pierde saliendo del tráfico y volviendo a entrar, y crea espacio para una bicisenda más cerca de la acera.
Isla de abordaje en el carril	Permite que los autobuses paren en el carril en lugar de acercarse a la acera para subir o bajar pasajeros.	Reduce la cantidad de tiempo que se pierde saliendo del tráfico y volviendo a entrar, y crea espacio para una bicisenda más cerca de la acera.
Sin cola	Permite que los autobuses ingresen al tráfico desde un carril exclusivo o de solo giro a la derecha.	Reduce las demoras en el tráfico permitiendo que los autobuses avancen antes que los vehículos a su alrededor.
Carriles para acceso a comercios y transporte público/carriles solo para autobús	Carriles dedicados exclusiva (o principalmente) al uso de autobuses.	Mejora los tiempos de viaje, ya que los autobuses evitan las demoras de tráfico general en los carriles circundantes.

Para obtener más información, visite el sitio web del proyecto:

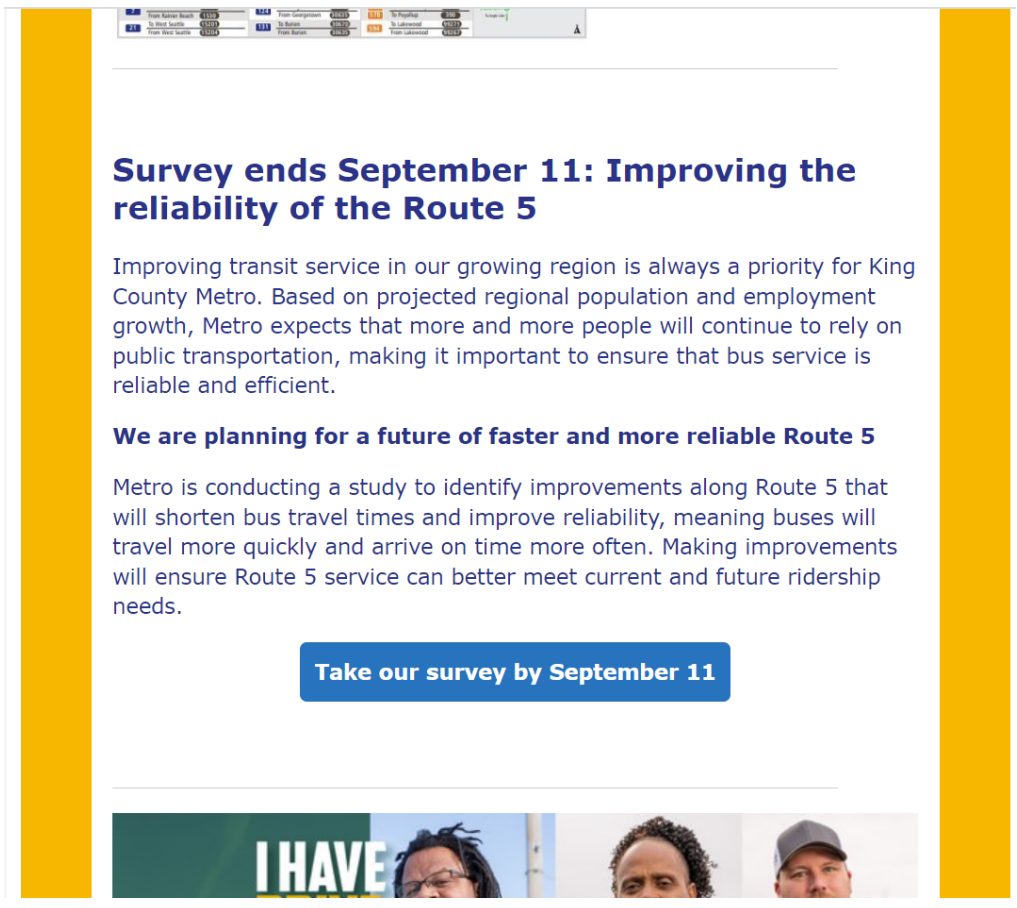
¿Tiene alguna pregunta? Póngase en contacto con nosotros:

Participación comunitaria de Metro
community.relations@kingcounty.gov
(206) 263-9768

King County METRO
Moving forward together

Have a Say sign - sign added to key stops within the study area promoting Route 5 study blog post and online survey in English and Spanish.

Metro Transit Alert via GovDelivery:



Media coverage:

[The Urbanist]

[NewsBreak Original]

APPENDIX D: ROUTE 5 STUDY ONLINE SURVEY

Online survey responses (next page - PDF version only).

APPENDIX A: METRO ROUTE 5 FLYER DISTRIBUTION CHART

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APPENDIX B: BLOG POST

Metro Matters blog post (see next page).

METRO MATTERS
News that connects you

NEWS

Improving the reliability of the Route 5: Metro studying transit improvements for popular service

Date: August 21, 2023 Author: Al Sanders

Español (Spanish)

Take our survey by September 11

Improving transit service in our growing region is always a priority for King County Metro. Based on projected regional population and employment growth, Metro expects that more and more people will continue to rely on public transportation, making it important to ensure that bus service is reliable and efficient.

We are planning for a future of faster and more reliable Route 5

Metro is conducting a study to identify improvements along Route 5 that will shorten bus travel times and improve reliability, meaning buses will travel more quickly and arrive on time more often. Making improvements will ensure Route 5 service can better meet current and future ridership needs.

Transit riders frequently travel on Route 5

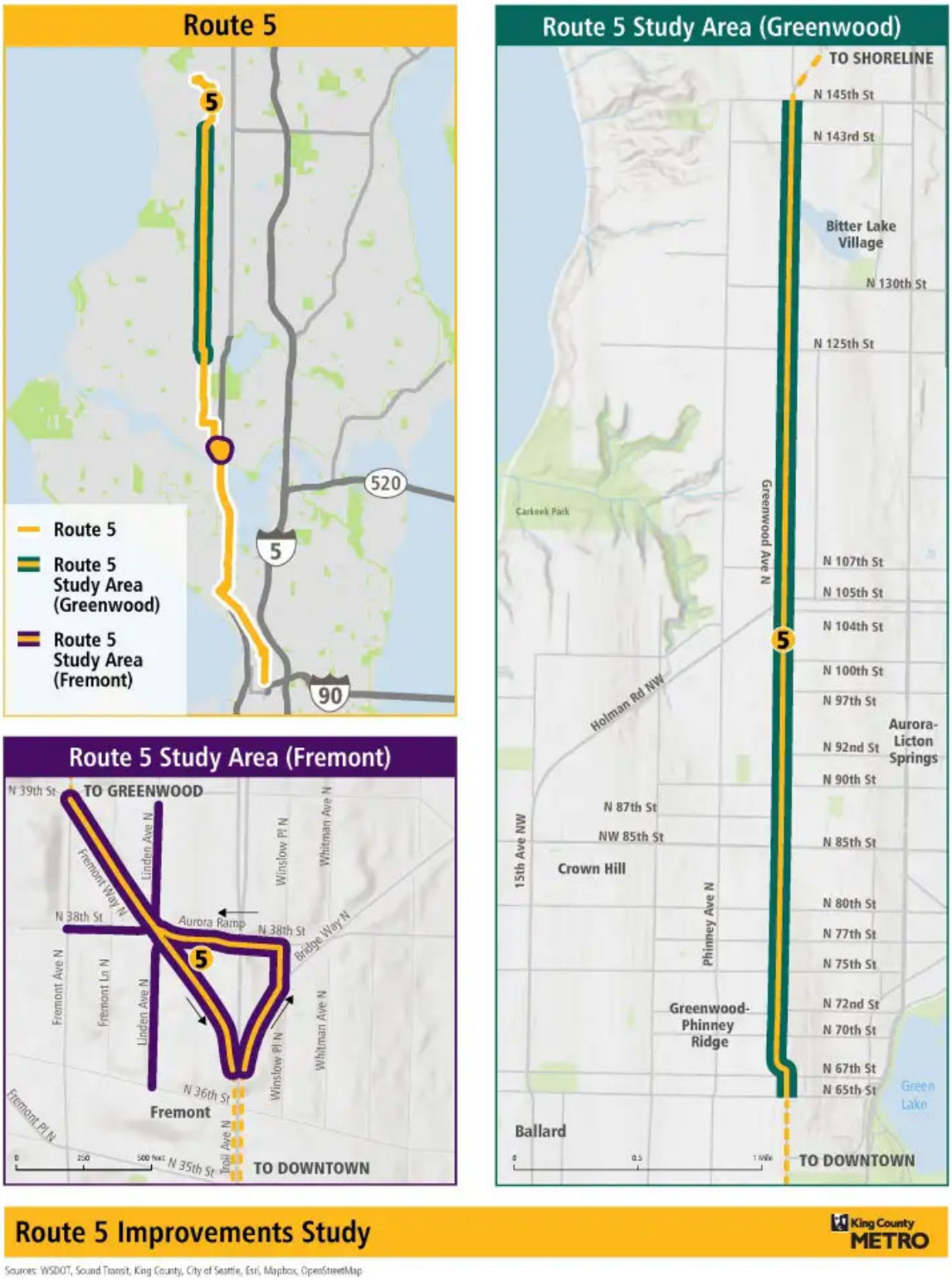
Route 5 serves Downtown Seattle, Fremont, Woodland Park, Bitter Lake and Shoreline Community College, connecting people to community destinations along the way.

In fall 2019, pre-pandemic, Route 5 carried a weekday average of 6,300 riders. A year later, due to the pandemic, weekday ridership fell to 1,800 riders. Today, Route 5 remains one of Metro's most popular routes, increasing to a weekday average of 3,600 riders and growing. Through its expansive north/south network, the route brings people closer to places of work, homes, cultural centers, businesses and popular recreation destinations throughout the city.

Understanding where improvements are most needed

In spring 2022, only 74% of all Route 5 buses arrived on time, below Metro's on-time performance goal of at least 80%. Due to its high ridership and future growth, Route 5 is a candidate for investments to address the conditions that contribute to delays and inconsistent travel times. With employees returning to the office, there has been an increase in traffic volume. The increase in traffic will continue to impact Route 5 riders unless improvements are made.

The study will focus on improvements in two main areas along Route 5 – on Greenwood Avenue between N 67th and N 145th Street; and the SR 99 interchange near Bridge Way N and N 38th Street.



Our vision for better Route 5 service

The Route 5 Improvements Study seeks to identify investments that will:

- Reduce trip durations by 5-10% during busy travel times.
- Increase reliability by addressing delays along the route.

Route 5 currently runs every 15 minutes between 7 a.m. and 6 p.m. on weekdays. This frequency will continue as a part of Metro's long-range vision for service. Implementing speed and reliability improvements can greatly improve the rider experience, leading to higher bus ridership, fewer car trips and lower emissions throughout the study area. This supports key goals in the King County Strategic Climate Action Plan.

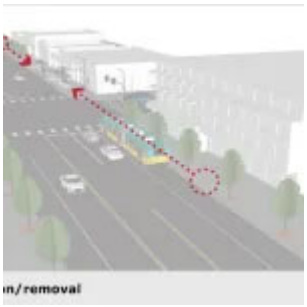
The key elements of the study include an analysis of existing and future conditions that create slowdowns and affect travel times throughout the day. Based on the analysis, Metro will develop a list of priority improvements and solicit community feedback to ensure alignment with King County's Equity and Social Justice Strategic Plan and King County's Climate Action Plan. Once Metro finalizes a list of improvement projects, the next steps include preparing design plans and cost estimates. Metro anticipates implementing speed and reliability upgrades along the route by 2026.

Public outreach will be a vital part of the process. Metro will use community feedback as we identify and evaluate improvements for Route 5.

Potential improvements: what they are and why they matter

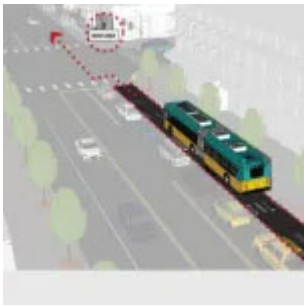
Below are examples of the types of improvements to enhance transit service and meet the demand of a rapidly growing community.

Computer generated graphic of a bus with transit signal priority

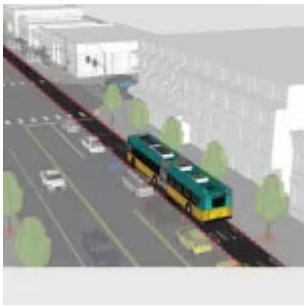


Computer generated graphic of a bus and a relocated bus stop

Computer generated graphic of a bus with an in-lane bus stop



Computer generated graphic of a bus in a with a queue jump



Computer generated graphic of a bus in a Business Access Transit Lane

Type of Improvement	What It Is	Why It Matters
Transit signal priority	Allows wireless signals from a bus to change a traffic signal to green as it approaches an intersection	Reduces the amount of time buses spend at traffic lights and can improve travel times
Bus stop relocation	Move a stop from the near side (before the signal) to the far side (after the signal) of the intersection	Helps buses travel faster and more reliably
Bus stop removal	Removes bus stops that are too close together	Reduces travel time by spacing out stops along the route
In-lane bus stops	Allows buses to stop in the travel lane instead of pulling over to pick up/drop off passengers	Reduces the amount of time lost to merging in and out of

		traffic and improves accessibility for riders
Queue jumps	Allows buses to merge into traffic from a dedicated bus lane or right-turn only lane	Decreases travel delays by allowing buses to move ahead of surrounding traffic
Business Access and Transit (BAT) lanes	Roadway lanes dedicated for the use of buses and vehicles turning right into or out of driveways or at intersections	Improves travel times as buses avoid general traffic delays in surrounding lanes

We understand that we don't all travel the same, and when possible, we want to enhance the experience of travelers both on and off the bus. That is why some of our designs will also include adding bike lanes or changes to parking along the study area to improve the experience of all travelers.

Getting to 10% Design

The expected study timeline breaks down as follows:

Q1 2023: existing conditions analysis and project idea generation

Q2 2023: future conditions analysis and assessing and refining initial list of projects

Q3 2023: community engagement, finalizing the project list, preparing 10% concept designs and preliminary cost estimates

Q4 2023: final reports and study completion

2024: Metro will prepare to activate design/delivery of projects

Questions?

If you have any questions, you can call 206-263-9768 or email

community.relations@kingcounty.gov. We're committed to making improvements that will benefit riders along Route 5 and help the transit system continue to grow and thrive.

Take our survey by September 11.

Español (Spanish)

Estudio de mejoras de la Route 5 de King County Metro

Complete la encuesta antes del 11 de septiembre

Mejorar el servicio de transporte público en nuestra región que sigue creciendo siempre fue una prioridad para King County Metro. Según las previsiones de crecimiento de la población y el empleo en la región, Metro espera que cada vez más personas sigan dependiendo del transporte público, por lo que es importante garantizar que el servicio de autobuses sea confiable y eficiente.

Estamos planificando el futuro de una Route 5 más rápida y confiable.

Es por eso que Metro está llevando a cabo un estudio para identificar las mejoras a lo largo de la Route 5 que reducirán los tiempos de viaje en autobús y mejorarán la confiabilidad, es decir que los autobuses serán más rápidos y llegarán a tiempo más a menudo. Las mejoras garantizarán que el servicio de la Route 5 pueda satisfacer mejor las necesidades de transporte actuales y futuras.

Los pasajeros del transporte público a menudo viajan en la Route 5.

La Route 5 brinda servicio en el Downtown Seattle, Fremont, el Woodland Park, Greenwood, Bitter Lake y el Shoreline Community College, conectando a las

personas con los destinos de la comunidad a lo largo del camino.

En otoño del 2019, antes de la pandemia, la Route 5 tenía un promedio de 6300 pasajeros en días de semana. Un año después, debido a la pandemia, el número de viajes cayó a 1800 pasajeros en días de semana. Hoy en día, la Route 5 sigue siendo una de las más populares de Metro, con un promedio de 3600 pasajeros en días de semana, y sigue creciendo. A través de su amplia red norte-sur, la ruta acerca a la gente a sus lugares de trabajo, sus hogares, los centros culturales, los negocios y los destinos recreativos populares de toda la ciudad.

Entender dónde se necesitan más las mejoras

En la primavera del 2022, solo el 74 % de todos los autobuses de la Route 5 llegaron a tiempo, al menos el 80 % por debajo del objetivo de puntualidad de Metro. Debido a su elevado número de viajes y a su crecimiento futuro, la Route 5 es candidata a inversiones para abordar las condiciones que contribuyen a los retrasos y a los tiempos de viaje incoherentes. Con la vuelta de los empleados a la oficina, el volumen de tráfico aumentó. El aumento del tráfico seguirá afectando a los pasajeros de la Route 5 si no se hacen mejoras.

El estudio se centrará en las mejoras de dos zonas principales de la Route 5: en Greenwood Avenue, entre las calles N 67th y N 145th, y en el cruce de autopistas de la SR 99, cerca de Bridge Way N y N 38th Street.

Nuestra visión para un mejor servicio de la Route 5

El estudio de mejoras de la Route 5 tiene el objetivo de identificar las inversiones que tendrán los siguientes resultados:

- Reducir la duración de los viajes entre un 5 y un 10 % en los horarios pico de viaje de autobús.
- Aumentar la confiabilidad al abordar los retrasos a lo largo de la ruta.

Actualmente, la frecuencia de servicio de la Route 5 es cada 15 minutos entre las 7 a. m. y las 6 p. m. entre semana. Esta frecuencia continuará como parte de la visión a largo plazo del servicio de Metro. La implementación de mejoras en la velocidad y la confiabilidad puede beneficiar enormemente la experiencia de los pasajeros, lo que se traducirá en un mayor número de viajes en autobús, menos desplazamientos en automóvil y menos emisiones en toda la zona de estudio. Esto respalda los objetivos clave del Plan Estratégico de Acción Climática de King County.

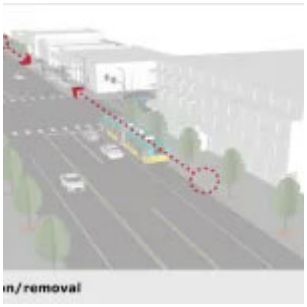
Los elementos clave del estudio incluyen un análisis de las condiciones existentes y futuras que crean demoras y afectan a los tiempos de viaje durante el día. Según el análisis, Metro elaborará una lista de mejoras prioritarias y solicitará la opinión de la comunidad para garantizar la alineación con el Plan Estratégico de Equidad y Justicia Social de King County y el Plan de Acción Climática de King County. Una vez que Metro finalice la lista de proyectos de mejora, los siguientes pasos incluyen la preparación de planes de diseño y las estimaciones de costos. Metro prevé realizar mejoras de velocidad y confiabilidad a lo largo de la ruta para el 2026.

La divulgación pública será una parte vital del proceso. Metro usará los comentarios de la comunidad a la hora de identificar y evaluar las mejoras para la Route 5.

Posibles mejoras: qué son y por qué son importantes

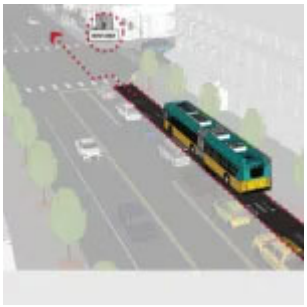
A continuación se presentan ejemplos de los tipos de mejoras para favorecer el servicio del transporte público y satisfacer la demanda de una comunidad en rápido crecimiento.

Prioridad de señal de tránsito



Reubicación de la parada de autobús

Paradas de autobús sobre el carril



Sin cola

Carriles para acceso a comercios y transporte público

Tipo de mejora	En qué consiste	Por qué es importante
Prioridad de señal de tránsito	Permite que las señales inalámbricas de un autobús cambien una luz de semáforo a verde cuando se acerca a una intersección.	Reduce la cantidad de tiempo que los autobuses pasan detenidos en los semáforos y puede mejorar los tiempos de viaje.
Reubicación de la parada de autobús	Traslada una parada de un lado de la intersección (antes del semáforo) al otro (después del semáforo).	Ayuda a los autobuses a viajar más rápido y de forma más confiable.
Eliminación de parada de autobús	Elimina las paradas de autobús que están muy cerca unas de otras.	Reduce el tiempo de viaje y aumenta la confiabilidad

		espaciando las paradas a lo largo de la ruta.
Paradas de autobús sobre el carril	Permite que los autobuses paren en el carril en lugar de acercarse a la acera para subir o bajar pasajeros.	Reduce la cantidad de tiempo que se pierde saliendo del tráfico y volviendo a entrar y mejora la accesibilidad para los pasajeros.
Sin cola	Permite que los autobuses ingresen al tráfico desde un carril exclusivo o de solo giro a la derecha.	Reduce las demoras en el tráfico permitiendo que los autobuses avancen antes que los vehículos a su alrededor.
Carriles para acceso a comercios y transporte público	Carriles exclusivos para el uso de autobuses y vehículos que giran a la derecha para ingresar en entradas para automóviles o en intersecciones.	Mejora los tiempos de viaje, ya que los autobuses evitan las demoras de tráfico general en los carriles circundantes.

Entendemos que no todos viajamos igual y, cuando sea posible, queremos mejorar la experiencia de los viajeros tanto dentro como fuera del autobús. Por eso, algunos de nuestros diseños incluirán también la adición de bicisendas o cambios en el estacionamiento a lo largo de la zona de estudio para mejorar la experiencia de todos los viajeros.

Llegar al diseño del 10 %

Este es el desglose previsto del cronograma del estudio:

Primer trimestre de 2023: análisis de las condiciones existentes y generación de la idea del proyecto.

Segundo trimestre de 2023: análisis de las condiciones futuras, y evaluación y perfeccionamiento de la lista inicial de proyectos.

Tercer trimestre de 2023: participación comunitaria, finalización de la lista del proyecto, preparación de los diseños del concepto del 10 % y estimaciones de los costos preliminares.

Cuarto trimestre de 2023: informes finales y finalización del estudio.

2024: Metro se preparará para activar el diseño y la entrega de proyectos.

¿Tiene alguna pregunta?

Si tiene alguna pregunta, puede llamar al 206-263-9768 o enviar un correo electrónico a community.relations@kingcounty.gov. Estamos comprometidos a hacer mejoras que beneficien a los pasajeros que transiten la Route 5 y ayuden al sistema de transporte público a seguir creciendo y prosperando.

Complete la encuesta antes del 11 de septiembre

APPENDIX C: ROUTE 5 STUDY NOTIFICATIONS

Fact sheet distribution: The study team distributed fact sheets to businesses, residences, schools and organizations along both segments of the study area. The front and back of the fact sheet is shown below.

English fact sheet (front and back)

Route 5 Bus Improvements Study

King County METRO
Moving forward together

SUMMER 2023

Route 5 is one of Seattle's busiest bus routes, serving a weekday average of 3,600 riders. Its expansive north-south network connects travelers to Downtown Seattle, Fremont, Woodland Park, Greenwood, Bitter Lake and Shoreline Community College.

Service frequency for Route 5 should be every 15 minutes between 7 a.m. and 6 p.m. on weekdays. However, Route 5 faces several challenges that result in a slow and unreliable experience for riders. King County Metro is conducting a study to improve bus travel times and reliability of Route 5 bus service.

Maps of the study area

Addressing Transit Challenges for Route 5

Over 25% of Route 5 buses are delayed. King County Metro will evaluate existing and anticipated challenges within the study areas to identify potential near- and long-term improvements that will:

- Reduce bus travel times by 5–10% during busy morning and evening commutes.
- Allow buses to have more reliable trips along the corridor, eliminating unexpected delays for riders.

These improvements will also have the added benefits of:

- Supporting future population and economic growth projected in the area.
- Improving connections to other travel modes in the area.
- Improving the overall bus rider experience.

Priority Areas for Improvements

The study area includes two main segments along the existing bus route:

- Between North 67th and North 145th street on Greenwood Avenue
- SR 99 interchange near Bridge Way North and North 38th Street

Getting to 10% design

The project is currently in the planning phase. During this phase, the study team will engage with local organizations, community members and other key groups to identify and refine transit improvement priorities. We will continue to engage with the community as we move towards final design and construction.

Q1 2023	Existing conditions analysis
Q2 2023	Future conditions analysis
Q3 2023	Community engagement & final project list
Q4 2023	Final report and study completion
2024	Prepare design/delivery of projects

Potential bus improvements: what they are and why they matter

King County Metro seeks to identify transit improvements that will provide faster, more reliable bus service to thousands of riders daily. Below are examples of the types of improvements under consideration to enhance transit service and meet the demand of a rapidly growing community.

Type of Improvement	What It Is	Why It Matters
Transit signal priority	Allows wireless signals from a bus to change traffic signal timing as it approaches an intersection	Reduces the amount of time buses spend at traffic lights and can improve travel times
Bus stop relocation	Moves a stop from the near side (before the signal) to the far side (after the signal) of the intersection	Helps buses travel faster and more reliably
Bus stop removal	Removes bus stops that are too close together	Reduces travel times and makes the route more reliable by spacing out stops along the route
In-lane bus stops	Allows buses to stop in the travel lane instead of pulling over to pick up/drop off passengers	Reduces the amount of time lost to merging in and out of traffic and improves accessibility for riders.
In-lane boarding island	Allows buses to stop in the travel lane instead of pulling over to pick up/drop off passengers.	Reduces the amount of time lost to merging in and out of traffic and creates space for a bike lane closer to the sidewalk
Queue jumps	Allow buses to merge into traffic from a dedicated bus lane or right-turn only lane	Decreases travel delays by allowing buses to move ahead of surrounding traffic
Business Access and Transit (BAT) lanes/Bus only lanes	Roadway lanes dedicated exclusively (or primarily) for the use of buses	Improves travel times as buses avoid general traffic delays in surrounding lanes

For more information, visit the project website:

Questions? Please contact us:

Metro Community Engagement
community.relations@kingcounty.gov
(206) 263-9768

King County METRO
Moving forward together

Spanish fact sheet (front and back

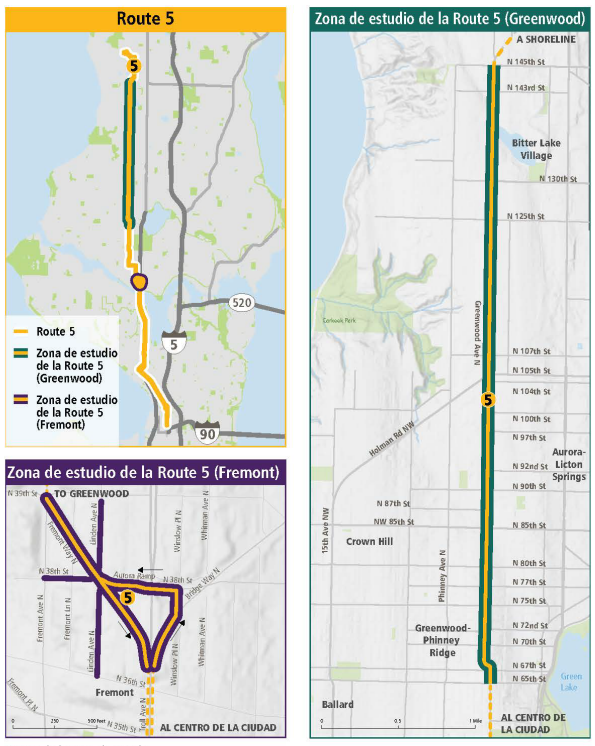
Estudio sobre las mejoras de los autobuses en Route 5

King County METRO
Moving forward together

VERANO 2023

La Route 5 es una de las rutas del autobús más transitadas de Seattle, con un promedio de 3600 pasajeros en días de semana. Su amplia red norte-sur conecta a los viajeros con el Downtown Seattle, Fremont, el Woodland Park, Greenwood, el Bitter Lake y el Shoreline Community College.

La frecuencia de servicio de la Route 5 debe ser cada 15 minutos entre las 7 a. m. y las 6 p. m. los días de semana. Sin embargo, la Route 5 se enfrenta a varios problemas que la convierten en una experiencia lenta y poco fiable para los pasajeros. King County Metro está llevando a cabo un estudio para mejorar los tiempos de viaje en autobús y la confiabilidad del servicio de autobús de la Route 5.



Mapas de la zona de estudio

Cómo afrontar los desafíos del transporte público de la Route 5

Más del 25 % de los autobuses en la Route 5 sufren retrasos. King County Metro evaluará los retos existentes y previstos en las zonas de estudio para identificar las posibles mejoras a corto y largo plazo que:

- Reduzcan la duración de los viajes entre un 5 % y un 10 % durante las horas pico de traslado de la mañana y en las últimas horas de la tarde.
- Permitan a los autobuses realizar viajes más confiables a lo largo del corredor, lo cual eliminaría las demoras inesperadas.

Estas mejoras también tendrán los siguientes beneficios agregados:

- Apoyar el futuro crecimiento demográfico y económico previsto en la zona.
- Mejorar las conexiones con otras modalidades de desplazamiento de la zona.
- Mejorar la experiencia general de los pasajeros de autobús.

Zonas prioritarias de mejora

El área de estudio incluye dos segmentos principales a lo largo de la ruta de autobús existente:

- Entre North 67th y North 145th street en Greenwood Avenue.
- El cruce de la autopista SR 99 cerca de Bridge Way North y North 38th Street.

Llegar al diseño del 10 %

El proyecto se encuentra actualmente en la fase de planificación. Durante esta fase, el equipo de estudio se comprometerá con las organizaciones locales, los miembros de la comunidad y otros grupos clave para identificar y perfeccionar las prioridades de mejora del transporte público. Seguiremos colaborando con la comunidad a medida que avancemos hacia el diseño final y la construcción.

Primer trimestre de 2023:	Análisis de las condiciones existentes
Segundo trimestre de 2023:	Análisis de las condiciones futuras
Tercer trimestre de 2023:	Compromiso comunitario y lista final del proyecto
Cuarto trimestre de 2023:	Informes finales y finalización del estudio
2024:	Preparar el diseño y la entrega de proyectos

Posibles mejoras del autobús: qué son y por qué son importantes

King County Metro pretende identificar mejoras en el transporte público que proporcionen un servicio de autobús más rápido y fiable a miles de pasajeros diarios. A continuación se presentan ejemplos de los tipos de mejoras que se están estudiando para mejorar el servicio del transporte público y satisfacer la demanda de una comunidad en rápido crecimiento.

Tipo de mejora	En qué consiste	Por qué es importante
Prioridad de señal de tránsito	Permite que las señales inalámbricas de un autobús cambien la temporización de los semáforos cuando se acerca a una intersección.	Reduce la cantidad de tiempo que los autobuses pasan detenidos en los semáforos y puede mejorar los tiempos de viaje.
Reubicación de la parada de autobús	Traslada una parada de un lado de la intersección (antes del semáforo) al otro (después del semáforo).	Ayuda a los autobuses a viajar más rápido y de forma más confiable.
Eliminación de parada de autobús	Elimina las paradas de autobús que están muy cerca unas de otras.	Reduce el tiempo de viaje y hace que la ruta sea más confiable espaciando las paradas a lo largo de la ruta.
Paradas de autobús sobre el carril	Permite que los autobuses paren en el carril en lugar de acercarse a la acera para subir o bajar pasajeros.	Reduce la cantidad de tiempo que se pierde saliendo del tráfico y volviendo a entrar, y crea espacio para una bicisenda más cerca de la acera.
Isla de abordaje en el carril	Permite que los autobuses paren en el carril en lugar de acercarse a la acera para subir o bajar pasajeros.	Reduce la cantidad de tiempo que se pierde saliendo del tráfico y volviendo a entrar, y crea espacio para una bicisenda más cerca de la acera.
Sin cola	Permite que los autobuses ingresen al tráfico desde un carril exclusivo o de solo giro a la derecha.	Reduce las demoras en el tráfico permitiendo que los autobuses avancen antes que los vehículos a su alrededor.
Carriles para acceso a comercios y transporte público/carriles solo para autobús	Carriles dedicados exclusiva (o principalmente) al uso de autobuses.	Mejora los tiempos de viaje, ya que los autobuses evitan las demoras de tráfico general en los carriles circundantes.

Para obtener más información, visite el sitio web del proyecto:

¿Tiene alguna pregunta? Póngase en contacto con nosotros:

Participación comunitaria de Metro
community.relations@kingcounty.gov
(206) 263-9768

King County METRO
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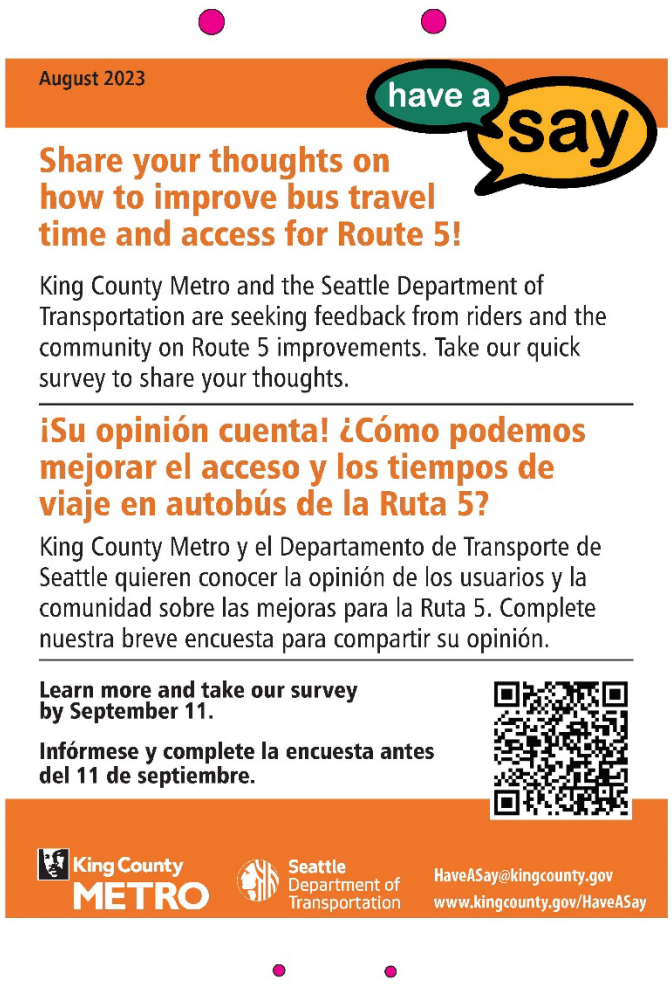
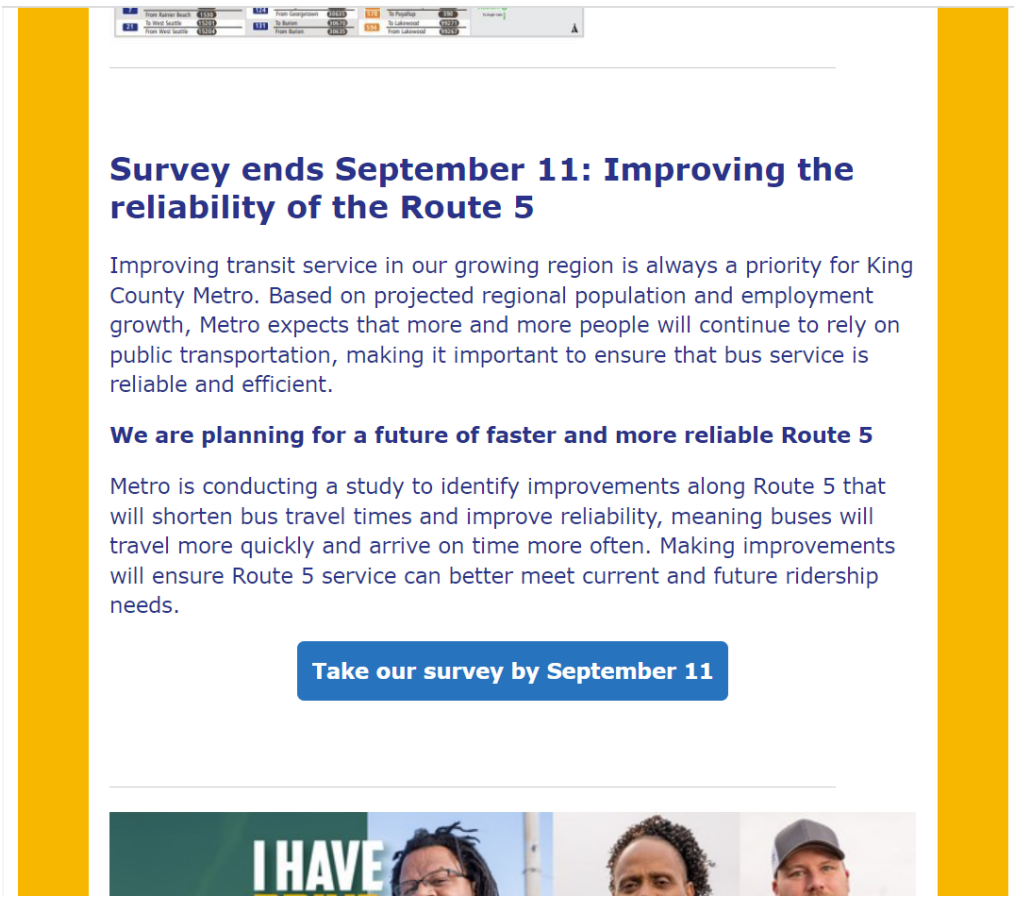
Have a Say sign - sign added to key stops within the study area promoting Route 5 study blog post and online survey in English and Spanish.



Metro Transit Alert via GovDelivery:



Media coverage:

The Urbanist

The Urbanist Transportation Housing Land Use Politics Donate

Cycling Transit Transportation Walking

Metro Looks at Speeding Up Route 5 through North Seattle

By Ryan Packer - September 5, 2023

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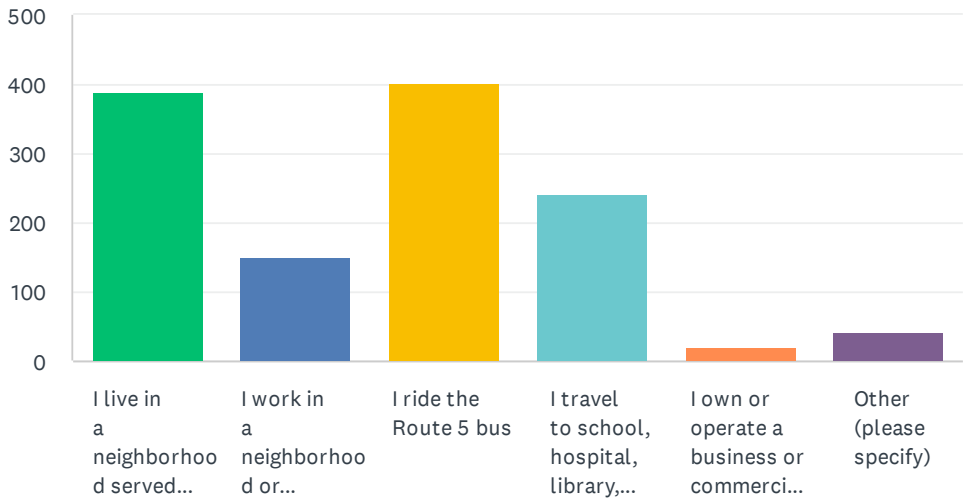
2

APPENDIX D: ROUTE 5 STUDY ONLINE SURVEY

Online survey responses (see next page).

Q1 What is your relationship to Route 5? (Select all that apply)

Answered: 497 Skipped: 0



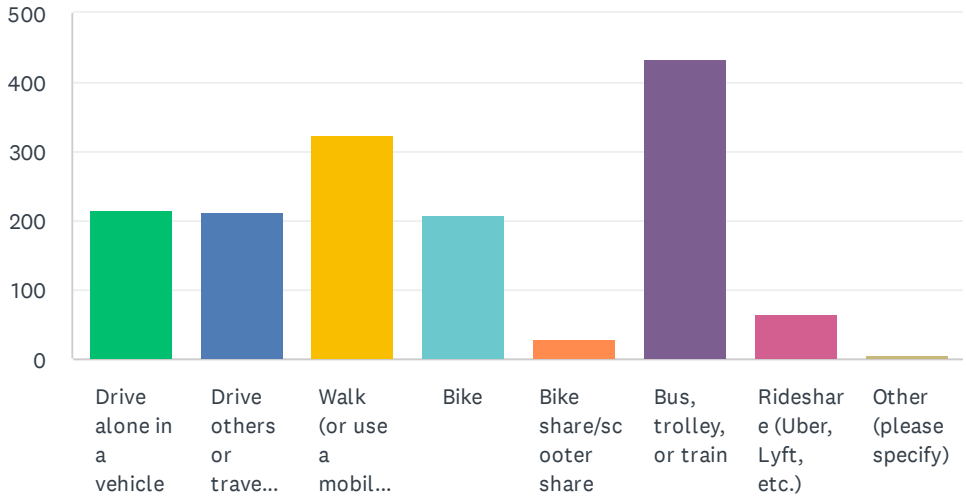
ANSWER CHOICES	RESPONSES	
I live in a neighborhood served by Route 5	78.27%	389
I work in a neighborhood or commercial area along Route 5	29.98%	149
I ride the Route 5 bus	80.89%	402
I travel to school, hospital, library, or recreational areas along Route 5	48.89%	243
I own or operate a business or commercial property along Route 5	4.43%	22
Other (please specify)	8.25%	41
Total Respondents: 497		

#	OTHER (PLEASE SPECIFY)	DATE
1	drs appointments using the #5 bus to tranferr to #44	9/11/2023 10:44 PM
2	I drive the Route 5 bus.	9/11/2023 10:38 PM
3	I own multifamily property along Route 5	9/11/2023 10:39 AM
4	We prefer to take Route 5 downtown for shopping or events rather than drive, or to access light rail.	9/10/2023 2:00 PM
5	Shopping, visiting friends, volunteering	9/9/2023 4:38 PM
6	Right 21 to downtown Seattle that turns to five from 4th and Jackson	9/8/2023 9:11 PM
7	My dad lives right on the 5 line	9/8/2023 8:09 PM
8	I have close friends along the rte 5.	9/8/2023 6:46 PM
9	I used to ride Route 5 every day (2012-2013).	9/8/2023 6:43 PM
10	Former transit operator of Rt 5 (years ago)	9/8/2023 6:37 PM
11	I visit people served by route 5 and live close to route 21	9/8/2023 6:34 PM

12	Only bus I can use to commute downtown.	9/7/2023 3:32 PM
13	I reside at 76th St. and Greenwood Ave N - along the Route 5	9/7/2023 12:28 PM
14	I commute to my job downtown from 80th down Greenwood/Phinney	9/6/2023 10:12 PM
15	J	9/6/2023 12:08 AM
16	I take the 5 downtown to connect to light rail to go to work	9/5/2023 9:21 PM
17	I bike on Greenwood, my children travel through the corridor and cross Greenwood Ave.	9/5/2023 12:55 PM
18	I bike on Fremont & Greenwood / Phinney	9/5/2023 10:53 AM
19	I travel to work using the 5	9/5/2023 9:47 AM
20	Live in Northgate and go to woodland Park zoo , Fred Meyer or senior center	9/2/2023 2:33 PM
21	I ride my bike along route 5	8/29/2023 7:07 PM
22	Commute on 5	8/29/2023 2:09 PM
23	I live by route 5, and use it as it changes to route 21.	8/29/2023 10:05 AM
24	I shop and dine at business on Route 5	8/29/2023 8:11 AM
25	shopping	8/29/2023 2:45 AM
26	I go to the grocery store using the Route 5 bus.	8/28/2023 5:34 PM
27	I y it se it to connect to other routes	8/28/2023 3:23 PM
28	I ride my bike on roads that are closely related to Route 5. I also ride Route 45 often.	8/27/2023 5:08 PM
29	I often have to hike up to the 5 route when the 28 fails.	8/27/2023 9:15 AM
30	I used to take Route 5 to & from a class at Shoreline CC, and I used to live a block from Route 5.	8/26/2023 5:15 PM
31	I will ride the Route 5 bus after Route 333 is introduced in 2024	8/26/2023 12:54 PM
32	Used to live in Phinney Ridge, still connect to it sometimes to visit friends and businesses in Phinney/Greenwood	8/26/2023 10:57 AM
33	I ride the route 5 bus to Taproot Theatre and restaurants along the way.	8/25/2023 6:34 PM
34	Route 5 is one of two buses I ride for my commute to work.	8/25/2023 4:53 AM
35	I travel to work via Route 5 bus	8/24/2023 12:47 PM
36	I ride a bike in the door zone bike lanes along side the route 5 buses	8/22/2023 6:08 PM
37	Before retirement I rode Route 5 daily to work and back. Since retirement I have used Route 5 to go downtown for concerts, to reach the ferry and more.	8/21/2023 8:59 PM
38	Take 5 to connections to work each day	8/21/2023 8:15 PM
39	a leader of community organization in Greenwood area	8/21/2023 6:23 PM
40	Friends in Greenwold	8/21/2023 2:46 PM
41	travel to work (KSC) and sporting events (Climate Pledge and Lumen)	8/21/2023 12:10 PM

Q2 How do you typically travel within the study areas? (Select all that apply)

Answered: 494 Skipped: 3



ANSWER CHOICES	RESPONSES	
Drive alone in a vehicle	43.72%	216
Drive others or travel as a passenger in a vehicle	43.32%	214
Walk (or use a mobility device)	65.79%	325
Bike	42.11%	208
Bike share/scooter share	5.87%	29
Bus, trolley, or train	87.65%	433
Rideshare (Uber, Lyft, etc.)	13.36%	66
Other (please specify)	1.21%	6
Total Respondents: 494		

#	OTHER (PLEASE SPECIFY)	DATE
1	Run	9/8/2023 12:19 PM
2	occasionally use bus route 5	8/30/2023 8:36 PM
3	I us it alt drive but Kent my car to my daughter for past 4 months so I'm walking to neighborhood stores etc	8/28/2023 3:25 PM
4	I often accompany my disabled mother on the bus to do errands	8/23/2023 12:06 PM
5	Mostly (90% of the time) it is bus only.	8/21/2023 9:00 PM
6	Push scooter	8/21/2023 5:24 PM

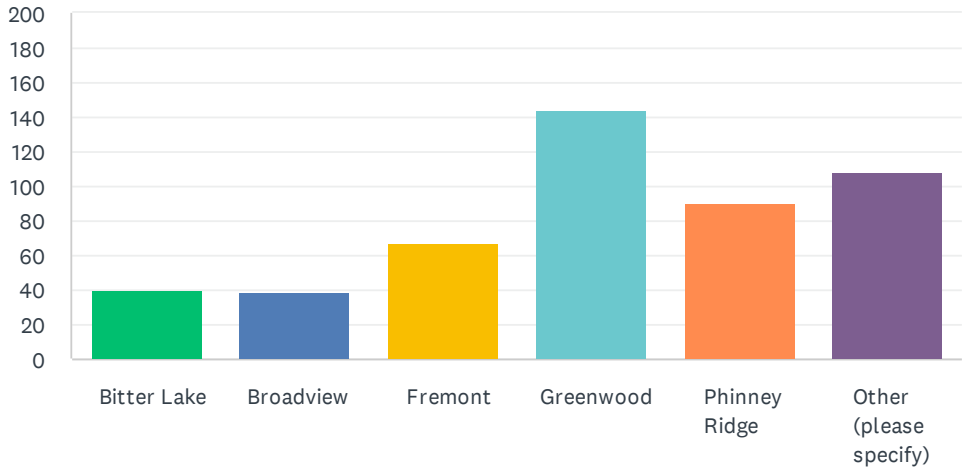
Q3 How often do you typically ride the Route 5 bus? (Select one that closely fits your use)

Answered: 493 Skipped: 4

ANSWER CHOICES	RESPONSES	
Every day or nearly every day	8.92%	44
3-5 days per week	20.08%	99
1-2 days per week	20.28%	100
A few times a month	37.12%	183
Never or rarely	13.59%	67
TOTAL		493

Q4 What neighborhood do you currently live in?

Answered: 489 Skipped: 8



ANSWER CHOICES	RESPONSES	
Bitter Lake	8.18%	40
Broadview	7.98%	39
Fremont	13.70%	67
Greenwood	29.45%	144
Phinney Ridge	18.61%	91
Other (please specify)	22.09%	108
TOTAL		489

#	OTHER (PLEASE SPECIFY)	DATE
1	Ballard	9/12/2023 11:13 AM
2	Renton	9/11/2023 10:59 PM
3	Capitol Hill	9/11/2023 6:19 PM
4	Sammamish	9/11/2023 11:00 AM
5	Crown hill	9/11/2023 10:55 AM
6	othello	9/11/2023 4:04 AM
7	First Hill	9/9/2023 4:39 PM
8	Belltown	9/9/2023 2:56 PM
9	Ballard	9/8/2023 11:22 PM
10	West Seattle	9/8/2023 9:12 PM
11	Eastlake	9/8/2023 8:10 PM
12	Belltown	9/8/2023 7:04 PM
13	Madison Park	9/8/2023 6:46 PM

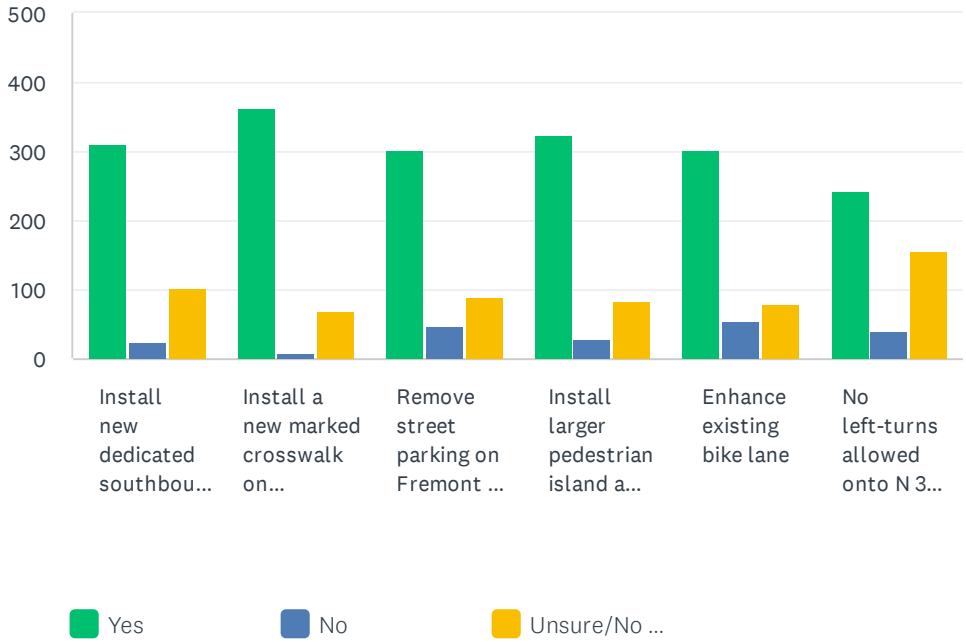
14	Kent	9/8/2023 6:46 PM
15	West Seattle	9/8/2023 6:44 PM
16	Queen Anne	9/8/2023 6:44 PM
17	Queen Anne	9/8/2023 6:37 PM
18	West Seattle	9/8/2023 6:34 PM
19	Magnolia	9/8/2023 1:57 PM
20	Edge of wallingford on aurora	9/7/2023 11:49 AM
21	West Seattle	9/7/2023 7:16 AM
22	Bellevue	9/7/2023 3:40 AM
23	Green lake	9/6/2023 9:21 PM
24	Greenlake	9/6/2023 8:12 PM
25	Capitol Hill	9/6/2023 3:47 PM
26	Green Lake	9/6/2023 12:54 PM
27	ballard	9/6/2023 9:22 AM
28	Uptown	9/5/2023 11:58 PM
29	West seattle	9/5/2023 7:26 PM
30	Beacon Hill	9/5/2023 6:20 PM
31	Crown hill	9/5/2023 5:09 PM
32	Kirkland	9/5/2023 4:43 PM
33	Bainbridge Island	9/5/2023 4:07 PM
34	Whittier Heights west of Greenwood	9/5/2023 1:57 PM
35	Fauntleroy	9/5/2023 1:14 PM
36	SLU	9/5/2023 1:06 PM
37	Capitol Hill	9/5/2023 11:38 AM
38	West Woodland	9/5/2023 11:23 AM
39	Capitol Hill	9/5/2023 11:15 AM
40	Green Lake	9/5/2023 10:36 AM
41	Ballard	9/5/2023 10:24 AM
42	Beacon Hill	9/5/2023 9:06 AM
43	Ballard	9/5/2023 9:04 AM
44	Green Lake	9/5/2023 7:47 AM
45	Ravenna	9/5/2023 7:41 AM
46	Capitol Hill	9/4/2023 8:08 AM
47	Central district	9/3/2023 7:30 AM
48	Northgate	9/2/2023 2:34 PM
49	Ballard	9/1/2023 9:08 PM
50	Ballard	9/1/2023 4:09 PM
51	CID	9/1/2023 11:17 AM

52	Belltown	9/1/2023 9:44 AM
53	98102	9/1/2023 9:01 AM
54	shoreline	8/30/2023 8:37 PM
55	Hawthorne Hills	8/30/2023 4:10 PM
56	Chinatown	8/30/2023 2:09 PM
57	Chinatown	8/30/2023 2:08 PM
58	West Seattle	8/29/2023 1:41 PM
59	Richmond Highlands	8/29/2023 11:07 AM
60	ballard	8/29/2023 9:11 AM
61	Shoreline	8/28/2023 9:44 PM
62	Northgate	8/28/2023 7:39 PM
63	Richmond Highlands	8/28/2023 4:30 PM
64	Wallingford	8/28/2023 4:30 PM
65	Ballard	8/27/2023 7:32 PM
66	West Seattle	8/27/2023 7:09 PM
67	Pinehurst	8/27/2023 5:08 PM
68	west seattle	8/27/2023 2:45 PM
69	Maple Leaf	8/26/2023 11:15 PM
70	Ballard	8/26/2023 10:33 PM
71	Capitol Hill	8/26/2023 7:48 PM
72	I used to live in Fremont, but now I live in MLT, probably unlikely to return, unfortunately.	8/26/2023 5:16 PM
73	Wallingford	8/26/2023 5:06 PM
74	Capitol Hill	8/26/2023 4:37 PM
75	Wallingford	8/26/2023 12:57 PM
76	Shoreline	8/26/2023 12:56 PM
77	Green Lake	8/26/2023 12:35 PM
78	Capitol Hill	8/26/2023 12:08 PM
79	Capitol Hill	8/26/2023 12:07 PM
80	west seattle	8/26/2023 11:54 AM
81	U District	8/26/2023 11:31 AM
82	Slu	8/26/2023 11:26 AM
83	Central district	8/26/2023 11:01 AM
84	Ballard	8/26/2023 10:57 AM
85	West Seattle	8/26/2023 10:52 AM
86	haller lake	8/26/2023 10:11 AM
87	Shoreline	8/26/2023 6:19 AM
88	First Hill	8/25/2023 6:35 PM
89	Green Lake	8/25/2023 6:34 PM

90	Capitol Hill	8/25/2023 4:00 PM
91	Kirkland	8/25/2023 3:25 PM
92	Near Shoreline Community College	8/25/2023 11:14 AM
93	Ballard	8/25/2023 8:42 AM
94	Highland Terrace	8/25/2023 4:55 AM
95	Pinehurst	8/24/2023 9:49 AM
96	Loyal Heights	8/23/2023 4:07 PM
97	Northgate	8/23/2023 8:35 AM
98	Wallingford	8/22/2023 6:22 PM
99	Crown Hill/Greenwood	8/22/2023 4:40 PM
100	Edmonds	8/22/2023 6:37 AM
101	Near Where Shoreline begins at 145th street and Greenwood Ave	8/22/2023 4:58 AM
102	Queen Anne (off of Aurora)	8/21/2023 7:43 PM
103	Licton Springs-Greenlake	8/21/2023 6:25 PM
104	McKinley Hill (in Tacoma)	8/21/2023 5:29 PM
105	central district	8/21/2023 2:47 PM
106	South Lake Union	8/21/2023 1:13 PM
107	Wallingford	8/21/2023 12:31 PM
108	Capitol Hill	8/21/2023 11:52 AM

Q5 Do you approve of the proposed improvements at Fremont Avenue North and Fremont Way North at North 39th Street?

Answered: 443 Skipped: 54



	YES	NO	UNSURE/NO OPINION	TOTAL
Install new dedicated southbound left-turn lane	71.00% 311	5.71% 25	23.29% 102	438
Install a new marked crosswalk on southside of intersection	82.88% 363	1.60% 7	15.53% 68	438
Remove street parking on Fremont Way North and Fremont Avenue North to improve traffic flow	68.64% 302	10.91% 48	20.45% 90	440
Install larger pedestrian island at southeast corner of intersection	74.20% 325	6.39% 28	19.41% 85	438
Enhance existing bike lane	69.27% 302	12.61% 55	18.12% 79	436
No left-turns allowed onto N 38th St and/or Linden Ave N from northbound Bridge Way/Fremont Way N.	55.61% 243	8.92% 39	35.47% 155	437

Q6 Is there anything else you would like to share about our proposed improvements at this location? (500 characters limit)

Answered: 110 Skipped: 387

#	RESPONSES	DATE
1	Westbound Bus lane on Fremont Way between SR99 and Fremont ave N	9/12/2023 9:39 AM
2	38th and Linden are one-way and anyone coming from the East of them must be able to take a left onto them, or they are not accessible.	9/12/2023 12:24 AM
3	#5 Bus coming from downtown to 46th and phinney runs late and you show its not, just the other day i waited 35 mins before the bus arrived	9/11/2023 10:49 PM
4	Install the bike lane on a less traveled street, like a neighborhood side street.	9/11/2023 10:41 PM
5	Many-way intersections (more than 4-way) are dangerous and confusing, and make it difficult for drivers to see and react to pedestrians in crosswalks or to bicycles. The size of these intersections (at 38th and 39th) makes it even worse. They could be greatly improved by blocking off one (39th) or two (38th) direction to make it a 4-way intersection.	9/11/2023 3:00 PM
6	Removing street parking and lanes of traffic are not going to help these businesses, the people that live here or traffic congestion. Bring back the express buses especially the 355, we need an I5 express to downtown from my area, it’s too far from bus depots and rapid rides	9/11/2023 9:13 AM
7	BUS LANES	9/11/2023 4:05 AM
8	Excited for new pedestrian infrastructure!	9/10/2023 3:00 PM
9	I would approve of a south bound left turn lane from Fremont if cars are also allowed to turn left. Parking is needed along Fremont due to so many apts. & condos, people coming from areas that don't have bus access & for those of us getting older and cannot walk or bus the entire way.	9/10/2023 2:07 PM
10	Increasing the pedestrian island conflicts with the aim to improve the bike lane. Bicyclists often stop at the North corner of the pedestrian island, ahead of the line, to ensure adequate time to clear the intersection. These two goals are at odds.	9/9/2023 8:46 PM
11	This area of Fremont has heavy vehicle and pedestrian traffic. These improvements will make walking in the area safer.	9/9/2023 2:58 PM
12	Bus activated signal for southbound buses turning left off of Fremont Ave	9/9/2023 7:23 AM
13	Do it sooner rather than later!	9/8/2023 11:23 PM
14	A dedicated BUS LANE south on Fremont Way to the bus stop.	9/8/2023 9:52 PM
15	#1 will be very helpful, as southbound traffic continuing on Fremont often gets stuck behind left-turning vehicles that don’t indicate turning intent until light changes. Might need to restrict parking on west side of Fremont approaching 39th to allow for extended turn lane (Arctic’s + cars)	9/8/2023 6:44 PM
16	The 5 always comes late 90 percent of the time . I have to leave for work an hour early just Incase	9/8/2023 3:56 PM
17	This is a good start, but further improvements needed along Fremont for walking and riding	9/8/2023 1:58 PM
18	Please make the bike lane separated from cars. Don't make only half-ass improvements like elsewhere in the city. Make real changes that make biking safer and more comfortable that will encourage others to use this much more environmentally-friendly transit options. No flexiposts---real separated bike lanes! Don't let cars turn right on red (as you should know by now that this will eventually result in more deaths of walkers and bikers).	9/8/2023 12:24 PM
19	No	9/8/2023 11:36 AM

20	Have zero tolerance for drug use on busses rather than paying for a study to say how high bus drivers and riders can get with constant drug use on busses.	9/8/2023 10:18 AM
21	Concerned that the southbound left turn (1) does not have any accommodation for southbound cyclists.	9/8/2023 10:12 AM
22	I make the left turn to 38th when traffic is light. Get rid of it. Not needed.	9/8/2023 7:16 AM
23	This whole location needs protected bike lanes. Fremont is one of the busiest bike routes in the city. Do everything possible to protect cyclists from cars.	9/7/2023 11:00 PM
24	Get rid of the slip lane entirely. Square up the intersection. Make it easier to cross for pedestrians.	9/7/2023 10:39 PM
25	Bus priority lane and signaling at Fremont & 39th	9/7/2023 9:04 PM
26	Use smaller buses more frequently- buses do not come every 15 minutes- wait times are more like 25-45 minutes	9/7/2023 3:37 PM
27	Pedestrian accessibility improvements are definitely a good start, especially since there are so few places to cross aurora. I think there could also be more bus prioritization.	9/7/2023 11:54 AM
28	There needs to be more focus on dedicated bus lanes so me and the literally thousands of people who ride this bus every week are not held up by a single person in a car. The larger pedestrian island is good and should be further enhanced by removing “beg buttons” at these cross walks so that pedestrians do not need to wait minutes until it is their turn to cross and the system is more demand based instead of timing based because the timing based system is EXTREMELY frustrating	9/6/2023 7:03 PM
29	Some consideration on how the bike lane interacts with the proposed NB left turn lane is needed, especially when most bike traffic is heading north.	9/6/2023 3:50 PM
30	This is a tough area. No easy answers, but I think prohibiting left turns onto N 38th and/or Linden would make things very complicated in other ways. I used to live right there on Linden, and there's just no easy way to navigate in that part of Seattle. The bus-only lane there now is clearly helping.	9/5/2023 10:43 PM
31	It's incredibly stressful as a pedestrian to make it northbound on the east side of Fremont Ave. The light is too short to make it across both roads without running.	9/5/2023 10:21 PM
32	As a cyclist travelling slowly uphill, it's a pretty unpleasant interaction with NB buses using the stop just north of the junction	9/5/2023 9:52 PM
33	I would like to ensure you consider bike safety and flow N/S on Fremont Ave N to ensure bikes can continue to easily bike N/S through this intersection.	9/5/2023 9:37 PM
34	A dedicated transit lane on northbound fremont way n would make a huge difference. That intersection gets horribly clogged at afternoon rush hour. That should be the priority use of the increased width from removing parking.	9/5/2023 9:26 PM
35	I’m responding only to options r/t bus, as I’m not a pedestrian in this area.	9/5/2023 7:32 PM
36	Please improve safety.	9/5/2023 7:28 PM
37	Anything you can do to make buses more reliable and roads safer and easier to walk or bike would be appreciated.	9/5/2023 7:23 PM
38	Delete close stops within 1 mile	9/5/2023 6:23 PM
39	These are all good ideas and probably should have been done anyway.	9/5/2023 5:49 PM
40	Dedicated bus lanes	9/5/2023 4:34 PM
41	Could we make 39th east of Fremont one way eastbound to speed up light cycle?	9/5/2023 4:27 PM
42	The pedestrian signals to cross north/south at 39th/Fremont Way and Fremont are ridiculously short, forcing pedestrians to wait up to 4 minutes to use two cycles to cross safely. This results in many pedestrians being extremely delayed or running across the street during breaks in traffic. It's unsafe and inconvenient, especially near transit and an elementary school	9/5/2023 4:10 PM
43	The biggest delay I see is on the other side of Aurora - when busses travelling north during the evening rush hour are not able to quickly and easily get off Aurora and turn left onto N 38th	9/5/2023 1:45 PM

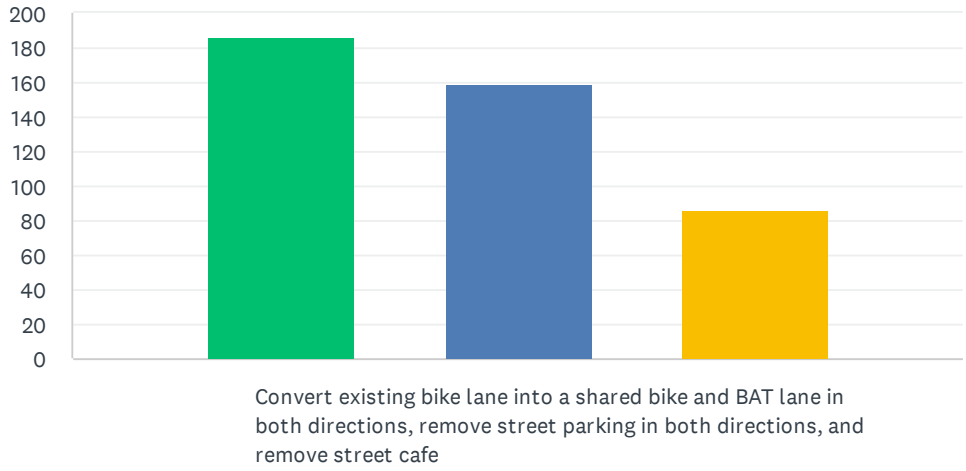
	Street. There is some delay turning right onto Fremont from Fremont Way N, but the biggest delay is before they get there. You should also look at the signal timing at Fremont/Fremont/N 39th during rush hour. I think the intersection could be timed better.	
44	Most of these improvements will likely improve the southbound direction but northbound always slows to a crawl at this point	9/5/2023 1:37 PM
45	I think you should do everything possible to prioritize bus and bike travel over cars	9/5/2023 1:27 PM
46	All of these proposals would be improvements to one of the most bonkers intersections in Seattle.	9/5/2023 1:17 PM
47	De-prioritize SOVs as much as possible. Install a protected bike lane. the northbound Fremont turnlane should include a speed hump to slow right turning traffic onto Fremont Way N. If not, it will be very unsafe for bicycle riders heading northbound.	9/5/2023 12:57 PM
48	Reduce the number of stops situated close to each other. Add more buses during rush hour.	9/5/2023 11:51 AM
49	These changes seem pretty modest. In such a busy neighborhood leaving the slip lanes in place at all seems dangerous. I wish KCM/SDOT would consider eliminating the slip lanes entirely and improving the 5's reliability by converting GP lanes to bus or BAT lanes instead.	9/5/2023 11:46 AM
50	should prohibit right-on-red from Fremont	9/5/2023 10:55 AM
51	Please fix the 39th and Fremont intersection! As a pedestrian, it is horrible because you can't get all the way across 39th and Fremont in a single light without sprinting. Then you have to wait for ages to for the next light after walking about 20 feet. The lack of crosswalk on the south side of the intersection is also a bummer, but for my purposes isn't as annoying as struggling to cross north/south on the east side. .	9/5/2023 10:52 AM
52	My northbound bus often gets stuck turning right onto Fremont Ave. Is there any chance we could direct the northbound 5 onto Linden Ave for a few blocks, before turning back onto Fremont Ave? Might save a lot of time. Would also like to see flashing signage or a speed bump on the right turn from Fremont Ave across the new bike lane, so cars don’t just blow through it.	9/5/2023 10:12 AM
53	The improvements seem very modest. I think buses should get a lot more priority in Seattle.	9/5/2023 9:07 AM
54	Anything you can do to make it safer for people outside of cars.	9/5/2023 8:34 AM
55	Would be happy to see more aggressive changes that prioritize bikes and buses over cars.	9/5/2023 7:59 AM
56	It’s unclear how the bicyclists continue through the intersection based on the diagram	9/3/2023 7:46 AM
57	This intersection serves an elementary school and is unsafe and inconvenient for pedestrians. Please prioritize the pedestrian experience here. The bike lane on northbound Fremont is often full of cars making right turns, I hope the "enhanced" bike lane addresses that.	9/1/2023 10:39 PM
58	If the parking is removed, I would only support it if that was a dedicated transit priority lane, not a general traffic lane.	9/1/2023 7:09 PM
59	N/a	9/1/2023 4:00 PM
60	Anything to help the southbound bus turning left onto Fremont Way. Please prioritize busses, pedestrians, and bikes.	9/1/2023 2:15 PM
61	Wondering about other improvement options for left turns—arrow? Longer light sequence that allows for traffic to clear?	9/1/2023 9:06 AM
62	None	8/31/2023 5:01 PM
63	repaint bike lanes along fremont ave N	8/31/2023 10:16 AM
64	No. I am unsure about the proposed changes in the Fremont area because I am not too familiar with the layout there.	8/30/2023 8:40 PM
65	More bike access!	8/29/2023 7:10 PM
66	The ped signal timing at the 39th intersection are too short to safely cross. Southbound Fremont Way is very unclear to drivers whether it is a 1-lane or 2-lane road when there are no cars parked there, so removing parking would only help if you added lane markings. Southbound Fremont Way also needs markings for where cars should stop - cars routinely	8/29/2023 4:35 PM

	stop in the intersection and block traffic due to lack of markings of where the intersection is for Southbound drivers at that 6-way intersection.	
67	I think studying if it is possible to time the signals at the offramp from 99 and the intersection at Fremont and 38th to see if they can be properly coordinated to allow for the flow of bus is heading north, that would also help the 28X. In the southbound direction trying to coordinate the signal at Fremont and 38th with the signal at the on-ramp to 99 would also benefit the 28X and 62 alongside the 5.	8/29/2023 11:12 AM
68	The bus is slowed down when it has to stop at the northbound 39th st stop, and has to remerge into oncoming traffic. In general, this intersection is awful, and car traffic should be routed away from it if possible.	8/29/2023 10:10 AM
69	Enlarged bike lanes and larger island slow traffic and makes things worse, not better.	8/29/2023 2:50 AM
70	Has an elliptical roundabout been evaluated at this intersection?	8/28/2023 7:41 PM
71	Prioritize non-car uses in all cases.	8/28/2023 6:38 PM
72	One improvement that would help the 5 is if all of the scheduled trips had drivers and were not cancelled every day. Once one trip is missed it has a ripple effect and backs up all of the busses behind it.	8/28/2023 6:25 PM
73	Please be sure all the treatments at Bridge Way/Fremont Way & N39th St also benefit Rt 28.	8/28/2023 5:26 PM
74	Remove the parking!	8/28/2023 4:35 PM
75	thank you!	8/28/2023 4:32 PM
76	Removal of the slip lane Northbound would obviate the island AND reduce interactions with pedestrians	8/28/2023 1:34 PM
77	the "enhanced bike lanes" should include protective features such as flex posts or c-curbs to improve the safety of these bike lanes around this very busy intersection.	8/28/2023 9:48 AM
78	currently, you can't continue on fremont ave as a pedestrian without waiting 2 light cycles. we need lights to consider pedestrians!	8/26/2023 7:33 PM
79	I get so confused driving southbound on 99, then turning west onto 38th, removing the left turn would be confusing.	8/26/2023 5:23 PM
80	the new crosswalk is AWESOME!	8/26/2023 4:40 PM
81	protected bike lanes please. safe enough for a kid to ride in	8/26/2023 3:06 PM
82	Slightly out of the study area but someone almost hit me with a car a couple blocks east of this area on Bridge Way when I was walking to Wallingford after getting off the 5 bus earlier that day, any and all pedestrian improvements here would be welcome	8/26/2023 12:52 PM
83	Dedicated bus lanes if needed!	8/26/2023 11:41 AM
84	Please time the stoplights so that a pedestrian (or bike!) can cross Fremont Way N and 39th going northbound on the same cycle. Otherwise it takes a really long time for pedestrians and bikes to get from Fremont Ave south of Fremont Way to north of 39th st.	8/25/2023 6:39 PM
85	Please add TSP to 39/Fremont and both Bridge Way intersections.	8/25/2023 4:02 PM
86	The route 5 bus gets stuck at this segment. I strongly approve of these changes!	8/25/2023 3:57 PM
87	LOVE the crosswalk and the enhanced bike lane. The right-turning vehicles across the bike lane in that spot feel dangerous.	8/24/2023 11:50 PM
88	Why the bike lane? Haven't we done enough of that already. We need real transit. Bicycles are not public transit.	8/23/2023 8:04 PM
89	Adjust crosswalk timing to allow pedestrians on the east side of Fremont Ave N to cross both Fremont Way N and N 39th St in one cycle	8/23/2023 5:12 PM
90	Please improve signal timing to allow pedestrians and bikes to cross safely, especially when attempting to reach the bus stops near Aurora Ave.	8/23/2023 2:43 PM
91	Please enhance/(protect with wheel stops) the bike lane the whole way from 34th to 50th.	8/23/2023 12:12 PM

	Uphill riding is slow and often wobbly. The threat of car doors,particularly in the dark is dangerous for people riding bikes.wheel stops must be spaced far enough apart so riders are able to safely pass one another on the slow climb to the top.	
92	pedestrian improvements are crucial. you don't say how the bike lane would be enhanced. ORCA readers at back doors and stops would also help.	8/23/2023 8:38 AM
93	No. To proposal to create bike AND Business Access and Transit lanes between 79th and 81st and at 87th.	8/23/2023 8:26 AM
94	The addition of the left turn lane (1) seems to put bikes more within conflict of cars that are trying to go straight or turn right. Ideally, parking would be removed from all roads near this intersection as it is unnecessary and makes the bike lanes on fremont a hazard	8/22/2023 9:04 PM
95	Fremont ave should have zero parking and much better bike lanes.	8/22/2023 6:55 PM
96	I largely approve of these changes but there is still a lot of work to do on this intersection. Can it be "squared off" to eliminate the slip lanes which make it uncomfortable to bike northbound on Fremont Ave? The parking on Fremont Way serves as traffic calming. Please work with SDOT's Vision Zero team to refine these proposal with Vision Zero best practices for street design.	8/22/2023 6:32 PM
97	I like the bike lane but would be a little worried about cars turning into me as a biker	8/22/2023 6:15 PM
98	improved car traffic flow should not promote speeding. light for bikes going uphill/north can leave me in the intersection sometimes. bollards to protect people waiting at the pedestrian island/bikes waiting to cross might be good (it's scary to hang out there)	8/22/2023 6:15 PM
99	I marked unsure on the left-turn lane for southbound traffic because I'm not sure it's needed. Since southbound left turns aren't currently conflicting with northbound traffic I don't think southbound car/bus traffic ever backs up. I also marked unsure on the northbound bike lane changes because I'm not sure if they'd improve or add more risk of bike/car conflicts on the intersection's south side. It's unclear where bikes are going with the improved pedestrian island there.	8/22/2023 2:21 PM
100	Right turn slip lane seems dangerous for bikes and pedestrians.	8/22/2023 2:07 PM
101	Why not remove the slip lane from northbound Fremont Ave to eastbound Fremont Way? It seems unnecessary and is dangerous to people walking and biking at the intersection.	8/22/2023 1:25 PM
102	While removing parking may enhance bus service, the fact is there is not sufficient, reliable, transit that is faster than driving a car in this City to induce all residents to use transits, this will only clog up parking elsewhere in the neighborhood. It's not clear to me how excluding left turns onto N 38st/Linden Ave N would improve traffic - if Metro could make this more clear, I might support it.	8/22/2023 10:19 AM
103	Queue jump lane for buses could help them move through the intersection better. Please evaluate how south end crosswalk will affect traffic timing and adjust accordingly.	8/22/2023 8:22 AM
104	Unclear from the description what is the benefit of item #6	8/22/2023 12:14 AM
105	I use this intersection as a pedestrian and on my bike literally multiple times every day. It's so so hostile to people on foot or bike - the lanes are so wide that it takes ages to walk across, and the cycles are sooo long because of people in cars. Anything that deprioritizes cars and car parking in favor of pedestrian, bikes and transits has my support!	8/21/2023 9:21 PM
106	Nothing	8/21/2023 9:08 PM
107	The southbound dedicated left-turn lane on Fremont Av N is the best improvement.	8/21/2023 6:55 PM
108	I am not familiar enough with the left turns in this question, generally I think left turns should be at a signaled intersection or not allowed at all and right turns should only be allowed on a green arrow or light.	8/21/2023 5:37 PM
109	No but terrific improvement suggested above. I especially like the bus island for boarding and special bus only lanes.	8/21/2023 1:16 PM
110	Can you also reduce the number and spacing of stops? I believe the 5 stops at 40th, 41st, and 43rd Streets and Fremont, then quite frequently north of there too. Let's space those out a little more for better speed & reliability.	8/21/2023 11:55 AM

Q7 Do you approve of the proposed improvements on Greenwood Avenue North from North 79th Street to North 81st Street?

Answered: 431 Skipped: 66



	YES	NO	UNSURE/NO OPINION	TOTAL
Convert existing bike lane into a shared bike and BAT lane in both directions, remove street parking in both directions, and remove street cafe	43.16% 186	36.89% 159	19.95% 86	 431

Q8 Is there anything else you would like to share about our proposed improvements at this location? (500 characters limit)

Answered: 175 Skipped: 322

#	RESPONSES	DATE
1	Leave the street cafe and at least some parking	9/12/2023 11:15 AM
2	I never see a problem with the bus in this area. I Do Not want busses barreling down this lovely part of Greenwood!	9/12/2023 4:37 AM
3	Keep parking and remove street cafe. BAT lane may be fine.	9/11/2023 11:24 PM
4	Install bike lane on a parallel, less used street.	9/11/2023 10:42 PM
5	I'm good with the bike lane and parking changes but don't want to impact a small business by removing the street cafe.	9/11/2023 7:22 PM
6	This question does not allow for any nuance. I would like to remove parking, and convert the space into a bus/bike lane. This bus/bike lane should not be used for turning or parking traffic, as this will slow down buses and block bikes. I would prefer to remove the left-turn lane and keep the street cafe, which adds much more value to the neighborhood. As long as buses can bypass the general traffic lane, it's ok to allow left turns from the general lane, or ban left turns entirely here.	9/11/2023 3:09 PM
7	I approve of the first two parts, but don't like removing the street cafe.	9/11/2023 1:27 PM
8	Removing parking around an already limited area near St John School where drop off/pick up is already tight is not a good idea. It's proposed that a big apartment complex will go in across the street, too. There's already limited parking for the residential and commercial needs. There isn't enough traffic congestion to require a BAT	9/11/2023 10:45 AM
9	Remove the bike lane but dont take away the limited parking here and please only remove street cafes if they aren't enjoyed by the neighborhood	9/11/2023 9:14 AM
10	Adding buffers between the sidewalk and new bus lane to help improve pedestrian safety would be needed. Presently the parked cars prevent driving cars from leaving the road way. Also preserving the street cafe should be a priority. Can the southbound left turn lane be changed to a through lane and left turn lane? Then the current through lane could become the bus lane and preserve the street cafe	9/11/2023 9:05 AM
11	BUS LANES	9/11/2023 4:06 AM
12	Concerned about bike safety	9/10/2023 3:01 PM
13	The street parking is needed. There is a library and 2 grade schools within a couple of blocks, along with businesses that people would not frequent if the parking is removed. It is not safe for a lot of people to bike on streets, especially disabled, children and older adults. They need the parking.	9/10/2023 2:12 PM
14	No! No! No! This bike lane is one of the most dangerous that I ride in. Buses often don't give enough room when passing. I do not want to be sharing the limited space with buses.	9/9/2023 8:47 PM
15	Removing a street cafe is tough on small business. Is there another way? Will the cafe be assisted with relocation?	9/9/2023 2:59 PM
16	A design with dedicated bike lane would be better. Removing the center turn lane along much of Greenwood Ave might provide the space for BAT and bike lanes.	9/9/2023 7:25 AM
17	This is not a problem area. Traffic move fine along this until you getto about 83rd. There it backs up because of the heavy traffic at 85th all ways.	9/8/2023 9:55 PM
18	Yes on removing parking on both sides of the road and extended the route for bikes and buses but do not remove the cafe walking Cafe	9/8/2023 9:21 PM

19	Always aim for more, rather than less, street cafes	9/8/2023 7:41 PM
20	Need to keep the parking. There's not enough in the neighborhood	9/8/2023 6:55 PM
21	Removing parking is unacceptable as more apartments and condos with provided parking.	9/8/2023 6:53 PM
22	Need to account for / analyze St John’s school pickup traffic, often backs up—how will they use the added lanes?	9/8/2023 6:46 PM
23	This is a good start to making Greenwood Ave more multi-modal, but more is needed along entire length	9/8/2023 1:59 PM
24	Don't reduce the use of our active neighborhood	9/8/2023 1:36 PM
25	Remove the middle lane instead, widen the sidewalks, put the street cafe on the sidewalk, make one lane for bikers only, and make the only lanes bus only. No private vehicles except delivery vehicles. This would be an incredibly pleasant road if it weren't for all the noisy cars.	9/8/2023 12:28 PM
26	Good	9/8/2023 11:36 AM
27	this will increase speeding and be a dangerous upgrade for cyclists. Cyclists do not feel comfortable in shared lanes like this.	9/8/2023 10:29 AM
28	Zero tolerance for drug use on buses and trains instead of paying for a survey to say it's ok. Really?	9/8/2023 10:20 AM
29	Concerned for bike safety here. Cars already speed along Greenwood and the open nature of the design will just increase this problem.	9/8/2023 10:17 AM
30	There’s already so little parking by greenwood library. This will force more cars into the neighborhood.	9/8/2023 8:36 AM
31	Generally favor bike improvements. No my neighborhood.	9/8/2023 7:16 AM
32	This is dangerous for cyclists.	9/7/2023 11:01 PM
33	In favor of removing street parking. Would like to see the bike lanes kept. Remove the center turn lane if needed.	9/7/2023 10:40 PM
34	Agree with all except removing street cafe--remove/narrow general purpose travel lane instead	9/7/2023 9:05 PM
35	This is an important parking area and will be tough to lose as it will impact business and side streets. I would love to see how Metro plans to acknowledge that and support those most impacted by the proposed changes.	9/7/2023 3:45 PM
36	Bring back express buses	9/7/2023 3:38 PM
37	It's a good first step. I hope in the future the bikes and busses can get their own space, since there's still a danger to bikes and it can slow down busses.	9/7/2023 11:59 AM
38	The street cafe's make the neighborhood more walkable, busy, and safer. Removing the street cafe would lessen the neighborhood experience	9/7/2023 11:52 AM
39	This is a very active area - do not limit parking!!!	9/7/2023 9:57 AM
40	do the same thing to 85th St, too	9/7/2023 9:34 AM
41	It seems like extending this BAT lane from 79th to 87th would make more sense as there is so much traffic congestion between 80th and 85th in the afternoon. Also, improving the green light for traffic on Greenwood at 85th would help get more traffic through that intersection. It’s not unusual for traffic to be backed up to 82nd there. The buses would jump the queue at 80th and then be stuck again. That’s frustrating for bus riders who also have appointments and things to get to	9/6/2023 10:19 PM
42	I do not like the inability to comment on specific aspects of this. I do not support the removal of the street cafe but do approve of the removal of parking/adding bike lane. The turn lanes should be considered for removal.	9/6/2023 7:10 PM
43	I am open to removing street cafe but there is very little parking on Greenwood and 1st Ave already.	9/6/2023 7:00 PM
44	Do not make bus riders step over a bike lane to enter or exit a bus. This is hazardous.	9/6/2023 5:17 PM

45	There is a fair amount of turning traffic from Greenwood to 80th, and I'm wondering how much the right turn BAT lane would help when a lot of the traffic is actually doing the right turn. Consideration of how the bike lane interacts with both the BAT lane and turns is needed.	9/6/2023 3:53 PM
46	The addition of bus only lanes here is a great start, would love to see even more along the route	9/6/2023 3:35 PM
47	Bummer this requires removing the street cafe but improving the bus speed/reliability is important	9/6/2023 3:22 PM
48	It's unclear why shared bus/bike lanes are needed for these two blocks. Also, converting to BAT lanes means that during non-bus priority hours, the lanes will be essentially parking lanes with no bike markings, making it even less clear that bicyclists can ride in that lane than it is currently. If any changes are necessary on this road, would prefer protected bike lanes potentially with the removal of the two way left turn lane.	9/6/2023 1:02 PM
49	Most important to me is improved bike infrastructure	9/6/2023 10:05 AM
50	Why did you lump all 3 proposals into one question? You should not eliminate drive-up access to the library. It is on a hill, so very hard to quickly drop off books by turning the corner. Its underground garage is creepy and takes time to navigate. Your proposal will hurt library patrons. On the other hand, I think that removing the street cafe is OK. It is quite large and because the covering is clear plastic, it looks suffocating.	9/6/2023 8:21 AM
51	I hope cafe space is granted in lieu of the street cafe. This is a great neighborhood amenity	9/5/2023 11:12 PM
52	I don't see this as a major trouble area. Parking in this neighborhood (where I now live) is always at a premium, and it's getting worse every day. I also see value in the street cafe (as our COVID numbers are rising again). I'd leave this area alone unless there's something I'm missing.	9/5/2023 10:45 PM
53	As a cyclist, it's very stressful sharing the lane with giant, fast moving busses in a rush. I don't like the idea of giving up the bike lane. I support removing the street parking	9/5/2023 10:22 PM
54	Traffic moving in one lane both north and south here goes routinely over the 25 mph limit, uses the inside turn lane to pass vehicles going the limit, is extremely dangerous for pedestrians, and at most times of day, MANY pedestrians. Slowing traffic down in this area is my priority as a frequent pedestrian there.	9/5/2023 7:37 PM
55	Street parking is a frivolous use of road space that could be much better used doing almost anything else.	9/5/2023 7:24 PM
56	We can’t afford to lose anymore street parking as most of the new buildings have no parking and local businesses and home owners are suffering from lack of parking and therefore lack of access to businesses	9/5/2023 6:23 PM
57	I think this is a bad idea. (1) It makes this stretch of road much more dangerous to cross. There is heavy pedestrian traffic here. (2) This is the only good bike route through the area, and it will now be dangerous for anyone who isn't an expert user. (3) In my opinion as someone who passes through this intersection often, this won't help travel times much. (4) The loss of Snapshot's cafe is a loss for the neighborhood. Overall I don't like this idea at all.	9/5/2023 5:51 PM
58	I think this is a great idea	9/5/2023 5:26 PM
59	Greenwood Ave is so wide, can't the space come from the center lane or from narrowing all lanes? I worry that this will just make cars speed (and losing the street cafe sucks)	9/5/2023 5:12 PM
60	Shared bike/bus lanes at this intersection, allowing transit to jump the queue, is more important than dedicated bike lanes.	9/5/2023 5:11 PM
61	I support the improvements northbound. I would be curious if the southbound improvements results in enough savings to warrant removing the parking cafe.	9/5/2023 4:53 PM
62	All of this is great except for removing the street cafe. I would prefer removing the center turn lane to accommodate the bus and bike lanes	9/5/2023 4:36 PM
63	Would be good to restrict right turns also. I'm concerned with bike lane removal, but that section tends to be a mess with turning traffic. Need to pay attention to bus stop location.	9/5/2023 4:33 PM
64	Are these 2 blocks really what causes slowdown going in this area? Busses don't run	9/5/2023 4:30 PM

	frequently enough or are held up enough from what I can see to justify these changes.	
65	I presume the cafe in question presently has seating in the street right-of-way.	9/5/2023 4:28 PM
66	I don't approve of removing street cafes but Greenwood absolutely needs bus only lanes.	9/5/2023 4:11 PM
67	I do not ride the 5 this far north, so I don’t have a strong opinion.	9/5/2023 4:10 PM
68	Many people with limited mobility use the street parking in front of the library.	9/5/2023 3:22 PM
69	I'd hope the cafe would be able to stay	9/5/2023 2:18 PM
70	Against removing street cafe.	9/5/2023 2:13 PM
71	Would prefer to see protected bike lanes along Greenwood. This doesn't seem like it is a huge delay when I'm catching the bus at 80th.	9/5/2023 1:46 PM
72	Even better would be a dedicated and protected bike lane and a dedicated bus lane	9/5/2023 1:28 PM
73	This design has lots of problems and needs improvements.	9/5/2023 1:07 PM
74	Please reduce the bus stops close to each other. Driver wastes time stopping and starting	9/5/2023 11:52 AM
75	It's unfortunate that KCM is so quick to sacrifice bike infrastructure for bus improvements. If the city and KCM actually prioritize safety and carbon emissions over individual vehicle traffic, why not keep or improve the bike lanes and remove the center turn lane instead?	9/5/2023 11:52 AM
76	you're taking away one of the few bike lanes in the neighborhood	9/5/2023 10:56 AM
77	As an avid biker and bus rider, I'm in full support of removing parking to support bike and bus lanes! Excited for this project!	9/5/2023 10:30 AM
78	Is there a solution that allows us to keep a dedicated bike lane AND add BAT lanes? Like the idea of prioritizing transit, but I feel like this makes biking at this intersection feel less safe.	9/5/2023 10:15 AM
79	Although not ideal that we loose a bike lane. The current bike lane is far from perfect and this improves the overall flow.	9/5/2023 9:08 AM
80	Would love protected bike lane here at some point.	9/5/2023 9:06 AM
81	It's ridiculous to remove bike and parklet instead of that center lane that nobody uses. Remove the car lane first.	9/5/2023 8:35 AM
82	Please find a way to achieve this without removing the bike lane and street cafe. The cafe brings a lot of liveliness to the area. And a frequent bike rider in this area I vastly prefer a bike lane over a shared bus lane. The shared bus lane is too ambiguous and often by intersections drivers treat this as a turn lane. I feel much less safe is the shared bus lane.	9/5/2023 8:31 AM
83	Would be happy to see more aggressive changes that prioritize bikes and buses over cars.	9/5/2023 7:59 AM
84	Need to make it appropriately hard for non bus no bike vehicles to enter or block the BAT lane	9/2/2023 12:17 AM
85	We use the bike lane regularly to get our kids to after-school care. I don't understand what a "shared bike and BAT lane" is, but it sounds like it would be significantly worse.	9/1/2023 10:41 PM
86	Prioritize pedestrians and busses crossing 80th over maximizing car volumes. That light can take a long time and add to delays. In favor of removing parking. Hesitant to remove cafe/shared bike bat lane.	9/1/2023 2:15 PM
87	I had to google "BAT lane"	9/1/2023 11:19 AM
88	I want the city to keep street cafes	9/1/2023 9:51 AM
89	I'm not sure about this one. Do the buses really get stuck here? I live on 79th Ave near Greenwood and haven't noticed that. I like the street Cafe and people use the parking lane for book dropoff at the library.	9/1/2023 9:37 AM
90	I live in and frequent this area daily. Rarely is there enough congestion to justify these changes which would worsen the feel of community.	9/1/2023 9:11 AM
91	Removing street cafe negate the perpose of making a area desireable to go to	8/31/2023 4:52 PM
92	Short term parking in front of library northbound is VERY helpful !	8/31/2023 8:50 AM

93	No	8/30/2023 8:41 PM
94	Strongly oppose to removing street cafes along Greenwood	8/29/2023 8:55 PM
95	I love the street cafes, but definitely hate the parking. Combining the bike and bus lane also kinda sucks for cyclists	8/29/2023 7:12 PM
96	It's very dangerous to bicyclists to be force to travel in the same lane as buses and frieght vehicles which have huge blind spots. Keep bicycle traffic separated.	8/29/2023 4:37 PM
97	I'm not 100% sure about the idea of removing the street café but if it does give more dedicated space for the 5 to maneuver through the area, then that might be for the better. I just think that coming up with a solution to provide that same amount of seating to the café that is, there would also be a good and helpful beneficial thing as then the café doesn't lose the seating that currently is partially in the lane but Delenn is now available for buses.	8/29/2023 11:14 AM
98	I'm unsure how I feel about a shared bike and BAT lane. If you're behind a bus does that mean you have to merge left into regular traffic lanes?	8/29/2023 9:17 AM
99	Please revise to provide separate all-ages all-abilities approach to the intersection for bicyclists. This change will make the route less accessible for bicyclists.	8/29/2023 8:25 AM
100	Removing the street cafe is a no-brainer. Parking is important to the businesses, and their customers	8/29/2023 2:52 AM
101	I'm okay with removing the bike lane b/c 1st ave (one street west) is a safer bike street.	8/29/2023 12:09 AM
102	Approve all of it except the removal of the street cafe.	8/28/2023 9:52 PM
103	I would be interested in learning how shared BAT & bike lanes work, it seems like something that would reduce safety for bicycles and slow down buses where they have to pass bikes. Also unsure if this is a spot that needs improvement, as most slowdowns in my experience happen north of 145th and south of Fremont.	8/28/2023 7:45 PM
104	Parking is very tight and will get worse when those large apt buildings open. Do NOT support removing more street parking space.	8/28/2023 7:19 PM
105	I don't understand how the interventions would improve bus reliability.	8/28/2023 7:17 PM
106	this area just doesn't seem that slow/clogged to me. I'd rather avoid affecting the small business restaurant if possible	8/28/2023 7:01 PM
107	Street cafes=good; don't make bikes and buses compete for space/speed; parking can go away. Prioritize non-car uses always.	8/28/2023 6:41 PM
108	Removing parking and street cafes are not the answer - staff your trips 100% and see what happens first. Every day a trip is cancelled and then the next bus is sooo late because it is full of people that the bus after it ends up catching up to it so now you have one no show, one extremely late bus and one bus running early. It is always a cluster.	8/28/2023 6:28 PM
109	Need more info about bike-bus-GP right turn interactions both NB & SB at N 80th St	8/28/2023 5:32 PM
110	Hopefully can remedy impacted street cafe. It would be unfortunate for businesses to lose beloved service area.	8/28/2023 4:58 PM
111	Street parking is needed	8/28/2023 3:27 PM
112	Saddened the street cafe removal is required when collapsing the middle lane prior to 81st could leave most lanes intact and preserve the space.	8/28/2023 1:45 PM
113	share bike and BAT lanes is not an all-ages-and-all-abilities bike facility.	8/28/2023 9:57 AM
114	Parking and street cafes are needed in this neighborhood.	8/27/2023 7:26 PM
115	are there any considerations about removing the left turn median lane. and then installing the 2 shared lanes and having two general lanes instead.	8/27/2023 1:06 PM
116	I worry about taking protected space away from bicyclists. Can't you remove parking here to accommodate transit and bike priority? Parking holds the public right of way for only a few lucky people.	8/26/2023 10:36 PM
117	why remove street cafe? I'm unsure of the motivation here. Mainly I just want to prioritize	8/26/2023 7:36 PM

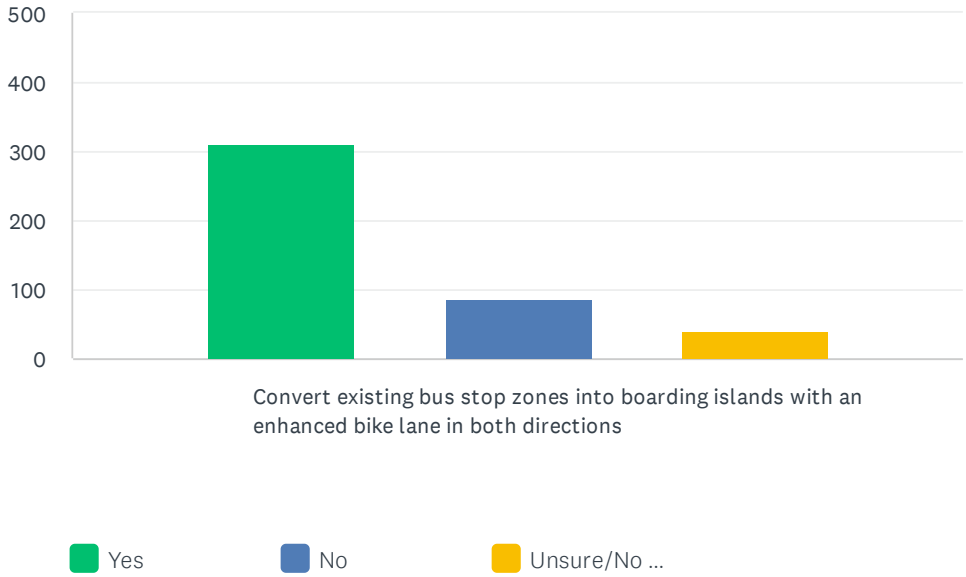
	pedestrians/cyclists	
118	Why didn't you break those three out into y/n/dk?	8/26/2023 5:24 PM
119	please include enforcement cameras so people don't speed through the bus lane	8/26/2023 4:42 PM
120	I like better use of the road, but I don't want to lose the street cafes, those are so nice for the community.	8/26/2023 3:48 PM
121	remove car lanes and parking, not bike lanes or street cafes	8/26/2023 3:07 PM
122	BAT lanes are much more unsafe for bikes- busses often vie for the same space as bikes (right lane), so busses passing bikes is frequent and scary	8/26/2023 1:53 PM
123	If the bike lane needs to be removed, please make it VERY obvious to drivers that it's for buses and bikes only. Preferably, the red paint should extend through the whole lane, not just a few red stripes after the intersections. I'm especially worried about drivers using it as a passing lane or merging into it for a right turn without looking for bikes.	8/26/2023 1:52 PM
124	The bike lanes as they are now are not particularly safe especially after I heard about an intentionally hit cyclist on Greenwood, I stoped cycling in Seattle because I don’t want to be attacked. It’s not clear to me that most BAT users are any more friendly than the average driver to cyclists. I support removing parking here absolutely. Removing the street cafe would be not great but worth the speed ups	8/26/2023 12:53 PM
125	Disallow right on reds	8/26/2023 11:27 AM
126	removing street parking will make the area safer for bikes	8/26/2023 10:14 AM
127	busses sharing lanes with Bikes is very dangerous for bikes.	8/26/2023 8:28 AM
128	Im.for removing parking, but Im worried about increasd crossing distance for pedestrians. A traffic island should be added at intersections if the road is effectively widened. why is removing center turn lane not considered? It makes the road so dangerous. we just had another severe accident involving a driver hitting a legally crossing pedestrian. how will bat lane be enforced?? Im worried drivers will use it in reckless passing maneuvres.	8/26/2023 6:40 AM
129	Like the BAT lane, unsure about removing street cafe	8/25/2023 10:06 PM
130	The street cafe's are wonderful, reclaim space for pedestrians to enjoy urban infrastructure and generate commerce! Please don't remove them.	8/25/2023 6:41 PM
131	How are you going to keep cars from overwhelming these lanes?	8/25/2023 4:03 PM
132	The current bike lane here is unsafe due to being in the door zone. Removing the parking will make this segment much safer!	8/25/2023 3:59 PM
133	I think it’s really important to make it clear that cyclists should continue in the BAT lane. Also, please consider a future parking protected bike lane along Greenwood.	8/24/2023 11:54 PM
134	It is very important to me to have a dedicated bike lane along this route. The street cafe doesn’t bother me.	8/24/2023 12:50 PM
135	remove street cafe, and parking- how does this affect local business?	8/23/2023 10:10 PM
136	You blocked off fremont ave and 1st ave NW for bicycles, leave Greenwood avenue alone. Also, the cafe has become a nice neighborhood spot. The bike lane serves <2%. enough tyranny of the minority with these bike lanes. We need sidewalks and transit.	8/23/2023 8:06 PM
137	Cyclists shouldn't have to share a bike lane with heavy vehicles, nor should bus riders be delayed by cyclists. Remove the left turn lane instead and use that space for BAT, in addition to taking parking.	8/23/2023 5:17 PM
138	Rather than BAT lanes - the lanes should be red painted BUS ONLY lanes.	8/23/2023 4:11 PM
139	Greenwood desperately needs separated bike infrastructure. The door zone bike lane is terrifying.	8/23/2023 4:09 PM
140	removing the street cafe is a big drawback. Can we take more space away from cars to serve this purpose while maintaining the cafe?	8/23/2023 3:22 PM
141	I don’t love sharing the bike lane with the bus. And prefer a protected space free from parked	8/23/2023 12:16 PM

	car door threats.	
142	I wish I could vote on these separately. The bike lane should be protected (not just paint), buses should have priority, the street parking should be removed, but we should NOT remove street cafes.	8/23/2023 9:22 AM
143	you might want to separate these. I'm not sure what cafe is there or the rationale for removing it. To create a quicker through lane for the 5? Bike lanes move far fewer people than buses, so buses deserve priority, but is that to get buses out of car traffic and create in-lane stops so they don't merge in and out? Not clear.	8/23/2023 8:44 AM
144	I bike there and would prefer a protected bike lane, shared lanes feel very unsafe and I will not bike there. The city should prioritize bikes since they are zero emissions	8/23/2023 6:07 AM
145	As a cyclist I do not approve of shared lanes with buses. Despite data, i feel safer with a pit lane than these shared lanes. If there is no space please remove the turning lanes to allow both a bus lane and bike lane	8/22/2023 9:06 PM
146	It is already quite dangerous riding a bicycle on Greenwood Ave, and I do not support making it more dangerous.	8/22/2023 8:13 PM
147	Wow, please do not convert the bike lane into a bus lane. Take away space from cars, not bikes.	8/22/2023 6:56 PM
148	Please have a bike only lane. People on bikes should not have to share space with a 30 ton vehicle.	8/22/2023 6:43 PM
149	I don't think this is going to work. First of all you're removing the Snapshot Brewing street cafe and not offering any compensation? Secondly the BAT lane will be full of right turning vehicles and useless to both busses and bikes. Why not remove the center turn lane, and have separate transit only lane and bike lane?	8/22/2023 6:38 PM
150	I'm OK with removing parking, but not OK with removing street cafes or reducing the safety of bike lanes by sharing them with BATs	8/22/2023 6:35 PM
151	drivers tend to not respect the BAT lanes which may increase conflict with people on bikes. metro drivers usually give enough passing space, but the connector drivers pass terrifyingly close on the regular. don't want to share space with them on the road when I'm riding a bike (pretty much every day)	8/22/2023 6:19 PM
152	As a biker, this seems less safe than the current configuration. But I like the bus priority lane.	8/22/2023 6:17 PM
153	This is a busy area and drivers are already distracted enough without trying to get them to use this kind of shared multimodal lane correctly. Street cafes should remain; it's part of what strengthens the Urban Village-ness of the area.	8/22/2023 4:01 PM
154	Not convinced that making this volume of change for just 2 blocks will be a game changer. N-bound traffic backs up from 83/85 all the way to 80 at times.	8/22/2023 3:55 PM
155	I live near to 79th and Greenwood. One significant issue at this area is traffic backup that occurs on weekdays when Saint John's School has at pick up time (3pm). Cars frequently back up turning left from NB Greewood to WB 79th for 2-3 blocks. I worry the Southbound BAT lane from 80th to 79th could easily become a queuing area for parents picking up their kids on 79th st	8/22/2023 2:30 PM
156	I agree with installing a shared bike/BAT lane and removing street parking, but disagree about removing the street cafe. Is there really a need for a center turn lane beyond the intersection? It seems like turning volume on 81st-84th (and 79th and south) is pretty minimal and may not require a dedicated turn lane.	8/22/2023 2:25 PM
157	Removing parking is good. The street cafes are better than a through-lane. There should be a separated, protected bike lane that doesn't have to share with traffic. This proposal just makes a 3 lane road into a 5 lane road	8/22/2023 2:10 PM
158	get rid of bike lanes, move them off bus routes	8/22/2023 1:51 PM
159	I support removing parking, but we should not remove successful street cafes. They are important parts of our community. I also think putting turning vehicles, buses and bikes in the same space is dangerous. Why not restrict left turns at 79th and 81st and then remove the	8/22/2023 1:31 PM

	median turning lane and use the additional roadway to move general traffic lanes to the middle and allow a dedicated bus lane to run alongside the existing bike lane.	
160	Assuming BAT means it is for buses only - this may have been defined earlier, but it's unreasonable for surveyees to remember all the information provided in each slide. :)	8/22/2023 10:20 AM
161	I don't mind the sharing of the bike lane, that makes sense. But it should not be at the expense of parking (which is dwindling) nor street cafes (which breathe life into the area)	8/22/2023 9:14 AM
162	This area is already incredibly dangerous for cyclists. Any changes should make cycling and busing safer, not combine the lanes. Recommend taking space away from cars to provide bus access, not street cafes and bicyclists. If BAT/bike lane is implemented, please provide a queue jump for buses and bikes and no right turn on red for safety. Merge for buses/cars at 79th or 81st looks difficult without a signalized queue jump.	8/22/2023 8:27 AM
163	Curious to know more of why this treatment was chosen here. Not sure a shared bike and bus lane is going to be comfortable and street cafes are a good thing but if it will speed up the bus, a compromise with the business makes sense.	8/22/2023 8:23 AM
164	Being able to stop in front of the library on Greenwood to quickly use the book drop off would be hard to lose	8/22/2023 8:12 AM
165	Shared bike-bus facilities are not all ages/all abilities. Can you just remove parking to keep separate bike/bus lanes?	8/22/2023 6:40 AM
166	I support this change, but please also create more cafe street space in Greenwood, e.g. on side streets	8/22/2023 12:19 AM
167	I love this idea. I hate using this bike lane, I'm terrified of getting car doored. Please take out some parking, we don't need so much damn free public space for people's private property.	8/21/2023 9:22 PM
168	Nothing else.	8/21/2023 9:09 PM
169	Yes to removing parking. No to bikes sharing a lane with cars and buses. How is that even an improvement for bikes?! Keep the bike lanes. YES, YES to removing street parking. Getting rid of parking, alone, will increase safety and travel times.	8/21/2023 7:56 PM
170	It would be great if you could keep the cafe in some way.	8/21/2023 7:29 PM
171	Get rid of the center turn lane entirely. One dedicated bus lane each direction, one dedicated vehicle lane each direction, and actual protected bike lanes (instead of ineffective painted lines) would be best.	8/21/2023 6:05 PM
172	Is there any plan to replace the parking lost in this area? Via public lot somewhere?	8/21/2023 6:00 PM
173	STREET CAFES NEED TO REMAIN HOW DARE YOU COLLAPSE ALL OF THIS INTO ONE QUESTION SHOULD BE THREE. Convert existing bike lane into a shared bike and BAT lane in both directions: Yes Remove street parking in both directions: Yes Remove street cafe: NO NEVER HOW DARE YOU	8/21/2023 5:44 PM
174	I trust the travel time benefits are significant. Understanding how beneficial this is for bus riders is important as there will be significant impacts to current curb space users such as the outdoor caffe owner and dance studio.	8/21/2023 2:27 PM
175	No	8/21/2023 1:17 PM

Q9 Do you approve of the proposed improvements on Greenwood Avenue North at North 80th Street?

Answered: 436 Skipped: 61



	YES	NO	UNSURE/NO OPINION	TOTAL
Convert existing bus stop zones into boarding islands with an enhanced bike lane in both directions	71.33% 311	19.72% 86	8.94% 39	436

Q10 Is there anything else you would like to share about our proposed improvements at this location? (500 characters limit)

Answered: 99 Skipped: 398

#	RESPONSES	DATE
1	Boarding islands would make it easier for the buses to get in and out of traffic. Install bike lane on a parallel, less used street.	9/11/2023 10:43 PM
2	I prefer the dedicated bus/bike lanes from the previous page. I do like this design for other locations where buses stuck in traffic is less of a concern.	9/11/2023 3:09 PM
3	Stop with bike stuff, why are there even buses and bikes on the same street?! We dont need to spend money on bike lanes, it’s wasteful and takes up too much space, redirect them to actual bike trails and side roads	9/11/2023 9:15 AM
4	Add buffers between the sidewalk and new bus lane to help improve pedestrian safety. Presently the parked cars prevent driven cars from leaving the road way. Preserving the street cafe should be a priority. Can the south left turn lane be changed to a thru lane and left turn lane? Then the current thru lane can become the bus lane and preserve the street cafe.	9/11/2023 9:07 AM
5	BUS LANES	9/11/2023 4:06 AM
6	NO! Traffic can already get backed up for blocks at this intersection, esp. at rush hour. The islands halt all traffic, increase gas & electric usage, and put more toxins in the air. Why not start emphasizing vehicles must yield for buses & give out tickets?	9/10/2023 2:15 PM
7	I'm not sure I like this design. This will increase pedestrian bicyclist interactions. I like the one at 87th so far, but no buses have stopped there yet. I suspect it won't be fun with lots of pedestrians.	9/9/2023 8:49 PM
8	Looks good!	9/9/2023 3:00 PM
9	a total waste of money. There is not that much riders at 80th going south.	9/8/2023 9:56 PM
10	Boarding islands are horrible for the entire flow of the city. Just make room for the bus to pull over	9/8/2023 9:26 PM
11	Support if it doesn't remove parking.	9/8/2023 6:56 PM
12	Moving bus stops that seniors are depending on.	9/8/2023 6:55 PM
13	These changes have worked well on Roosevelt and elsewhere. I think people are getting used to them.	9/8/2023 6:47 PM
14	Placing bus stops inline with the single travel lane will lead to increased congestion and back ups. Where as adding a a BAT lane would keep traffic from backing into the intersection and creating gridlock through light cycles	9/8/2023 6:03 PM
15	Our Greenwood neighborhood is vibrant and our properties are valuable	9/8/2023 1:38 PM
16	As long as it's not done half-ass like elsewhere (eg. Dexter) in the city, and it's safe for bus riders and cyclists alike.	9/8/2023 12:30 PM
17	No	9/8/2023 11:36 AM
18	Zero tolerance for drug use on buses and trains.	9/8/2023 10:21 AM
19	This is much better - the center turn lane along Greenwood is not necessary and just encourages speeding.	9/8/2023 10:18 AM
20	Looks great! Makes it safer and faster	9/7/2023 12:00 PM
21	The 80th street intersection is already a very dangerous spot to turn right on. Adding congestion may worsen this problem for pedestrians, especially on the northbound side	9/7/2023 11:53 AM

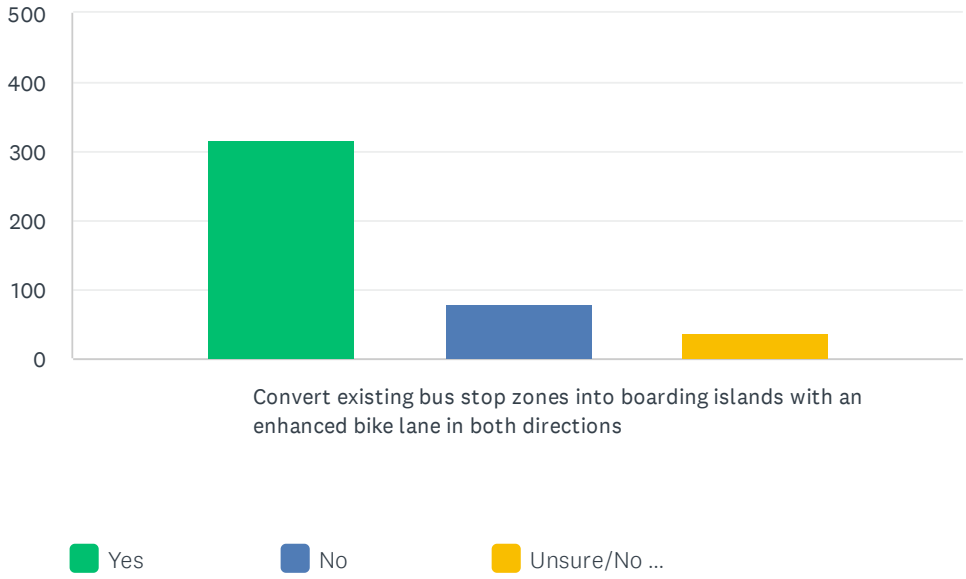
22	Why complicate existing bus stops. Needless expenditure and construction disruption!!	9/7/2023 9:58 AM
23	This would be a great improvement so cyclists don’t have to play leapfrog with the buses along Greenwood	9/6/2023 10:21 PM
24	I love this! This should be the default option for all King Country Metro bus stops!	9/6/2023 7:11 PM
25	My family member is disabled and using the island feature is challenging (example on Greenlake area bus stops)	9/6/2023 7:01 PM
26	Do not make transit riders cross the bike lanes to enter or exit buses.	9/6/2023 5:20 PM
27	This seems to work well like in Dexter	9/6/2023 4:34 PM
28	Boarding islands are preferred as it reduces the number of conflicts with people getting on/off buses and bikes.	9/6/2023 3:53 PM
29	Cars will need to wait behind the buses, right? SDOT always prioritizes bikes over cars. When will you realize how ageist this policy is? I would like to see the data on the age of Seattle's bike riders. Very few over the age of 45, I think. The solution is cars that do not run on fossil fuels, not SDOT's insistence on bikes. I believe in public transit and always used it for commuting to work, but I have personally witnessed disturbing incidents on it since the pandemic.	9/6/2023 8:31 AM
30	Would this not cause major traffic backups since the bus will stop all traffic to load/unload	9/5/2023 10:54 PM
31	As a biker, I like the idea of enhanced bike lanes, but, as a driver, I'm not a fan of these boarding islands that bring car traffic behind them to a screeching halt.	9/5/2023 10:47 PM
32	This section of Greenwood is often congested during peak times already. This will make it worse.	9/5/2023 9:52 PM
33	The boarding islands need to have physical barriers to ensure people waiting for the bus and getting off the bus don’t absent minded step into the bike lane. This is done pretty well on Dexter Ave just north of Mercer.	9/5/2023 9:39 PM
34	This seems fine. Is this in lieu of the improvements on the previous page? Overall, this is a much better idea.	9/5/2023 5:51 PM
35	Awesome!	9/5/2023 5:12 PM
36	Fully blocking any traffic with this design will push the significant North/South traffic from Greenwood onto neighborhood streets.	9/5/2023 3:24 PM
37	could this be applied to Fremont-Phinney-Greenwood avenues North between North 39th and 84th streets? See Dexter Avenue North. PBL would be against the curb; buses would stop in-lane; buses and bikes would no longer weave. Why were segments of the Route 5 not included in study?	9/5/2023 2:08 PM
38	I would prefer a protected bike lane instead of bikes filtering through bus passengers	9/5/2023 1:30 PM
39	This is great, but I don't understand how it works with the previous design.	9/5/2023 1:08 PM
40	Reduce the number of stops. This has always been terrible idea and it makes people lazy and unhealthy.	9/5/2023 11:54 AM
41	bike riders are supposed to pass through the people waiting for the bus? come on!	9/5/2023 10:57 AM
42	Love this.	9/5/2023 10:17 AM
43	I enjoy these boarding islands. As a cyclist I feel so much safer on the boardings island than bike lane with floppy plastic posts.	9/5/2023 9:09 AM
44	Continue the enhanced bike lane. Remove parking or turn lane.	9/5/2023 8:32 AM
45	Would be happy to see more aggressive changes that prioritize bikes and buses over cars.	9/5/2023 7:59 AM
46	would love to see grade-separated bike lanes there. Also parking-protected bike lanes after and before the stop, which it looks like this plan doesn't include	9/4/2023 8:14 AM
47	Unclear how the bike lane is enhanced and if it becomes even with the sidewalk, has raised crosswalks etc. need clarity on design	9/2/2023 12:18 AM

48	This will definitely cause bicyclists to hit pedestrians	9/1/2023 4:09 PM
49	Please separate with protected bike lanes wherever possible.	9/1/2023 2:15 PM
50	This might work—I can’t visualize it well—	9/1/2023 9:14 AM
51	See previous comment	8/31/2023 8:52 AM
52	I am disabled and bikes interfere with people using powerchairs.	8/30/2023 8:41 PM
53	Get rid of existing bike lanes. The current bike lanes usage is not used enough to justify the cost and danger	8/30/2023 11:26 AM
54	This is much better since it has some separation of the bikes and buses.	8/29/2023 4:38 PM
55	I like this design but the bike lane needs to be super clear. It's not great when people walk or block the bike lane when waiting for, entering, or leaving the bus	8/29/2023 9:19 AM
56	There is no need for larger islands - waiting areas are not over full. Very few people bike - no need to slow down the busses with enhanced bike lanes.	8/29/2023 2:54 AM
57	I don't like this at all. I think it better to encourage bike traffic to use 1st ave just one street west. Making bus riders stand out on an island waiting for the bus with less shade and having to cross bike traffic is less convenient. Also busses will clog up greenwood by stopping traffic and make traffic worse. Just remove parking on Greenwood. Have the bus pull over before the traffic light then time the light to give the bus priority.	8/29/2023 12:14 AM
58	All I see with this proposal is accidents. Between the school pick up and drop off and the short stays at the library you are going to make the problem worse rather than better.	8/28/2023 6:30 PM
59	Will there be signal timing changes at 80th?	8/28/2023 5:35 PM
60	More bike safety and anything to slow down traffic is welcome! Folks drive so recklessly on Greendwood!	8/28/2023 4:59 PM
61	don’t need boarding islands here	8/27/2023 9:56 PM
62	How does constructing a boarding island improve the overall mobility in the area?	8/27/2023 9:51 PM
63	Not if it removes parking and street cafe!	8/27/2023 7:26 PM
64	could be okay; might limit parking for low-income folk who don't have parking spaces at their apts	8/26/2023 5:26 PM
65	great idea!	8/26/2023 4:42 PM
66	The picture shows no bike lane leading up to N 80th St. Will it be removed entirely, or will bicyclists have to merge into the car lane as they approach the intersection? Neither option is good, because drivers do not look for bikes.	8/26/2023 1:53 PM
67	unsure of waiting in the middle of the street esp during bad weather	8/26/2023 12:05 PM
68	Please alsovconsider creating a signalized crossing at 81st so people walking/rolling on the west side of Greenwood can get safely to the library. Lots of speeding currently.	8/25/2023 4:01 PM
69	This just narrows the road and will make everything slower	8/24/2023 12:52 PM
70	This is just going to bottl eneck greenwood avenue even further. You already created a traffic mess with teh new cross wlk light at 83rd. MOst people aren't even crossing at the intersection, they just run across the street midblock anyway. Please stop messing with our neighborhood with these bicycle streets/lanes. We need sidewalks and transit This is one of two busiest intersections on Greenwood ave.	8/23/2023 8:08 PM
71	Please improve bike lanes all down this corridor - I bike in this area a lot but don’t feel comfortable biking on this street, especially with my kids.	8/23/2023 4:11 PM
72	I think it preferable to do the bus boarding islands with the bike lance enhanced behind the islands the entire way from 45th to north of 85th where it already exists.	8/23/2023 12:18 PM
73	TOO MANY BIKES LANES AREN'T BEING USED IN SEATTLE ALREADY!!!	8/23/2023 9:24 AM
74	please please please add *protected* bike lanes to all of Greenwood Ave N, not just paint	8/23/2023 9:23 AM

75	NOW this makes much more sense. This is the right design--not the ridiculous one where bikes are riding through riders boarding and leaving buses. The bike lane belongs BEHIND the bus stop. This design works well for pedestrians, bikes, and buses.	8/23/2023 8:49 AM
76	This is better for bike and busses, which I love!	8/23/2023 6:08 AM
77	This is an amazing improvement to this intersection please do more of these along greenwood	8/22/2023 9:07 PM
78	Yes please. These large intersections on Greenwood should ideally become protected intersections.	8/22/2023 6:57 PM
79	The "enhanced bike lane" only adds protection for a very short distance.	8/22/2023 6:39 PM
80	there needs to be a barrier between island and bike lane (with a designated Ped-xing) so waiting passengers don't wait on the bike lane.	8/22/2023 6:38 PM
81	cars pull in and out of the restaurant parking lot on the NE corner here in weird ways. not unusual for a driver to turn left off of 80th and veer right into that parking lot from greenwood. terrifying for pedestrians when it happens. also fun when the drivers pull out onto greenwood and head for the left turn lane to go east on 80th. fascinating. I'd close that access to the street	8/22/2023 6:22 PM
82	Elevating the bike lane at these islands hasn't gone over well. Curb cuts for peds crossing to the island feels better.	8/22/2023 4:02 PM
83	The parking lot at the Taco Del Mar on 80th and Greenwood may complicate the NB island	8/22/2023 2:31 PM
84	I don't see how this improves anything at all, seems like it would be a slow down for literally everyone, please stop making changes that make riding the bus harder and get rid of the bike lanes	8/22/2023 1:52 PM
85	I like this idea, I understand it is widely used in Germany; however bicyclists should be expected to slow down/stop when pedestrians are queueing up. It is very intimidating for pedestrians to have to cross a path of high-speed and often aggressive bicyclists. If this issue could be addressed by a bike-slow zone, or some other method to slow down bikes I think it would be great. The bikes are quiet, and even when we know they might be there, they sometimes appear so fast it's a surprise.	8/22/2023 10:25 AM
86	No one except bikers like the dedicated bike lanes.	8/22/2023 9:15 AM
87	This would make pedestrians, as well as bus and bike riders, safer	8/22/2023 9:11 AM
88	i live a few blocks from here and I haven't seen a purpose or need for this change. Need to describe why this would be done and how it would help in order for survey respondents to understand if it's a good idea or not.	8/22/2023 8:54 AM
89	This provides safety for buses, bicyclists and pedestrians and is much better than the BAT option. Maintain bike lane in direction opposite bus stops at the intersection, the most dangerous place for cyclists to mix with vehicles.	8/22/2023 8:28 AM
90	I like this design. It prioritizes the bus and provides a nice bike lane.	8/22/2023 8:25 AM
91	Yes! These are great and safer for people on bikes and transit riders.	8/22/2023 6:40 AM
92	Nothing else.	8/21/2023 9:10 PM
93	We have one of those at Dexter and Roy St. I don't think it's any better that a regular bus stop if you just eliminate the parking. The interface between people and bikes in that configuration is not good. Just eliminate the street parking.	8/21/2023 7:59 PM
94	It seems that it's a little crowded around that southbound stop.	8/21/2023 7:03 PM
95	That's more like it. Except keep the bike lane going.	8/21/2023 6:06 PM
96	LEAVE STREET CAFES IN PLACE	8/21/2023 5:44 PM
97	I'm unsure because I don't understand what this will improve.	8/21/2023 5:15 PM
98	If the shared bike/bus lane concept is not possible, this seems like a good alternative. I assume they are mutually exclusive(?).	8/21/2023 2:28 PM
99	No	8/21/2023 1:17 PM

Q11 Do you approve of the proposed improvements on Greenwood Avenue North at North 85th Street?

Answered: 430 Skipped: 67



	YES	NO	UNSURE/NO OPINION	TOTAL
Convert existing bus stop zones into boarding islands with an enhanced bike lane in both directions	73.26% 315	18.14% 78	8.60% 37	430

Q12 Is there anything else you would like to share about our proposed improvements at this location? (500 characters limit)

Answered: 97 Skipped: 400

#	RESPONSES	DATE
1	I don't see how building islands helps; stopping is fine now.	9/11/2023 11:25 PM
2	This stop always takes quite a while to get through. I disagree that the stop should be after the signal. Putting the stop before the signal usually allows passengers to board/exit sooner and to also more timely cross the street.	9/11/2023 10:46 PM
3	Buses sometimes need to pause at N 85th for schedule adherence. Install bike lane on a parallel, less used street.	9/11/2023 10:44 PM
4	Buses should have a dedicated lane both northbound and southbound to jump the queue to improve performance.	9/11/2023 3:10 PM
5	Get rid of the bike lane, I approve of that spending	9/11/2023 9:16 AM
6	See last comment: Maintain the street cafe space and provide pedestrian safety buffers.	9/11/2023 9:09 AM
7	BUS LANES	9/11/2023 4:06 AM
8	I am a biker but I think the enhanced lanes don't work. What % of the population are bikers, esp. on a reg. basis? My elderly neighbors can't ride bikes, my neighbor with 2 children & groceries can't ride, & it is dangerous for many people to do so at night. If enough bikes used the lanes, and avoided arterials without bike lanes, I would understand, but they don't. There already is a bike lane on Greenwood and one on 8th NW, but a number of riders bike for long distances N & S on 3rd NW.	9/10/2023 2:28 PM
9	Fits in with existing infrastructure on Greenwood. It's not the greatest, but it generally works.	9/9/2023 8:50 PM
10	Boarding islands enhance rider safety and are attractive.	9/9/2023 3:00 PM
11	Would clog this major intersection by blocking the north-south lanes from cars. Currently the bus pulls over and the traffic can flow past them. This is a complex corner with every lane getting their "turn" and this would force drivers to wait through another light cycle as the bus would block the street.	9/9/2023 7:28 AM
12	waste of money. Nothing more than a good feeling plan.	9/8/2023 9:57 PM
13	Adding islands will be a huge traffic jam and make traffic on N 85 the even worse. Just allow the bus enough room to I'll over	9/8/2023 9:27 PM
14	Support if it doesn't remove parking.	9/8/2023 6:57 PM
15	Concerned about possible vehicle backups behind stopped coaches, with possible intersection blocking. Would it make sense to move the bus stops a bit further away from the intersections to allow a few more vehicles in behind? Or maybe the light cycles can be modified to adapt if a coach is present?	9/8/2023 6:50 PM
16	adding islands here would essentially prevent the high north/south traffic volume from advancing during green lights when a bus is loading unloading leading to further backups on Greenwood. These bus stops often load/unload multiple passengers and scooters/wheelchairs	9/8/2023 6:08 PM
17	Please save our existing, vital neighborhood.	9/8/2023 1:39 PM
18	Remove the car lanes, narrow the street, expand sidewalks.	9/8/2023 12:31 PM
19	No	9/8/2023 11:36 AM
20	Zero tolerance for drug use on buses and trains.	9/8/2023 10:21 AM
21	Eliminate parking on southeast side of greenwood between 84th & 85th.	9/8/2023 8:38 AM

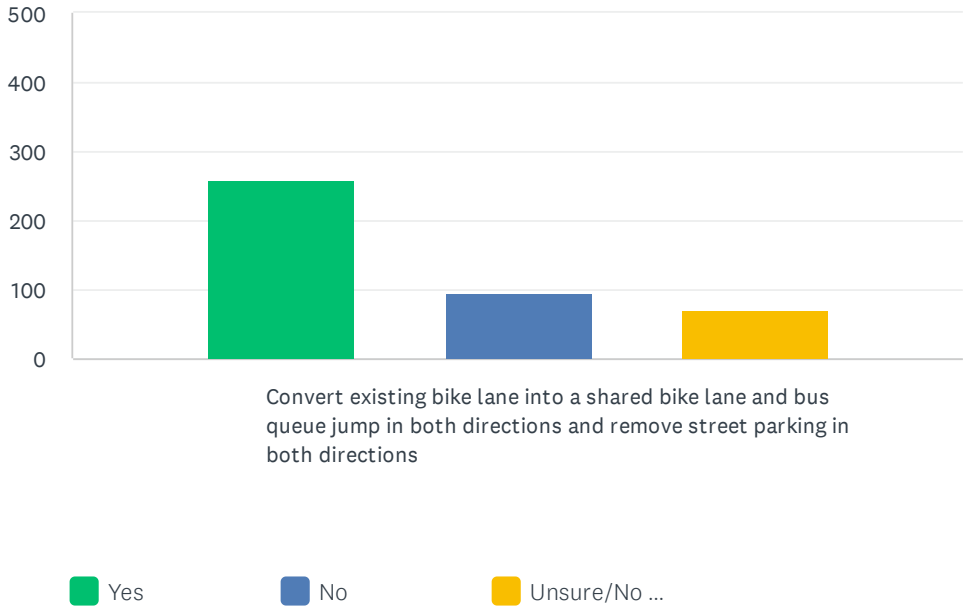
22	Express buses please	9/7/2023 3:39 PM
23	As a stop I use frequently, this will greatly improve the commute	9/7/2023 12:01 PM
24	This is a high traffic arterial. Converting to one lane will greatly increase backups on Greenwood Ave	9/7/2023 11:54 AM
25	Leave it as is. Needless expense. Disruption - slow down of traffic	9/7/2023 9:59 AM
26	this is going to increase the already existing backups!!!!! Do you not ride the bus here ever? The northbound bus sits in back up from N83rd for 2-3 cycles during rush hour	9/7/2023 9:35 AM
27	Love it! See previous comments about how this should be the default option for all bus stops, like it is the standard for all world leading cities	9/6/2023 7:13 PM
28	Do not make transit riders cross bike lanes to enter or exit buses.	9/6/2023 5:22 PM
29	This is the bus stop I use most. This is great. Also, would love to see even more biking improvements along Greenwood around here	9/6/2023 3:37 PM
30	Your plan is quite unfair to library patrons, who will no longer be able to quickly drop off their books. The library is on a hill, so turning the corner will not work. The library's underground garage is creepy and takes time to navigate. Please do not do this.	9/6/2023 8:36 AM
31	This appears to have limited benefit to cyclists in what is a crowded intersection with limited visibility, and a long traffic light signal. On the other hand, the bus loading blocking traffic will significantly slow traffic, making drivers angrier and making a less safe environment for cyclists	9/5/2023 11:15 PM
32	With stops after the light, won't this cause major backups if the bus pulls through the light then stops to load and unload. More congestion?	9/5/2023 10:55 PM
33	This corner is already brutal for traffic. Adding those boarding islands would make it worse. I think we need to look at solutions that benefit everyone, not just bus riders (and I've been a multiple-times daily bus rider in the past and likely will be again at some point).	9/5/2023 10:49 PM
34	This is a very busy intersection with cars backed up in all directions, blocking the only NB/SB egress route from the junction immediately after a short light will likely frustrate drivers who will then do stupid thing	9/5/2023 9:55 PM
35	If a wheelchair rider boards at this location, the congestion will become intolerable.	9/5/2023 9:54 PM
36	I don’t understand this concept. BUT, the newly constructed/ reconfigured bus stop on the northbound side at N 87th where passengers are dropped off into the bike lane makes no sense to me and seems dangerous for all. Please look at this.	9/5/2023 7:42 PM
37	This seems fine. In my opinion it would be better for traffic flow/safety if both bus stops were on the N side of 85th.	9/5/2023 5:52 PM
38	Great idea!!!	9/5/2023 5:26 PM
39	I'm curious if the resulting through queuing caused by in lane stops would negate any travel time savings.	9/5/2023 4:56 PM
40	Make sure it's safe for riders, especially those with mobility issues to cross bike lane to get to bus Island.	9/5/2023 4:23 PM
41	Again, this has significant impacts to local traffic on neighboring streets.	9/5/2023 3:25 PM
42	Same thoughts as question 10	9/5/2023 1:30 PM
43	Looks great. Should include bus priority approaching the intersections.	9/5/2023 1:09 PM
44	this is a set up for bike / pedestrian conflict	9/5/2023 10:57 AM
45	Would like to see better instruction for cyclists on the opposite sides of the street. Am I supposed to go from a sharrow in the center lane to the bike lane on the right? Let’s make it clear, because as a cyclist, I already feel uncomfortable at this intersection.	9/5/2023 10:19 AM
46	At a minimum this enhanced bike lane should co to use from 80th to 85th if we will have these sections at each intersection. Moving back and forth between these is too much switching for cyclists and drivers. We need consistence to help create safe and predictable interactions.	9/5/2023 8:33 AM

47	Would be happy to see more aggressive changes that prioritize bikes and buses over cars.	9/5/2023 7:59 AM
48	again would love to have the bike lanes at sidewalk level, and have them continue as parking-protected rather than between parked cars and traffic	9/4/2023 8:15 AM
49	A que jump here would be amazing for bus.	9/1/2023 2:15 PM
50	Bikes interfere with people using power chairs which is why I said no.	8/30/2023 8:42 PM
51	Bike riders don’t use the bike lanes safely or courteously. The danger does not justify the expense and risks	8/30/2023 11:29 AM
52	Also good for the same reason that it somewhat separates bikes from bus traffic.	8/29/2023 4:38 PM
53	This intersection is very busy. This would be ok a block north.	8/29/2023 2:11 PM
54	Boarding islands are unnecesary and slow down all traffic, including busses. Hardly any cylcists on Greenwood - no need to enhance bike lanes. Maybe move them to 1st Ave NW, where there are fewer lights and less traffic.	8/29/2023 2:55 AM
55	Same response as before. I don't support making passengers stand out on islands. It is nicer to wait for the bus in the shade of a building or the cover of an awning. Also, remove parking and have the bus pull over so it doesn't stop traffic.	8/29/2023 12:16 AM
56	Make sure crosswalk signals are accessible for bikers. Also responsive to bike/pedestrian requests	8/28/2023 6:44 PM
57	Will there be signal timing changes at 85th?	8/28/2023 5:36 PM
58	This would be great as people crowd the sidewalk, and with much of the sidewalk in rough shape, something like this would be easy to navigate and continue to provide access to these businesses.	8/28/2023 5:01 PM
59	If I could only convert one existing stop to a boarding island, it would be this one	8/28/2023 4:37 PM
60	Allow buses to use the right-turn lane as a queue jump.	8/28/2023 10:19 AM
61	Too crowd d for boarding islands	8/27/2023 9:56 PM
62	Would you increase the frequency of the route so that people don’t have to drive and park? Would you increase free parking in streets adjacent to Greenwood?	8/27/2023 9:53 PM
63	might be okay; again, would eliminate needed parking in front of businesses	8/26/2023 5:27 PM
64	The diagram confuses me. It shows the bike lane symbol, but it is drawn in the middle of a driving lane like a sharrow. Sharrows are not appropriate on arterials.	8/26/2023 1:53 PM
65	Is there a shelter? Waiting with groceries in the rain in the middle of the street isn't a happy prospect.	8/26/2023 12:05 PM
66	Support; if the road is at capacity, the bus isn't the one who should be gettitng stuck	8/26/2023 11:48 AM
67	The traffic lights at this intersection are very long.	8/25/2023 6:41 PM
68	Volume of bike usage doesn't justify cost.	8/25/2023 6:39 PM
69	I live right next to this intersection and strongly approve of the proposed changes.	8/25/2023 4:02 PM
70	This just looks like it will slow traffic	8/24/2023 12:53 PM
71	Enough with the bike lanes. This is our urban center. We don't need a bike lane. The bus already can pull over and is out of traffic way. These handouts to the bicycle lobby are over the top. I'm 60 years old. I can't and don't ride a bike. I do however want to be able to walk, drive and ride the bus.	8/23/2023 8:10 PM
72	Please separate and protect the bike lanes all up and down Greenwood/Phinney.	8/23/2023 4:11 PM
73	These changes might slightly improve on time performance, but will have negatives consequences for other modes.	8/23/2023 3:04 PM
74	TOO MANY BIKE LANES IN SEATTLE AREN'T BEING USED ALREADY!!!	8/23/2023 9:24 AM
75	This intersection is currently very scary on a bike. Please make this better and more	8/23/2023 9:23 AM

	protected.	
76	Yes, this design is great.	8/23/2023 8:50 AM
77	This is a wonderful plan!	8/23/2023 6:08 AM
78	Given the number of lanes in both directions, cyclist safety is a concern here. It would be nice to have more dedicated cycling infrastructure coming up to this intersection	8/22/2023 9:08 PM
79	Yes please! Make the entire street like this.	8/22/2023 6:58 PM
80	barrier between island and bike lane to prevent passenger spilling into bike lane	8/22/2023 6:39 PM
81	Same concerns as the 80th St proposal	8/22/2023 6:39 PM
82	when i'm riding my bike I just wait to go through the intersection when the bus has a stop on the other side (southbound at 65th for example). but I often see people riding get stuck in the intersection or merge dangerously with cars when they try to go around the bus. it's really easy to get boxed in there. and waiting for an extra light cycle is not going to appeal to anyone. especially when a car behind you wants to turn right and is honking at you to move.	8/22/2023 6:25 PM
83	This seems much safer as a biker and will make the bus go faster too	8/22/2023 6:18 PM
84	The biggest thing is eliminate any ability for cars to block the north bound bus zone. Too many people think the bus zone is available for parking while picking something up from restaurants or using ATMs	8/22/2023 4:48 PM
85	I can picture this one going really wrong with delivery trucks and rideshares ending up standing in bizarre places, but maybe...	8/22/2023 4:04 PM
86	Same comments as for the question about Greenwood & NW 80th St. stop.	8/22/2023 10:26 AM
87	This intersection is horrible - anything to make it safer for pedestrians is welcome.	8/22/2023 9:12 AM
88	I haven't seen a need for this. The jam at this intersection seems to be in the east/west direction. North/south hasn't been a serious problem as far as I can tell.	8/22/2023 8:54 AM
89	This will protect bicyclists, pedestrians and bus users.	8/22/2023 8:31 AM
90	I'm not that sure but I approve of it if it's coming from SDOT, these seem pretty nice	8/21/2023 9:24 PM
91	Eliminate parking within at least half a block from the intersection in all directions.	8/21/2023 9:11 PM
92	and ticket cars who are often parked in that bus zone	8/21/2023 9:00 PM
93	I wait there every evening for the northbound 5 - it becomes an Uber/Lyft/Fast food delivery parking lot	8/21/2023 8:20 PM
94	Again, no. It's a lot of disruption and expense, and it's not going to improve safety. Just get rid of the street parking. Oh, and increase service to the point that if you miss a bus it's no big deal. Wait times are awful.	8/21/2023 8:01 PM
95	LEAVE STREET CAFS IN PLACE	8/21/2023 5:45 PM
96	No	8/21/2023 1:17 PM
97	This would gum up other traffic at this intersection	8/21/2023 12:16 PM

Q13 Do you approve of the proposed improvements on Greenwood Avenue North at North 87th Street?

Answered: 425 Skipped: 72



	YES	NO	UNSURE/NO OPINION	TOTAL
Convert existing bike lane into a shared bike lane and bus queue jump in both directions and remove street parking in both directions	60.47% 257	22.59% 96	16.94% 72	425

Q14 Is there anything else you would like to share about our proposed improvements at this location? (500 characters limit)

Answered: 106 Skipped: 391

#	RESPONSES	DATE
1	Creating an advantage for some (e.g. bikers) should not require creating a disadvantage for others (e.g. removed parking).	9/11/2023 10:50 PM
2	Install bike lane on a parallel, less used street.	9/11/2023 10:44 PM
3	Concerned about having a shared bike lane; I think removing parking is ok.	9/11/2023 10:37 PM
4	I would prefer to remove more parking so that there is space for a bike-only lane in each direction in addition to the bus-queue-jump lane, so that a bus is not stuck behind a slower bicycle.	9/11/2023 3:11 PM
5	Who came up with this stuff? No one wants parking taken away and everyone wants the bike lanes gone	9/11/2023 9:16 AM
6	See last comment: Maintain the street cafe space and provide pedestrian safety buffers.	9/11/2023 9:09 AM
7	BUS LANES	9/11/2023 4:07 AM
8	Concerned about bike safety	9/10/2023 3:03 PM
9	The bus queue jump is fine but not removing parking. Everyone is not 20-40 years of age, & can bike or feel safe biking esp. at night. We need to be realistic about what is going to work for the entire population, not just a certain group who can bike or get around easily.	9/10/2023 2:30 PM
10	If this happens I will ride in the car lane when there are buses, which is more dangerous. Cars frequently go 35 mph on this section.	9/9/2023 8:52 PM
11	My friends that drive will not appreciate it, but buses are better than cars! Sorry for the lost parking.	9/9/2023 3:01 PM
12	Silly, you've already done this to the northbound lane!	9/9/2023 7:29 AM
13	I am concerned about the possibility that other drivers will use this lane to pass in an unsafe manner, and about conflicts with bikes. BAT lanes should have camera enforcement.	9/9/2023 7:28 AM
14	I catch the bus there headed south. Most of the time I am the only person waiting for the bus.	9/8/2023 9:58 PM
15	Support southbound but not northbound	9/8/2023 9:55 PM
16	Need parking. Support if create other parking options	9/8/2023 6:57 PM
17	Marginal improvement, but would be better without all the noisy car lanes	9/8/2023 12:32 PM
18	No	9/8/2023 11:36 AM
19	this will encourage dangerouse behavior from drivers. Bikes do not feel safe in lanes like this.	9/8/2023 10:30 AM
20	Zero tolerance for drug use on buses and trains.	9/8/2023 10:22 AM
21	This will be dangerous for cyclists.	9/8/2023 10:19 AM
22	Parking is needed- stop removing it	9/7/2023 3:40 PM
23	Similar to the others,I hope bikes and busses can get there own lanes in the future, but for now it's an improvement!	9/7/2023 12:02 PM
24	This is great! Remove the parking!	9/6/2023 7:16 PM
25	In all cases unsure about impact of removing parking. Local community needs to assess	9/6/2023 4:35 PM
26	Concerned about mixing bikes and buses.	9/6/2023 3:55 PM

27	Will the bus queue jump signal be just for buses and bicyclists will have to wait for the general purpose vehicle signals? If so this should be made clear in the design	9/6/2023 1:05 PM
28	Do you want to totally destroy small businesses? That's what removing parking will do. I believe in public transit, but those businesses up there need all of the help they can get.	9/6/2023 8:40 AM
29	This area feels a bit like the DMZ to me already, so I don't think the revisions would have nearly as negative an impact as the proposed ones further south on Greenwood.	9/5/2023 10:50 PM
30	Same concern about buses aggressively driving near bikes	9/5/2023 10:24 PM
31	See my previous comment. Don’t disembark passengers into a bike lane!	9/5/2023 7:44 PM
32	Reducing bike lane safety is a net loss. Also, the signal at 87th is poorly timed. Retiming this signal would probably help congestion at a lower cost and without compromising bike safety.	9/5/2023 5:53 PM
33	I don’t understand why if you are removing parking to enhance the flow you are adding a bicycle lane which will be even worse to traffic.	9/5/2023 5:42 PM
34	This will really help bus flow	9/5/2023 5:27 PM
35	Again, i worry this will just cause speeding, if the road seems even wider.	9/5/2023 5:13 PM
36	It's not comfortable for bikes to share with buses. When possible, it's better to remove car traffic lanes than bike lanes.	9/5/2023 4:13 PM
37	I have not seen buses delayed at this intersection. There is some bike parking on east side.	9/5/2023 2:10 PM
38	It's a shame that the improvements you're looking at would get rid of two of the best places to eat outside in the neighborhood.	9/5/2023 1:47 PM
39	I have concern if it removes the street cafe northbound. I would prefer you removing the left-hand turn lane in place of the northbound BAT lane.	9/5/2023 1:10 PM
40	prohibit right-on-red first	9/5/2023 10:58 AM
41	The current "bike lane" is so low quality that a bus lane is an improvement	9/5/2023 9:10 AM
42	You should remove that left turn lane first. Then there is space for a car lane and a bus lane and a bike lane.	9/5/2023 8:36 AM
43	Would be happy to see more aggressive changes that prioritize bikes and buses over cars.	9/5/2023 8:00 AM
44	If possible, a protected bike lane (to connect to one in front of Hemlock on that block) and separate bus lane would be preferred. I sometimes park there and would happily remove parking for that.	9/1/2023 2:15 PM
45	Bikes interfere with power chair users.	8/30/2023 8:43 PM
46	It’s hard enough to find parking around here. moving the cars off the street will make it impossible for people who have to have parking somewhere	8/30/2023 11:31 AM
47	Street parking is already short and it would impact businesses along Greenwood	8/29/2023 8:56 PM
48	like bikes, hate parking, unsure about combining with bus lane with bike lane	8/29/2023 7:13 PM
49	This change seems better for the times when there are no buses, since it gives bicyclists more space than they would have with parked cars on their right side, but when the buses are there concurrently then maybe it'd be more dangerous.	8/29/2023 4:40 PM
50	Removing bike lanes reduces level of service on this busy bike route. Please consider creative solutions for protecting bicyclists instead of asking them to mix with traffic.	8/29/2023 8:27 AM
51	This little neighborhood shopping district is an important part of the quality of life here, and these businesses rely upon parking. This feels like it's an attack on the mom n' pop businesses, one of the few places left in Seattle. A precursor to more corporate control?	8/29/2023 2:58 AM
52	No removing street parking! Parking is tight already and will get worse because of extremely limited parking space in those big new buildings.	8/28/2023 7:24 PM
53	I don’t love merging bike/bus spaces. But a short stretch is better than a full lane.	8/28/2023 6:46 PM

54	Please do not take away parking. Do not hurt the small businesses in this corridor that have fought to survive. You can bring up this proposal once you have thoughtfully staffed and scheduled this route and stop cancelling trips every day.	8/28/2023 6:31 PM
55	Street parking is needed	8/28/2023 3:28 PM
56	What are examples of this “improvement” in the city? Does it work?	8/27/2023 9:54 PM
57	We NEED parking, especially with new apartments going in with little or NO parking provided for residents.	8/27/2023 7:27 PM
58	We have a street cafe and rely on it to survive. In addition parking is already at a premium in the neighborhood	8/27/2023 7:12 PM
59	Please don’t take away parking	8/27/2023 6:54 PM
60	The existing Flying Bike table area on Greenwood Avenue isn't mentioned in the proposal, and it's unclear whether encouraging more eastbound traffic across the bike route and up 87th is smart. The southbound proposal seems a good idea.	8/27/2023 10:12 AM
61	I to not like taking protected space away from bicyclists. Can’t we remove parking instead?	8/26/2023 10:37 PM
62	No, but I guess it's gonna happen anyway, so	8/26/2023 5:28 PM
63	anything that allows for more collisions between cars and bikes is not good. cars will always take over bus space	8/26/2023 3:08 PM
64	Removing parking is ok, but this shouldn’t happen at the expense of an actually pretty good bike lane. Remove the left turn lane instead	8/26/2023 1:55 PM
65	I don't go this far so I have no clue.	8/26/2023 12:05 PM
66	Remove general travel width to allow for a dedicated bike lane	8/26/2023 11:29 AM
67	Don't support removal of parking in this location	8/26/2023 7:08 AM
68	This will effectively widen the road and without enforcement drivers will use the extra lane.	8/26/2023 6:43 AM
69	Usage doesn't justify cost.	8/25/2023 6:40 PM
70	Yes, the proposed changes, including removing the parking, will make this segment much safer. I look forward to the increased visability after parking is removed.	8/25/2023 4:03 PM
71	Could there maybe be physical protection of the lane to prevent cars right turning into bikes?	8/24/2023 11:58 PM
72	Keep the bike lane as is. Bikes should be prioritized.	8/24/2023 12:53 PM
73	Aboslutely rather have parking than a bus lane. We need parking. We don't need more bike lanes. You've already shut down a hlaf dozen streets in this neigborhood for bicycles. They can and should use those streets. There is more value to parking than bike lanes that serve <2% of the people and even less in this area.	8/23/2023 8:13 PM
74	87th isn't an arterial, so why does it need a left-turn lane? Take the left-turn lane for the bus lane and leave the bike lane dedicated.	8/23/2023 5:20 PM
75	Shared bike and bus lane sounds like a recipe for potential disaster.	8/23/2023 4:13 PM
76	on the shared bus queue jump/bike lane on greenwood and 65th I've had metro drivers behind me honk at me as I've been in front of them taking the lane.	8/23/2023 3:30 PM
77	Businesses depend on street parking! Do not remove.	8/23/2023 3:04 PM
78	I find it intimidating to hold up a bus while biking in the shared lane	8/23/2023 12:20 PM
79	TOO MANY BIKE LANES IN SEATTLE AREN'T BEING USED ALREADY!!!	8/23/2023 9:25 AM
80	I don't love combining bike and bus together, but I am very pro removal of street parking if it allows for speedier transit and safer biking.	8/23/2023 9:24 AM
81	Public space should be democratized. Parking lanes slow down the bus-riding majority to serve a small minority.	8/23/2023 8:52 AM
82	It's scary to bike in the same lane as busses, this change will make me stop biking to grocery	8/23/2023 6:09 AM

	stores. I do approve of removing parking.	
83	As a cyclist i dislike these as there is aggression from cars turning right that can make it feel unsafe	8/22/2023 9:09 PM
84	I really find these queue jumps dangerous, because it means cars are encouraged to swiftly change lanes without warning into the bicycle path. I do not support this.	8/22/2023 8:16 PM
85	Remove space from cars rather than space from bikes.	8/22/2023 6:59 PM
86	Please do not mix people on bikes with 40 ton vehicles.	8/22/2023 6:45 PM
87	I don't care about preserving Street parking but the business around there might. Consider converting some of the side street parking to 2 hours to help local businesses.	8/22/2023 6:42 PM
88	sharing with metro is cool with me when I bike. very happy to yield to the bus no matter my mode. street parking is a terrible use of space	8/22/2023 6:27 PM
89	Removing the parking is great, but bikes should have a protected lane	8/22/2023 2:11 PM
90	we need the parking, please stop taking street parking away, get rid of bike lanes instead	8/22/2023 1:53 PM
91	Mixing turning vehicles, busy buses, and bikes in the same space is a dangerous idea. Instead, remove the left turn lanes and jog the general traffic lane to the middle of the roadway, preserving the bike lane and street cafes while still allowing a dedicated bus lane.	8/22/2023 1:36 PM
92	I avoid riding my bike on streets other than neighborhoods, but this is good for buses - not sure how braver bicyclists would feel about the safety of this, however.	8/22/2023 10:28 AM
93	Do not remove street parking	8/22/2023 9:16 AM
94	seems dangerous for bikes and I haven't seen a need in this area.	8/22/2023 8:55 AM
95	Removing parking is fine, but lots of people turn right here, I'm not sure a bus queue jump would help much as right turners would still block the lane. Along with that, bike lanes should be maintained for safety. You could remove the left turn lanes and provide one car lane and one bus lane and maintain bike protection. Note that the NE corner is different than shown due to the new stop at the Hemlock building.	8/22/2023 8:36 AM
96	Removing street parking is great. Combining bike and bus I am unsure about.	8/22/2023 8:26 AM
97	Please remove parking for queue jump but keep separate bike/bus lanes	8/22/2023 6:41 AM
98	OMG yes this would be spectacular	8/21/2023 9:24 PM
99	Nothing else.	8/21/2023 9:12 PM
100	No to the queue jump, YES, YES to street parking removal. If you got rid of street parking all along bus routes, you'd increase travel times, decrease dwell times, and improve safety. And it's cheaper than building lots of new infrastructure that doesn't do much if anything.	8/21/2023 8:05 PM
101	PLEASE ADD TURN LIGHTS TO THE SIGNAL, like at N. 85th! Everyone has to turn north there!	8/21/2023 7:07 PM
102	Don't remove Flying Bike street cafe!	8/21/2023 6:12 PM
103	Once you get to 87th, a queue jump for the bus is way less effective than further south along the line, and it should not come at the expense of a dedicated bike lane. Shared lanes are dangerous (and smell awful)	8/21/2023 6:07 PM
104	LEAVE STREET CAFES IN PLACE	8/21/2023 5:45 PM
105	Is this intersection a significant source of delay?	8/21/2023 2:32 PM
106	No	8/21/2023 1:17 PM

Q15 What are your thoughts about the proposed bus stop changes? (500 characters limit)

Answered: 290 Skipped: 207

#	RESPONSES	DATE
1	Sound good	9/12/2023 11:16 AM
2	Do not like closing bus stops at N 90th	9/12/2023 9:42 AM
3	sound good	9/12/2023 8:10 AM
4	They make sense	9/12/2023 4:43 AM
5	The PNA is a major destination, so don't relocate the stop at NB 67th. Don't close the NB 103rd stop since it is a major stop for going east on 105; moving the stop to 104th St would be even better. To reach the stop going E at the SW corner of the intersection of Greenwood and 105 requires crossing just one street; moving the stop north of 105 would require crossing two busy streets.	9/11/2023 11:35 PM
6	All sound okay in theory, except reloc of Sep at 6th adj to phinney nghb ctr. Also fewer stops speeds up rte, but how does it affect elderly, disabled access…?	9/11/2023 10:52 PM
7	I am in favor of removing bus stops so that the 5 resembles the recently suspended 16 route.	9/11/2023 10:51 PM
8	seems like a good idea	9/11/2023 10:47 PM
9	New stops at N 67th are still too close to N 65th. Remove existing stops at N 72nd.	9/11/2023 10:46 PM
10	I'm good w/relocating but not in favor of removing stops. This impacts the elderly and folks with mobility issues too much and is not necessary for this route in my opinion.	9/11/2023 7:27 PM
11	Fewer bus stops doesn't seem worthwhile!	9/11/2023 6:26 PM
12	If it saves time, it's helpful. But if most runs of the 5 bus skip many of these stops, removing some probably doesn't help much.	9/11/2023 3:13 PM
13	Looks OK to me.	9/11/2023 1:32 PM
14	New bus stops would affect businesses	9/11/2023 12:56 PM
15	Relocation bus stops that are currently in front of commercial use properties in front of residential properties would negatively impact residents who's front doors and porches would now look at bus stops and the associated activities. I believe this would negatively impact quality of living and property values.	9/11/2023 11:11 AM
16	None	9/11/2023 10:57 AM
17	There's no need to move the bus stop from 75-76th to north of 76th. There are 4 street level residences that will be greatly impacted here when there are options in front of churches and commercial spaces both north and south of this location and will have no impact on the residential units.	9/11/2023 10:49 AM
18	No thanks. You're clearly throwing money away with this thoughtless study. It's really frustrating to live in this part of the city that transit has forgotten and seems to have zero interest in improving.	9/11/2023 9:18 AM
19	INSTALL BUS LANES	9/11/2023 4:07 AM
20	I appreciate having the 67th St bus stops at their current locations; consolidating the 76-78th street stops into one set of stops seems reasonable as long as it doesn't have deleterious effects on local businesses. Relocating the 85th street stop further north seems like it might be a small inconvenience for people trying to transfer to the 45. I don't use the other stops enough to have a solid opinion.	9/10/2023 5:55 PM

21	No concerns; approve of relocating stops closer to pedestrian crossings	9/10/2023 3:06 PM
22	Reloating the northbound stop 100 ft. at 67th could back up traffic-cars, delivery trucks and other buses, into the intersection at 65th.	9/10/2023 2:33 PM
23	Please do not move bus stop to N 76th. We are a 24-unit condo building, and this would add a significant amount of noise to our area. The current stop is front of a church which is not affected similarly by the noise of a bus stop. Thank you!	9/10/2023 7:13 AM
24	This seems fine. I don't really use the stops that are suggested to be closed.	9/9/2023 8:54 PM
25	Helpful	9/9/2023 6:55 PM
26	If the drivers can easily access the stop, riders are safer. Great if these stop changes increase driver ease of access.	9/9/2023 3:03 PM
27	Do not close the northbound bus stop on 90th until the construction is complete at 87th, then restore the bus stop thst wss there before the construction.. Do not close the bus stop that is next to the neighborhood center.	9/9/2023 7:38 AM
28	Oh, HELL, NO!!!! Do NOT close the bus stop at the Phinney Community Center. What are you thinking?? This is a community center heavily used by people of all ages and physical abilities. The current bus stop helps to increase community participation, not reduce it. Also hell NO to closing 90th, which is across the street from a facilites for low-income/disabled/eldery people who likely do not own cars and rely on Metro to get around..	9/9/2023 7:35 AM
29	Seem reasonable	9/9/2023 7:29 AM
30	Tbh, I feel like you could spread it out more. Every 2 blocks at parts is so crowded	9/8/2023 11:26 PM
31	The change going north sucks. right now it is between two crossawalks and works very well.	9/8/2023 10:00 PM
32	Ok	9/8/2023 9:57 PM
33	Why would you have bus stops after a light vs before? That makes no sense!!	9/8/2023 9:30 PM
34	Do not move the 103rd bus stop but move 127th and 107th removed yes	9/8/2023 9:28 PM
35	Fewer bus stops better. In particular the south bound stops at 70th and 67th are too close at present.	9/8/2023 8:29 PM
36	Looks better	9/8/2023 7:56 PM
37	Looks fine. Always better to have bus stops close to intersections and/or crosswalks, especially when it’s near another bus line to transfer to.	9/8/2023 7:45 PM
38	Seniors living in senior housing across from PNA depends on the bus stop that is planned to move.	9/8/2023 7:01 PM
39	Good	9/8/2023 6:59 PM
40	These are good suggestions. There’s a lot of cross-traffic, both cars and pedestrians, in this stretch. Many of the cars are looking for parking, and sometimes do u-turns to get it. Anything to streamline this area and reduce potential conflicts (in and out of zones) will be helpful.	9/8/2023 6:54 PM
41	seems OK	9/8/2023 6:53 PM
42	Fewer stops are a plus.	9/8/2023 6:49 PM
43	Changes are ok, EXCEPT for 90th street. Stops at 90th should remain as there are many older/disabled people who live at the low income housing high rise at 90th who utilize the stop. Also, this is the last signalized intersection until	9/8/2023 6:16 PM
44	unsure	9/8/2023 2:00 PM
45	I don't want the changes to my home on Greenwood	9/8/2023 1:40 PM
46	Terrible idea. I live on Greenwood at corner of 76th. The proposal basically puts a bus stop under my bedroom window. In addition it is in front of a residence and I’m concerned about safety of havin people dropped off at our doorstep. It is currently in front of a church/non-residential so see no benefit in moving it. And do not like the idea of closing bus stops. That discourages the use of public transport.	9/8/2023 1:32 PM

47	OK	9/8/2023 12:33 PM
48	Good	9/8/2023 11:36 AM
49	there are too many stops! Less stops will improve speed and reliability.	9/8/2023 10:31 AM
50	Stop changes look ok. But I'm sure ridership would go up if you had a zero tolerance for drug use on buses and trains.	9/8/2023 10:24 AM
51	Looks good to me.	9/8/2023 7:18 AM
52	I get the need to thin out and spread out stops, but why not move the southbound stop at 75th one block north when you remove the stop between 77th and 78th, which I live west of and is the stop I use most? Otherwise, without my current stop, the E Line just seems better because the time it takes me to walk there is less than the extra time on the 5.	9/8/2023 3:15 AM
53	Looks good.	9/7/2023 8:51 PM
54	I support all of these bus stop changes	9/7/2023 5:41 PM
55	Yes! Do all of them!	9/7/2023 3:49 PM
56	You have senior housing at 80th - why remove their stop?	9/7/2023 3:42 PM
57	Work for me.	9/7/2023 3:06 PM
58	I agree with these changes!	9/7/2023 2:50 PM
59	I reside at 7600 Greenwood Ave N. I oppose moving the Route 5 bus stop from 75th Ave N. to 76th Ave N.	9/7/2023 12:34 PM
60	I don't have much experience with the other bus stops so I'll speak to the 85th. For me, and likely others who cross at the major 85th and greenwood intersection, having the stop moved north would be less beneficial. The consolidation otherwise seems useful for improving speediness.	9/7/2023 12:06 PM
61	Strongly against the changes at 75th-78th. The church stop is very easy to access, has multiple rest areas for overflow, and 76th has multiple apartments and driveways increasing risk to pedestrians and bus drivers. This would not be an issue if the abandoned building was dealt with at 77th and would allow that stop to be reopened.	9/7/2023 11:58 AM
62	The proposed stop from 75th to just north of 76th puts the stop on a block with multi-tenant housing and there is a parking garage that ingresses and egresses on that block. The current stop at 75th is in the perfect spot in front of property (Church) that is used by the public at large once a week.	9/7/2023 11:14 AM
63	The east side of Greenwood N between 76th and 77th is occupied by two multi residential buildings. It would be COMPLETELY DISRUPTIVE to this block and the people who live here - to move the 75th NORTHBOUND - to our block. Furthermore my condo building has a garage driveway emerging onto Greenwood Ave N mid-block , it is DANGEROUS noisy and in necessary to move the 75th street NORTHBOUND stop!!! The current 75th stop is n front of a church with a big set back from sidewalk.	9/7/2023 10:06 AM
64	I disagree with closing 75th and 77th for a new station on 76th. I would rather keep 75th.	9/7/2023 9:47 AM
65	From what I’m reading, it sounds like therapy will be a 22 block gap between 85th and 107th. I believe that’s too much of a gap between bus stops when further south there are bus stops every 10 blocks that you’re proposing.	9/6/2023 10:26 PM
66	Makes sense	9/6/2023 8:27 PM
67	Love it	9/6/2023 8:15 PM
68	They’re fine if the other improvements (bus station in lane) are made	9/6/2023 7:18 PM
69	don't agree with "Close bus stops in both directions between North 77th and North 78th streets". My disabled family member relies on those stops. too far to walk	9/6/2023 7:08 PM
70	Keep the stop at PNA. This stop should NOT be relocated.	9/6/2023 5:26 PM
71	the bus stop in front of the Phinney Neighborhood Center is right at the entrance and for anyone with mobility issues necessary to keep in place.	9/6/2023 5:18 PM

72	All sound reasonable	9/6/2023 4:36 PM
73	Probably can consolidate more stops between 65th and 70th.	9/6/2023 3:57 PM
74	I don’t use these stops very often, I’d be fine with fewer stops here.	9/6/2023 3:39 PM
75	Makes sense but still seems like a lot of stops?	9/6/2023 3:24 PM
76	One question for all of these proposed changes? But they seem OK enough.	9/6/2023 8:45 AM
77	I do not ride this section of he route very oten. There are three stops with jut 2 blocks etweek them near the Zoo and Iwould eliminate a cople of those -55th and 58th st then again at 60th.	9/6/2023 8:07 AM
78	Way too many stops near my house.	9/6/2023 6:26 AM
79	I don’t support the proposed change NB at 75/76th St. The current stop is in front of a church that rarely utilizes parking in front. Moving the stop one block north interferes with parking for private residences and several small businesses.	9/5/2023 11:18 PM
80	Seems reasonable	9/5/2023 10:57 PM
81	I think the northbound bus stop between 75th and 76th works well. Better to have it in front of a church than in front of residences. I'm OK closing the bus stop between North 77th and 78th because it's already been closed for ages due to a hazardous building, and it also felt like it was too soon after the stop by the church. I don't think it would be missed. I don't feel strongly about any of the other changes.	9/5/2023 10:54 PM
82	Please do not remove the bus stop that is near 67th that is currently directly in front of the PNA. This bus stop is incredibly important to the seniors and parents with strollers who access services within the building . Currently it is directly* in front of the building and very very useful there	9/5/2023 10:45 PM
83	Makes sense, there are way too many stops now.	9/5/2023 10:25 PM
84	There are too many bus stops on this bit of the route as it is.	9/5/2023 10:00 PM
85	I wonder if the change at 90th will be a hardship for elderly/disabled residents in subsidized housing residence	9/5/2023 9:59 PM
86	This still seems like too many stops. There should be only one stop between 67th and 75th in both directions.	9/5/2023 9:31 PM
87	We’ve already lost the bus stop at N 83rd so it’s UNACCEPTABLE to move the 85th stop further north, unless you replace the northbound N 83rd stop. The increased density between N 100th & N 105th demands the N 103rd stop remain. No, don’t take out the stops at N 104 f N 107th! ain.	9/5/2023 7:51 PM
88	These seem to be fairly reasonable. Have studies been done to see which stops are most common?	9/5/2023 7:41 PM
89	Looks good, but would suggest increasing stop spacing further.	9/5/2023 7:41 PM
90	I understand not having the 77th stops, they're too close to 80th. But the 75th stop serves the church it's in front of. It seems strange to move the stop one block away when the elderly folk who use it are going straight into to church.	9/5/2023 6:31 PM
91	Delete more closer bus stops (at least 6 more).	9/5/2023 6:26 PM
92	No to moving the Phinney bus stop south we old people like it right where it is especially in our rainy Seattle weather	9/5/2023 6:25 PM
93	Agree	9/5/2023 6:05 PM
94	I'm mildly opposed to this, as I think increasing stop spacing is bad for ridership and walkability. I will not be affected by this proposed change.	9/5/2023 5:53 PM
95	They look good to me.	9/5/2023 5:43 PM
96	I support this set of changes	9/5/2023 5:35 PM
97	I think these are good. Especially the 85th stop move to the crosswalk	9/5/2023 5:27 PM

98	I'd rather not have so many stops removed	9/5/2023 5:15 PM
99	All changes make sense. The stops at 67th are less than a block from 65th. Seems like these stops could be consolidated.	9/5/2023 5:01 PM
100	Sure	9/5/2023 4:41 PM
101	It takes a long time to cross 105th/Holman. Relocating stops could add an even longer penalty. Consider having pedestrian crossing at all times so there is not such a long penalty for barely missing the light .	9/5/2023 4:40 PM
102	No opinion - removing stops should make it faster. When I used to take the bus it seemed odd to have so many stops so close together	9/5/2023 4:37 PM
103	Moving NB 104th stop to 105th complicates transferring to NB #40.	9/5/2023 4:32 PM
104	I like them.	9/5/2023 4:25 PM
105	If you remove bus stops along Aurora, it needs to go along with increasing safe crossing locations and comfort. Walking along Aurora is one of the most uncomfortable areas, and if bus stops are farther apart, more people will need to walk longer distances, so the pedestrian environment needs to be greatly improved.	9/5/2023 4:15 PM
106	Looks fine to me	9/5/2023 4:12 PM
107	Another option is to bring back the 16. Or consolidate the 97th and 100th st stops.	9/5/2023 2:20 PM
108	I'm in favor of these changes	9/5/2023 2:14 PM
109	Please check for women's shelter new North 77th Street; this will arise in the comments; please check for SHA housing and signal at North 90th Street; yes, please shift the northbound stop at North 107th Street to farside North 105th Street to improve the transfer with Route 40. seems like stop pair could be maintained.	9/5/2023 2:14 PM
110	Don't understand the purpose of moving the N 67th Street bus stops south - they're very close to the N 65th Street stops as it is. I use the bus stops at 77th/78th - they are very useful. N 80th Street is not a good alternative heading north. The bus stops should have crosswalks at them. N 90th seems like a useful bus stop location given the development that is about to open right there. It is dangerous/scary trying to cross Greenwood.	9/5/2023 1:50 PM
111	The NB stops at 65th and 67th are already really close to each other. Maybe consolidate them?	9/5/2023 1:33 PM
112	This seems logical to increase pedestrian safety/access to the stops while removing stops that reduce bus reliability while providing little, if any, additional transit access.	9/5/2023 1:22 PM
113	This stretch is a poster child for consolidation - from N 80th to N 65th you could remove at least two additional stops (each way).	9/5/2023 1:12 PM
114	Please reduce the bus stops. Keeping so many bus stops at close proximity was already a terrible mistake	9/5/2023 11:55 AM
115	Great- I think slightly fewer stops on the 5 Bus will help improve the service and speed up the bus!	9/5/2023 10:33 AM
116	I really like the idea of a bus stop at N 105th St	9/5/2023 10:28 AM
117	Seems reasonable. A new integrated bus stop/bike lane at 64/65th and 67th stops would be awesome!	9/5/2023 10:23 AM
118	Closing the 67th and 85th stops would drastically effect my route to work. The Greenwood Senior Center is on 85th and closing down that stop AND the 90th would make it very difficult for seniors to make it to the center. A lot of folks take the 5. Also the PNA is at the 67th stop. This is a community center and keeping the center accessible should be a priority of the city. If anything you should close 65th not 67th.	9/5/2023 9:59 AM
119	Bus stops should never be closed. Doing so is a crime against the climate.	9/5/2023 9:58 AM
120	Should speed things up, too many stops right now	9/5/2023 9:08 AM
121	fine	9/5/2023 8:36 AM

122	Yes, I'm in favor of strategic bus stop closures!	9/5/2023 7:49 AM
123	At 67th for NB: I've wondered why the stops are so close together at 65th and 67th, so the changes make a lot of sense to me. For SB think it makes sense to move the 67th bus stop a more S because it's right in front of a restaurant with outdoor seating for waiting which can make the bus stop look like it always has folks to pick up and makes the area crowded and then it's difficult to see the bus coming when you're waiting there because of the st parking to the N.	9/4/2023 10:03 PM
124	Please keep the 67th street location at phinney center!! Not only is it my primary bus stop, it is the closest one to the community center, and I often see elders using it specifically to get to the community center. Removing this stop would be a disservice to the community.	9/4/2023 1:40 PM
125	I don't really use the bus this far north, so no opinion	9/4/2023 8:17 AM
126	Seem good	9/3/2023 7:37 PM
127	I use the 77th stops today so it's inconvenient for me to close those specific stops but having less stops will speed up the route, I think one stop every 4 blocks is a minimum required	9/2/2023 12:22 AM
128	These seem fine?	9/1/2023 7:11 PM
129	Approve anything that makes the 5 faster.	9/1/2023 5:35 PM
130	Yes, especially at 67th!	9/1/2023 5:15 PM
131	i do not think you should move the bus stop in front of the PNA 100 feet to the South. Many of the riders are elderly or other abled and although 100 feet doesn't seem like much it will negatively impact elders and other abled users who attend classes /events at the PNA.	9/1/2023 4:17 PM
132	Northbound stop between 75th and 76th should stat where it is as the church creates a large, safe space for passengers to wait or disembark	9/1/2023 4:13 PM
133	Get rid of the bus stop at 67th	9/1/2023 4:02 PM
134	Change it	9/1/2023 4:01 PM
135	Get ride of 67th and greenwood bus stop	9/1/2023 4:01 PM
136	The south bound stop on 87th (and expected northbound stop in front of Hemlock) are missing on this map. Will they also be closed? That would make a huge difference when it comes to closing the 90th bus stop. There's also the senior public housing at 90th this would also impact. With all of the new construction and grocery store on 87th seems like it would be important to keep 90th or 87th.	9/1/2023 2:15 PM
137	Please retain northbound stop adjacent to the PNA, please retain southbound stop at N 67th at current location	9/1/2023 1:55 PM
138	All proposed changes seem reasonable	9/1/2023 1:25 PM
139	Consolidation here makes sense	9/1/2023 11:57 AM
140	Yes these sound safer to be closer to the crosswalks.	9/1/2023 11:57 AM
141	I don't know this area well enough to comment	9/1/2023 11:20 AM
142	If the boys stop at PNC moves south, it'll be too close to the drop at 65th. There are too many stops SB near 75th..	9/1/2023 10:32 AM
143	Approve everything but removing the northbound N 103 St stop. Moving that stop to north of 105 St would require those who normally arrive at that stop from the west to wait for another signal change at 105th & Greenwood to cross 105th, right after having to wait for a signal change to cross Greenwood Ave. I know from experience that process takes a very long time and will likely lead to missed buses and increased rider frustration.	9/1/2023 10:07 AM
144	I'm concerned as my wife and I are Seniors aging in place about how much more distance we would need to walk from N78th St. Where we live to the relocated bus stops.	9/1/2023 9:23 AM
145	doable as long as the distance between the new bus stops is not to great to make people not walk to them	8/31/2023 4:55 PM
146	No opinion.	8/31/2023 10:34 AM

147	We are seniors, live on 78th stop closures in both directions would impact our access	8/31/2023 8:59 AM
148	These are okay	8/30/2023 8:43 PM
149	There are too many stops currently, I support closing some stops and consolidating	8/30/2023 3:47 PM
150	Do it	8/30/2023 2:11 PM
151	Proposed changes are great. Get rid of more. We don't need stops every 2 blocks.	8/29/2023 9:16 PM
152	I fully support adjusting the frequency of stops!	8/29/2023 9:00 PM
153	unsure	8/29/2023 7:14 PM
154	Unsure since I don't use those stops.	8/29/2023 4:41 PM
155	It's long stretch between N 85th St and N 92nd St.	8/29/2023 1:33 PM
156	I feel like the stop at 67th and both directions being shifted south makes it too close to the stop at 65th. I think the stop at 65th could be moved back maybe a block to create a better gap. Other than that I think that most of the stops being closed or shifted are good choices, because they are either underutilized or too close to another existing stop, and it would be better to consolidate the two and one rather than stop 2 1/2 blocks apart.	8/29/2023 11:16 AM
157	These seem fine.	8/29/2023 10:14 AM
158	makes sense to me!	8/29/2023 9:20 AM
159	Sure	8/29/2023 7:03 AM
160	I am in favor	8/29/2023 7:00 AM
161	Seems like a waste of a lot of money for very little improvement.	8/29/2023 2:59 AM
162	I'm okay with this. Can you also put a cross walk at 76th if you move the bus stop there? A pedestrian was just hit by a car there.	8/29/2023 12:20 AM
163	I'm not sure what some of the relocations will accomplish, but moving 85 NB closer to cross walk is good; I'm not in favor of closing bus stops at 90th in either direction.	8/28/2023 9:55 PM
164	Seems generally fine but seems like it is preferable to keep the stop close to Phinney Neighborhood Center.	8/28/2023 7:55 PM
165	Generally this looks good, but I'd suggest considering keeping the 90th stops and removing the 92nd stops. Since that is a signalized intersection it would allow for pedestrians to cross greenwood to get to a bus traveling in the opposite way safer.	8/28/2023 7:53 PM
166	Agree	8/28/2023 7:48 PM
167	Don't understand how moving northbound bus stop from just south of N 76th to just north of N 76th matters. Current location is good. Pls be mindful that bus stops near PNA at 67th serve senior housing on west side of street.	8/28/2023 7:26 PM
168	I don't agree with the elimination of bus stop on 107th Street	8/28/2023 6:50 PM
169	I was formerly a regular user of the stops at 90th. If you remove, need to install crossing lights north	8/28/2023 6:50 PM
170	I am supportive of "N 85th St relocation to the crossing." The rest are a no. The PNA stop serves a lot of people with mobility issues who go to the PNA frequently. The rest makes stops too far apart. Riders on the east side of greenwood impacted by rapid ride no take #5, this changes adds to their walk. No should have a 20+ minute walk to stops, especially for one so notoriously off schedule w/ so many trip cancellations.	8/28/2023 6:45 PM
171	Relocate northbound stop at North 85th Street closer to the pedestrian crossing to the north- Good idea, 85th intersection is busy. Keep bus stops on 90th for the residents of the retirement home located there.	8/28/2023 6:04 PM
172	Need to be sure relocated stops at N85th & N105th allow for the most seamless & safe ped/ADA transfers to Rts 45 & 40, respectively	8/28/2023 5:45 PM
173	I want to be able to get off close to 85th to walk down and catch the #45 bus to Aurora. Also to	8/28/2023 5:44 PM

	have the option to get off near 77th.	
174	I would be sad to lose my stop (Greenwood/90th) but it wouldn't be too much of a hardship for me to use the 92nd or 85th stops.	8/28/2023 5:03 PM
175	Reasonable	8/28/2023 5:02 PM
176	These changes make sense.	8/28/2023 4:45 PM
177	All great choices!!	8/28/2023 4:40 PM
178	The removal of some additional stops like N 72nd Street would be a good idea. Some of these stops are too close together.	8/28/2023 4:39 PM
179	I would not advocate for closing any bus stops	8/28/2023 4:37 PM
180	probably necessary given current rate of development	8/28/2023 4:35 PM
181	Not sure	8/28/2023 3:29 PM
182	Consider keeping the 90th street bus stops, and consolidating the 92nd street and 97th street stops into stops at 95th street.	8/28/2023 10:34 AM
183	Sounds good	8/28/2023 9:27 AM
184	Eliminating stops is generally helpful. However, some changes could be better. It's unclear why moving the northbound 67th Street stop makes any sense, but moving the redundant southbound stop to Phinney Avenue would better serve most riders. Moving the 85th stop hurts transfers and access south. Closing the northbound stop at 90th hurts riders unless the 87th stop is reopened.	8/27/2023 10:38 AM
185	A lot of previously suggested changes to the stop structure between 65th and 85th have left awkward gaps but this removes some stops without making getting to the bus difficult so I like it	8/27/2023 8:43 AM
186	I like bus stop consolidation, so long as bus stops are not more than 0.5-Mike apart	8/26/2023 10:39 PM
187	Looks good. Thanks for the stop-specific maps and questions.	8/26/2023 7:52 PM
188	Laziness! Break those out into each change w/ y/n/dk. I don't support removing the bus stop near the community ctr.	8/26/2023 5:29 PM
189	this is good. the stops are too close together and slow down the bus	8/26/2023 4:43 PM
190	approve	8/26/2023 3:08 PM
191	Seems reasonable. All stops appear to be within a 3 minute walk of any location along that segment of Greenwood Ave N.	8/26/2023 2:06 PM
192	They seem fine - no opinion	8/26/2023 1:56 PM
193	Don't close N. 90th St. bus stops. Southbound stop is used by the people in the affordable housing for the elderly and disabled. Northbound stop is used because N. 87th St. has been and will be closed for construction. I'm in favor of moving the stop to just north of 105th St.	8/26/2023 1:15 PM
194	Phinney Neighborhood Center is a popular destination so bus stop should be preserved there.	8/26/2023 1:03 PM
195	Some kids behind me were complaining unprompted about the large number of stops last time I rode this bus, there are way too many as of now. The connection to the 45 looks fine	8/26/2023 1:01 PM
196	Waiting in the middle of the street with groceries during bad weather is a concern. For a city with a goal of transit use, it should be a priority to make it as useable as possible.	8/26/2023 12:05 PM
197	As long as the distancing guidelines say some consolidation is in order!	8/26/2023 11:56 AM
198	They are excellent	8/26/2023 11:33 AM
199	Ok with the moves in bus stops. Street cafes are lovely and should be kept if at all possible	8/26/2023 11:09 AM
200	Did the southbound stop at 87th get closed? It isn't mentioned here. keeping stops closer to transfers with the 40 and 45 are important.	8/26/2023 10:21 AM
201	They seem reasonable to me.	8/26/2023 9:35 AM

202	Don't move the northbound N67th stop to the south. The current location is adjacent to the ped crossing and PNA entrance. No benefit for riders by moving the stop to the south. Don't move the southbound stop at N67th to the south. No benefit to move it.	8/26/2023 7:25 AM
203	works for me	8/26/2023 6:45 AM
204	Looks good	8/25/2023 10:09 PM
205	Those are long blocks to have only one bus stop between 72nd and 80th, for example. and between 80th and 92nd	8/25/2023 6:45 PM
206	Great! I use the ones near the phinney community center most frequently and both of those changes seem like good ideas.	8/25/2023 6:43 PM
207	I thought it was wasteful to have some stops on the route that are so close together, so I think this is a good change	8/25/2023 5:21 PM
208	Instead of relocating the N 67th bus stops, please close them. Please also close one of the two southbound stops near N 75th. There are too many stops and they slow the bus too much.	8/25/2023 4:05 PM
209	Yes, this is fine. Generally, the bus stops should be not closer than 3 blocks apart, so as to maintain competitive travel times.	8/25/2023 4:05 PM
210	In favor.	8/25/2023 5:10 AM
211	Seems fine	8/25/2023 12:01 AM
212	seems okay	8/24/2023 2:55 PM
213	you state closing some south bound stops but do nor relocate them	8/24/2023 1:04 PM
214	One of the reasons I don’t take the 5 is too many stops so eliminating stops is a good idea	8/24/2023 12:54 PM
215	Perfect, 105th makes far more sense	8/24/2023 12:02 AM
216	How about relocating the bikes to the streets you blocked off and used all of our tax dollars to calm, rather than force the rest of us to accommodate bicycles.	8/23/2023 8:14 PM
217	Route 5 is a local bus, and should be stopping every few blocks. Deleting the stops at 90th in particular seems bad, given the density around the stops.	8/23/2023 5:21 PM
218	The bus stop at 90th serves he Lictonwood affordable housing community at 90th and Greenwood. Removing the stop seem inequitable. In addition - the recently improved bus stop at 92nd does NOT have a cross walk on Greenwood (90th does). If closing the stop at 90th, it is imperative that a crosswalk (with protective middle island) be installed across Greenwood for the stops at 92nd.	8/23/2023 4:20 PM
219	seems fine. I've always thought some of the stops were too close together	8/23/2023 3:32 PM
220	Leave NB stop at 67th where it is nearest to PNA.	8/23/2023 3:07 PM
221	No opinion.	8/23/2023 2:46 PM
222	Please consider walking distance for elderly/disabled when closing stops. Also sidewalk conditions make it difficult to traverse another 1 or 2 blocks for people using walkers and canes	8/23/2023 12:24 PM
223	I get stop consolidation, but I transfer to the 40. The NB 105th stop is bad for that. You cross 2 streets, one at an angle, drivers not paying attention, and long lights. I get off at 103rd, cross Greenwood, and reach stop 40060. The 105th stop is close, but that transfer needs major improvement to work well. Ped crossings need 2B automated not actuated, crossing distances reduced, signal phases between walk signals reduced, stop 40060 moved across Greenwood Ave. Try it yourself.	8/23/2023 9:27 AM
224	Yes, Route 5 has too many stops that are too closed to each other.	8/23/2023 9:26 AM
225	Why would you remove these bus stops? I do not agree with this part of the plan.	8/23/2023 9:25 AM
226	Ok, there should be bus stop at 105.	8/23/2023 8:33 AM
227	I'm glad you're keeping the bus stop at 92nd, my kids use this to get to school. I would love to see more marked crosswalks around here because they cross without a crosswalk now	8/23/2023 6:12 AM

228	Approve	8/22/2023 9:30 PM
229	I think this has potential to improve speed of the line	8/22/2023 9:10 PM
230	Seem fine. Better sidewalk mobility and a faster bus make up for fewer stops.	8/22/2023 7:00 PM
231	I think you need to be really careful about closing bus stops. These changes have a disproportionate impact on people with limited mobility who rely on the bus. There is also a limited sidewalk network in this area which makes mobility even more challenging. Closing stops can create a lot of inequity in access to transit and the 5 needs to serve this neighborhood not just commuters.	8/22/2023 6:46 PM
232	Keep the busy stops at 90th.	8/22/2023 6:45 PM
233	N103rd move is problematic: crossing the 105th intersection can take a VERY long time for pedestrians. Also, a bus stop right in front of the gas station north of 105th seems challenging. Also, note that there's a school on 110th with students and teachers taking the 5 bus to that school.	8/22/2023 6:43 PM
234	lots of disabled people use the phinney center. want to make sure that 100 feet isn't a barrier to them.	8/22/2023 6:29 PM
235	Seems reasonable from an efficiency standpoint	8/22/2023 6:19 PM
236	Like relocating NB bus stop north of N 85th closer to norther crosswalk	8/22/2023 5:33 PM
237	Most problems on the 5 involve waiting for traffic, esp. cats taking lest turns, and cats blocking bus zones	8/22/2023 4:51 PM
238	It has been proven that bikes, pedestrians and buses cannot all share the same stretch of road. Metro cannot expect to rule the road over bikes and people.	8/22/2023 4:21 PM
239	I'm pretty okay with this but am physically able and a fast walker, so wouldn't weigh my opinion strongly for this. I do appreciate moving stops closer to marked crossings where it makes sense.	8/22/2023 4:09 PM
240	Agree strongly with reducing stops between 70 & 80	8/22/2023 3:58 PM
241	Fine	8/22/2023 3:26 PM
242	Approve	8/22/2023 3:05 PM
243	Northbound at 67th should stay as-is. It's a perfect drop-off/pick-up location for the Phinney Center. Northbound at 85th should also stay. The location closer to the 85th/Greenwood intersection is much more convenient than by the pedestrian crossing, especially for connecting to the 45 line. The pedestrian crossing wait time is also much longer than the 85th/Greenwood crossing wait times. All other changes look good.	8/22/2023 2:35 PM
244	Seem fine. The 67th stop is already really close to the 65th stop, so seems redundant if it gets moved even closer.	8/22/2023 2:13 PM
245	"Remove northbound bus stops at North 103rd and N 107th streets and replace them with one stop just north of North 105th Street" makes complete sense	8/22/2023 2:08 PM
246	why are you removing stops? bring back the express busses	8/22/2023 1:54 PM
247	It's fine. I still wonder why the stops are so close together South of 80th Street. It doesn't seem to me that the population is larger here than that up to 87th or so.	8/22/2023 10:32 AM
248	Please leave the northbound stop at N 75th in front of the church. Many people with mobility issues attend the church and moving the stop would be a hardship to them.	8/22/2023 9:33 AM
249	no issues with these. go for it	8/22/2023 9:29 AM
250	I don't understand why you're moving the bus stop further away from the crosswalks at the intersection? Makes it harder for people transferring from the 45 to catch the 5. I foresee a lot of running.	8/22/2023 9:19 AM
251	me gusta	8/22/2023 9:18 AM
252	ok, you should explain the purpose of these and how they would help. I don't see the benefit.	8/22/2023 8:56 AM

253	If Route 5 is gearing up to be a Rapid Ride, we should be closing more stops in anticipation of an every 5 block stop frequency in the future. Stops further apart will speed up the route.	8/22/2023 8:39 AM
254	Looks good	8/22/2023 8:17 AM
255	Yes, too many stops really slows down the 5	8/22/2023 6:42 AM
256	Seems okay to me	8/22/2023 5:03 AM
257	Going northbound, I feel the gap from the N 72nd St stop to the proposed N 76th St stop is too large. There is a lot of commercial and residential area of interest here. Prefer keeping the existing stop at N 75th, or potentially move it to N 74th.	8/22/2023 12:30 AM
258	Yes to stop just north of 105th	8/21/2023 10:49 PM
259	I don't use these stops too often, whatever y'all think is best seems ok	8/21/2023 9:24 PM
260	Keep the northbound bus stop at N 67th St. It serves many older citizens who go to the Phinney Farmers Market and Neighborhood Center. A change would be a huge burden for them. The other changes look good.	8/21/2023 9:18 PM
261	Not a fan of removing the 103rd stop. That intersection is a long wait and for those of us who don't want to end up N of 105th, it may necessitate both waiting for the bus to advance through, AND waiting another cycle to get to walk S back through the intersection.	8/21/2023 9:11 PM
262	not much difference, fine with me	8/21/2023 9:01 PM
263	All good, except moving the 85th bus stop north even farther from the transfer point from the 45 is a very bad idea	8/21/2023 8:23 PM
264	Awful. I use the stop at 90th street every week. To add "efficiency" for the driver, you'd add a two (long) block uphill walk to my commute. Buses travel faster than people walking, especially uphill. So while the bus driver gets from terminal to terminal faster, the passengers' commute time is actually increased. I already spend more time getting to a stop and waiting for a bus than I actually spend riding the bus.	8/21/2023 8:09 PM
265	These all sound rational	8/21/2023 7:31 PM
266	Keep the following stops as is: N67, N75, N 77, N85, N 90 - in general, having 5 blocks between stops is too much	8/21/2023 7:30 PM
267	I think the bus stops are fine, right where they’re at.	8/21/2023 7:30 PM
268	I don't see any stops at North 87th Street -	8/21/2023 7:14 PM
269	SB stop at N67th: isn't that on a curve? Sightlines issue? Do not approve stop closures at 90th. Approve new stop at 105th.	8/21/2023 7:11 PM
270	Seems good, reasonable spacing	8/21/2023 6:23 PM
271	I like the 85th change. 92nd could use a light for pedestrian crossing.	8/21/2023 6:14 PM
272	Most of the 5 has this issue where I think the stops are too close together. This seems like a decent proposal.	8/21/2023 6:08 PM
273	Stops along this segment are too frequent	8/21/2023 6:05 PM
274	I think the changes would improve the flow of bus traffic.	8/21/2023 6:04 PM
275	Proposals Seem fine. Add crosswalk at 70th	8/21/2023 5:56 PM
276	Closing these planned stops will make access for folks with ADA issues more difficult. Especially in the 100th through 107tha area. The intersections of Holman, Greenwood, and 105th is a difficult place, add a stop but don't remove.	8/21/2023 5:50 PM
277	I would prefer to see the stops at regular intervals not random numbers of blocks.	8/21/2023 5:33 PM
278	Northbound 105th stop may be difficult to reach if the pedestrian is coming from the Eastbound Route 40 stop on 105h and Greenwood. Would be very easy to miss the northbound 5 due to the extreme waits at that intersection if having to walk east then north. Would be better to have it on the south side of 105th and NG way in front of the chinese joint/market than in front of the gas station.	8/21/2023 5:33 PM

279	do not close 103rd st stop	8/21/2023 5:30 PM
280	I think it's a good idea. The stop and a "straight entry/exit" would be faster.	8/21/2023 5:26 PM
281	Not sure that it’s necessary to move the northbound stop on 85th as it’s already fairly close to a crosswalk with a light.	8/21/2023 5:20 PM
282	These changes make sense	8/21/2023 5:16 PM
283	this makes sense sounds good	8/21/2023 5:14 PM
284	Approve, since express service has been removed	8/21/2023 5:11 PM
285	New stop at 105th would be slightly less convenient for us, but it makes sense. Only question I have is where it can be sited with gas station and currently abandoned property with massive driveways taking up the whole southern half of the block. Seems like a new stop should be included as part of redevelopment if/when that occurs.	8/21/2023 2:40 PM
286	Consolidating stops seems like a good idea to speed up the bus.	8/21/2023 1:25 PM
287	I think these proposed changes will make the # 5 a much quicker bus to use, so I'm in favor of that. Alhough I rarely use it beyond 85 th so not sure what riders will think beyond 85 th	8/21/2023 1:22 PM
288	YES!! The 5 has so many close stops it's stupid.	8/21/2023 12:45 PM
289	love moving stops closer to crosswalks	8/21/2023 12:19 PM
290	Too many stops there, need to limit each stop with at least 5 streets apart	8/21/2023 11:56 AM

Q16 What are your thoughts about the proposed BAT lane improvements? (500 characters limit)

Answered: 249 Skipped: 248

#	RESPONSES	DATE
1	Good	9/12/2023 11:16 AM
2	Good	9/12/2023 9:43 AM
3	no opinion, I don't travel that far north or live in that area	9/12/2023 8:11 AM
4	Do not remove street parking!	9/12/2023 4:45 AM
5	No opinion; haven’t traveled 5 north past greenwood since the rte discontinued its northgate runs	9/11/2023 10:55 PM
6	i personally think removing the street parking is wrong on Greenwood	9/11/2023 10:54 PM
7	I disagree that there should be a bus only lane along this section. This will slow down traffic for other drivers.	9/11/2023 10:54 PM
8	sounds good	9/11/2023 10:50 PM
9	I approve.	9/11/2023 10:47 PM
10	Against removing street parking as there are already issues with parking access in area, and children being that much closer to direct traffic is worrisome	9/11/2023 10:39 PM
11	I approve this change; hoping it will slow down traffic speeding on greenwood Ave.	9/11/2023 10:38 PM
12	This section should have bike lanes as well. Bikes and bus can share, but bikes cannot safely share with BAT lanes. The closest safe cycling road/path is Linden, which while nice, doesn't help those farther west.	9/11/2023 7:26 PM
13	OK	9/11/2023 1:33 PM
14	Cars take precedence over bikes. They carry more people, are safer, and are not dependent on weather. Bicycles can use side streets.	9/11/2023 12:56 PM
15	None	9/11/2023 10:57 AM
16	Bus only, get rid of the bikes, that makes no sense to share the lane	9/11/2023 9:18 AM
17	BUSNESS ACCESS SHOULD ONLY BE EARLY MORNING AND LATE NIGHT	9/11/2023 4:08 AM
18	I am not as familiar with this area; hard to have a definitive opinion.	9/10/2023 5:56 PM
19	Approve	9/10/2023 3:06 PM
20	The street parking is needed!	9/10/2023 2:33 PM
21	Looks good.	9/9/2023 8:54 PM
22	Good	9/9/2023 6:56 PM
23	Again, sorry for my friends that drive, but busses get us around much more cleanly, quietly and safely. Go for the BAT lane!	9/9/2023 3:04 PM
24	Fine but more safe pedestrian crossings are needed in this stretch.	9/9/2023 7:30 AM
25	Ok	9/8/2023 10:02 PM
26	no thoughts	9/8/2023 10:00 PM
27	No!!!	9/8/2023 9:31 PM

28	Ok	9/8/2023 7:58 PM
29	Ok	9/8/2023 7:46 PM
30	Good	9/8/2023 7:00 PM
31	I think these are going to be a tough sell with the neighborhood. Many apartments seem to rely on the on-street parking. Traffic flow has substantially improved since the streets and sidewalks were rebuilt a couple years ago. I think one lane for general traffic will get overloaded and people will be frustrated. Also, will the 5 have sufficiently frequent headways to make it obvious that they “deserve” this? What I mean is, it’s not exactly the 7 or a RR corridor…	9/8/2023 7:00 PM
32	I see no need for this	9/8/2023 6:54 PM
33	Sounds good	9/8/2023 6:29 PM
34	Sounds like a good step to improve transit service and discourage frivolous car usage	9/8/2023 2:01 PM
35	No	9/8/2023 1:40 PM
36	Like many of these proposals, it just appears to add more traffic and grid lock in an already busy area	9/8/2023 1:33 PM
37	Yes, remove the parking. Also narrow the street so that cars are encouraged to go slower	9/8/2023 12:34 PM
38	Good	9/8/2023 11:37 AM
39	sounds great!	9/8/2023 10:31 AM
40	Changes look ok. Zero tolerance for drug use on buses and trains.	9/8/2023 10:24 AM
41	Improved sidewalks are needed in this section.	9/8/2023 10:20 AM
42	Considering how heavily traveled this stretch of Greenwood Ave is, I'm guessing these changes could make traffic even worse. And won't buses still get hung up with heavy right turn traffic at 130th and 145th? I see no mention of prioritized signals here.	9/8/2023 3:19 AM
43	Great but remove center turn lane and add protected bike lanes and sidewalks	9/7/2023 9:08 PM
44	Cool	9/7/2023 8:52 PM
45	I don't have an opinion on this	9/7/2023 5:42 PM
46	Do it!	9/7/2023 3:50 PM
47	Not sure.	9/7/2023 3:06 PM
48	Overall looks good!	9/7/2023 12:07 PM
49	Leave it alone	9/7/2023 10:06 AM
50	I usually don’t travel a Greenwood that far so I don’t have any comments on this proposal	9/6/2023 10:27 PM
51	It’s fine. I think putting the transit lane in the center should be considered but maybe that is for a future project. The parking removal is fine and signal priority upgrades should be made.	9/6/2023 7:23 PM
52	Approve	9/6/2023 5:46 PM
53	I like the BAT lane proposal for this segment. The route 5 bus must be separated from the route 21 to help maintain reliable and consistent schedules. This is essential for improving the service. Too many late buses and cancellations now!	9/6/2023 5:33 PM
54	its ok	9/6/2023 5:22 PM
55	In support of BAT lanes to speed up Route 5. Consider doing parking restrictions during the times that are most needed.	9/6/2023 3:58 PM
56	This is great! BAT lanes along greenwood would do so much good	9/6/2023 3:40 PM
57	Sure? I don’t ride on this part of the route.	9/6/2023 3:24 PM
58	I don't use this area	9/6/2023 10:08 AM

59	No real opinion	9/6/2023 8:46 AM
60	I think anything that gets Rt 5 moving better is good. I do not ride that portain of the routhe	9/6/2023 8:08 AM
61	I have no objections, but I rarely travel to that area, so I can't speak to the impacts on residents and businesses.	9/5/2023 10:54 PM
62	Seems great	9/5/2023 9:32 PM
63	Traffic is ferocious, high speed and heavy between N 130 & N 145th on Greenwood . We need more signalized crossings, in fact wherever there's a bus stop we need a signalized crossing there. It's like a 4 lane freeway! Need another bus stop between N 138 & N 143rd.	9/5/2023 7:57 PM
64	As long as sidewalks remain open during construction due to the school nearby, this seems reasonable.	9/5/2023 7:43 PM
65	Great plan.	9/5/2023 7:42 PM
66	It's a very good idea. We need more transit lanes and less street parking.	9/5/2023 7:27 PM
67	Agree	9/5/2023 6:06 PM
68	I am strongly opposed to this idea. I think this will greatly increase vehicle collisions on Greenwood Ave (unless you were to ban all left turns or something). Furthermore, I don't think there's enough congestion on this section to merit the change. Retiming the 143rd St signal would be more effective and cheaper. I also think some kind of BAT/turn lane makes sense for the final block of the route (143 to 145), because there's more congestion there. But I don't think it will help much.	9/5/2023 5:55 PM
69	Doesn't adding the bike dedicated lane add more congestion?	9/5/2023 5:44 PM
70	No opinion	9/5/2023 5:36 PM
71	I think this is critical for success!	9/5/2023 5:28 PM
72	Seems fine	9/5/2023 5:15 PM
73	This makes good sense.	9/5/2023 5:02 PM
74	This is a good idea! Adding a dedicated bike line at the same time would be excellent as well.	9/5/2023 4:59 PM
75	No way you can remove a car lane that is insane for this street, it's already congested at rush hour removing a lane will cause grid lock	9/5/2023 4:44 PM
76	This is great! This section seems to get very backed up. It would also provide a great bike facility. Need to consider also doing same from 105th to 130th.	9/5/2023 4:43 PM
77	I would be annoyed to lose street parking if I lived there. Not sure what else you can do though if that is a spot that causes slow downs for the bus	9/5/2023 4:41 PM
78	Agreed.	9/5/2023 4:32 PM
79	I think that it will improve bus and traffic flow, and business access.	9/5/2023 4:27 PM
80	I don't usually ride this far north but I always support more BAT lanes and less parking!	9/5/2023 4:16 PM
81	I have never taken the 5 this far north so I don't have an opinion	9/5/2023 4:13 PM
82	Excellent. Current Route 345 would also benefit.	9/5/2023 2:16 PM
83	No opinion	9/5/2023 2:15 PM
84	I think you should do everything possible to prioritize bus and bike travel over cars	9/5/2023 1:34 PM
85	Baller! Do it.	9/5/2023 1:22 PM
86	As long as crossing distances for pedestrians are considered, I fully support prioritizing transit.	9/5/2023 1:13 PM
87	Yes please remove or reduce the street parking	9/5/2023 11:56 AM
88	bike lane?	9/5/2023 11:00 AM
89	Yes! All in for removing parking for improved bus and bike lanes! Please don't forget about the bikers when improving the bus.	9/5/2023 10:34 AM

90	I approve of them	9/5/2023 10:29 AM
91	Great idea.	9/5/2023 10:23 AM
92	Is bus frequency high enough to justify bus lanes here?	9/5/2023 10:12 AM
93	Highly support transit lanes	9/5/2023 9:09 AM
94	fantastic.	9/5/2023 8:36 AM
95	Super supportive!	9/5/2023 7:50 AM
96	No opinion	9/4/2023 10:04 PM
97	no opinion	9/4/2023 8:17 AM
98	Seem good	9/3/2023 7:38 PM
99	Yes	9/2/2023 12:22 AM
100	I strongly support this. Please do this.	9/1/2023 7:12 PM
101	If these make the 5 faster or more reliable, I approve.	9/1/2023 5:37 PM
102	This area is already congested and removing lanes will decrease over all flow of traffic. Also, there are many multi-family housing along this stretch with limited parking.	9/1/2023 4:19 PM
103	Yes	9/1/2023 4:01 PM
104	Yes	9/1/2023 4:01 PM
105	Fully support!	9/1/2023 2:15 PM
106	Ok	9/1/2023 1:55 PM
107	Yes. I would like another stop after 145th street where the new town home developments will be.	9/1/2023 12:11 PM
108	Money was just spent in this area and it seems wasteful to go and do it all again? Before focusing on this you should focus on the school zone and how the bus and school interact.	9/1/2023 11:59 AM
109	Makes sense	9/1/2023 11:58 AM
110	I love removing parking and taking car lanes and giving them to transit, cycling, and (one can dream) pedestrians	9/1/2023 11:21 AM
111	I'm not super familiar with this stretch but it seems good to me. Can something similar be done between 105th and 130th to improve biking?	9/1/2023 10:33 AM
112	This is a good idea! Though I'm surprised to not see any proposals involving traffic signal priority, especially since there are so many traffic signals along the 5 route as a whole.	9/1/2023 10:09 AM
113	Won't affect me, so no opinion—will leave it to local residents there.	9/1/2023 9:25 AM
114	Not sure if removing parking would help this fly with the locals	8/31/2023 4:56 PM
115	It is already difficult to find parking between 130th to 138th. Removing all the street parking between 138th to 143rd will exasperate this issue as those displaced will park closer to Broadview Thomson School and other commercial properties. Creating another parking issue for volunteers and families dropping off and picking up students from school. Which could lead to drivers double parking and blocking lanes during peak hours.	8/31/2023 4:16 PM
116	Okay	8/30/2023 8:44 PM
117	Removing the parking spaces would be great.	8/30/2023 2:11 PM
118	Taking away a driving lane and removing parking on Greenwood is just plain stupid. It's quite apparent how 3rd Avenue has been really screwed up by the city's powers that be. Now you want to make living in the city impossible. How can people be either so stupid or crooked. I don't trust any of you people who say they want to improve things but have another agenda	8/30/2023 11:40 AM
119	Unnecessary change.	8/29/2023 9:18 PM

120	Opposed to removing parking	8/29/2023 9:02 PM
121	down with street parking!	8/29/2023 7:15 PM
122	Unsure, sisnce I don't use those stops.	8/29/2023 4:42 PM
123	The removal of one lane will slow down traffic a lot! It gets congested in the afternoons. I don't like that idea.	8/29/2023 1:36 PM
124	I believe that lines along Greenwood Avenue aren't necessary, but if they are implemented, they should be well striped and should have proper striping at streets and driveways. Also providing a way for residents to know that they should be in the bat lane before they turn rather than turning from the lane adjacent to it, as we see so much on Aurora Avenue, then this could work.	8/29/2023 11:20 AM
125	Sounds good. Removing parking is always good!	8/29/2023 10:14 AM
126	Yes! Please do this. Continuous bus lanes dramatically increase reliability and speed while also calming traffic, contributing to our Vision Zero goals.	8/29/2023 8:28 AM
127	No	8/29/2023 7:04 AM
128	I support converting a lane to a BAT lane and removing street parking.	8/29/2023 4:29 AM
129	There are a lot of apartment buildings, and little if no street parking. We need those parking spots. I visit a friend who is house-bound, and I park within a block or two. It's hard as it is to find a place to park. No side-street parking.	8/29/2023 3:01 AM
130	I don't think this is a good idea. Greenwood needs two lanes there. Reducing down to one lane except for the busses will create a backup that the bus will get stuck in and it will make the bus late...	8/29/2023 12:22 AM
131	I don't travel in this area, so I'm not certain.	8/28/2023 9:55 PM
132	I don't travel this part of the road frequently so I defer to those who do	8/28/2023 7:56 PM
133	That sounds fine to me - but how would the BAT lanes be enforced?	8/28/2023 7:54 PM
134	Agree	8/28/2023 7:49 PM
135	I approve. Also need to finish the missing links of sidewalks in this zone.	8/28/2023 6:52 PM
136	N/A	8/28/2023 6:51 PM
137	No - not enough bus trips to warrant losing an entire lane and all of that parking	8/28/2023 6:46 PM
138	I'd like to be able to take the #5 instead of the E Line and walk where there is now no sidewalk. I'd like a route to get me near 155th for T&C market.	8/28/2023 5:48 PM
139	Do it!	8/28/2023 5:45 PM
140	I don't often travel this far north but I am in favor of this change so that service is more reliable.	8/28/2023 5:04 PM
141	Reasonable	8/28/2023 5:03 PM
142	It seems like that is a short distance for a BAT lane, but if it reduces transit time it is a vid idea.	8/28/2023 4:48 PM
143	The issue with route 5 usually isn't traffic, it's the large number of stops.	8/28/2023 4:44 PM
144	Yes please!	8/28/2023 4:41 PM
145	ouch but ok	8/28/2023 4:36 PM
146	NO! Traffic is bad enough without losing lanes and we need street parking on Greenwood unless alternate FREE parking is provided	8/28/2023 3:31 PM
147	Very good!	8/28/2023 10:35 AM
148	Only okay if there are still two regular car lanes per direction	8/28/2023 9:29 AM
149	Would you increase the frequency and connectivity of the route with other routes and with the	8/27/2023 10:02 PM

	light rail so that people reduce their dependence on cars? What alternatives will you offer to people living in the area who don't have off street parking?	
150	appreciate the increased bus speed and reliability. am a bit confused why the n 140th street involves parking removal as it seems it also has 4 general lanes as the other sections?	8/27/2023 1:12 PM
151	The northbound stop so far from 145th has always been awkward; is there any way to put it north of 145th? For southbound at 130th, you are presumably thinking of how to make the bus turn to the east easier?	8/27/2023 10:45 AM
152	I don't travel that far north often enough to have an opinion	8/27/2023 8:44 AM
153	I love this idea. This is long overdue. Please prioritize transit over parking.	8/26/2023 10:40 PM
154	Good.	8/26/2023 7:52 PM
155	might be okay	8/26/2023 5:30 PM
156	its amazing! more bus lanes please!!	8/26/2023 4:43 PM
157	make the bus lane a permanent bus only lane. don't try to mix it with "business access" lanes. reliable, fast, frequent transit needs to occur at all times of the day, not just during peak hours. transit deserves it's own lane if you want people to ride it	8/26/2023 3:10 PM
158	Seems fine. There appears to be plenty of off-street parking in this segment, so I don't think the parking removal will pose any trouble.	8/26/2023 2:12 PM
159	Excellent, but please find a way to work in safer bike lanes into this design	8/26/2023 1:57 PM
160	No opinion--I don't use these stops.	8/26/2023 1:16 PM
161	Sounds good	8/26/2023 1:01 PM
162	I think Seattle desperately needs way more BAT lanes so that busses are faster than driving, otherwise people will have a time incentive to drive rather than take transit	8/26/2023 12:12 PM
163	I don't travel here, so I have no clue	8/26/2023 12:05 PM
164	Yes!	8/26/2023 11:57 AM
165	Fine with me	8/26/2023 11:09 AM
166	would bikes be allowed in the BAT? remove all the parking!	8/26/2023 10:22 AM
167	I'm always reluctant to see street parking removed.	8/26/2023 9:36 AM
168	agree with change	8/26/2023 7:26 AM
169	great idea!	8/26/2023 6:45 AM
170	Great	8/25/2023 10:09 PM
171	II really don't ride the #5 out this far.	8/25/2023 6:46 PM
172	Great idea! go for it!	8/25/2023 6:43 PM
173	Strongly support, if there is a way to keep the cars out.	8/25/2023 4:06 PM
174	I strongly approve of creating bus-priority lanes and removing street parking at this segment.	8/25/2023 4:06 PM
175	In favor.	8/25/2023 5:12 AM
176	Yay bus lanes! Love it.	8/25/2023 12:03 AM
177	no	8/24/2023 2:55 PM
178	I don't see a lot of congestion here usually so this might not be needed	8/24/2023 12:55 PM
179	Sounds great! This will be especially usefull when shared with buses that go to 130th/145th Stations.	8/24/2023 10:30 AM
180	Is this necessary? I feel like traffic flows easier with both lanes open to all. why just between these streets?	8/23/2023 10:20 PM

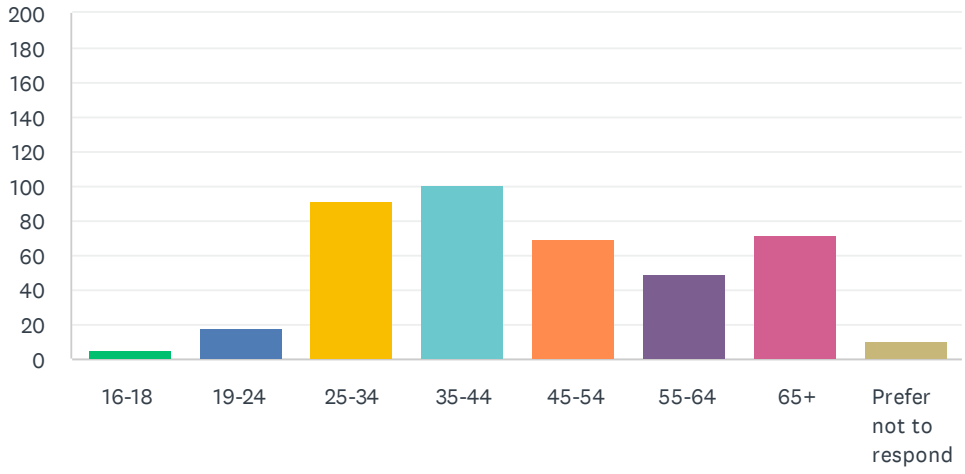
181	Leave the parking alone.	8/23/2023 8:14 PM
182	All good here. The volume of traffic doesn't justify the width of the street without transit or bike lanes.	8/23/2023 5:22 PM
183	Instead of BAT lanes, install red painted BUS only lanes.	8/23/2023 4:21 PM
184	seems nice but how much ridership is there this north into the route?	8/23/2023 3:34 PM
185	Do not remove street parking... lots of multifamily buildings in this area that need street parking.	8/23/2023 3:08 PM
186	I support dedicated transit lanes.	8/23/2023 2:47 PM
187	I would give the bus priority over parking although I would use the bus loading island /enhanced bike lane behind model all the way to 145th.	8/23/2023 12:27 PM
188	good	8/23/2023 9:38 AM
189	No BAT lane, will cause congestions on Greenwood Ave N.	8/23/2023 9:27 AM
190	Remove street parking and create a protected bike lane and a bus lane.	8/23/2023 9:26 AM
191	Ok	8/23/2023 8:35 AM
192	Bat lanes aren't good, people just drive in them. I would rather a bus only lane and protected bike lanes. I like removing parking, it's dangerous here anyway. More should be removed than is proposed. People treat this stretch like a mini freeway and race cars here, I think fewer car lanes and more bus and protected bike lanes are needed.	8/23/2023 6:14 AM
193	Approve	8/22/2023 9:30 PM
194	I agree with removing parking along greenwood but again have concerns about cyclists here	8/22/2023 9:11 PM
195	This is a dangerous street with unclear pedestrian and no bicycle access. This is better than what is currently available.	8/22/2023 8:17 PM
196	The road is so wide here, and for no reason. Convert to bus and bike lanes.	8/22/2023 7:00 PM
197	This is good because parking is removed for the bus lane. It is not ok to make people on bikes share a lane with buses. That is dangerous and ridiculous. Take parking away to make all the bus lanes.	8/22/2023 6:47 PM
198	No specific concerns (not familiar with this area)	8/22/2023 6:46 PM
199	unsure. i rarely travel north of 130th	8/22/2023 6:44 PM
200	throw some bike lanes in for the planet?	8/22/2023 6:30 PM
201	No opinion	8/22/2023 6:19 PM
202	Don't eliminate parking.	8/22/2023 5:33 PM
203	Do not remove street parking as part of the solution. Our roads are choked with cars and eliminating street parking is NOT the answer.	8/22/2023 4:23 PM
204	Sounds great for this area!	8/22/2023 4:10 PM
205	You can't remove parking, it's necessary in this area	8/22/2023 3:44 PM
206	Looks good, I support this	8/22/2023 2:36 PM
207	I worry about how a BAT lane will be enforced, and whether it will just be another travel lane for those who wish to drive in it.	8/22/2023 2:34 PM
208	Sounds good, why not add protected bike lanes while you're at it?	8/22/2023 2:13 PM
209	Removing the travel lanes would make this a dangerous location.	8/22/2023 2:09 PM
210	I think it is great for transit, but am concerned that it will drive vehicular traffic onto side streets, which don't have infrastructure to support additional traffic.	8/22/2023 11:08 AM
211	Can the BAT lane be available to auto traffic in non-peak hours?	8/22/2023 9:35 AM

212	This proposal is terrible, because you're not only wanting to remove parking, but also wanting to remove one lane of traffic. Everything will come to a stand still when someone wants to turn Left. Do not do this.	8/22/2023 9:31 AM
213	Love this! I visit family up here and hate walking here because of the cars blocking access.	8/22/2023 9:21 AM
214	I like it	8/22/2023 9:19 AM
215	Again, I live in the neighborhood and haven't run into bad traffic here so I don't see how this is necessary or helpful.	8/22/2023 8:57 AM
216	Please complete this work. I would love to ride the bus to Shoreview Park or Dunn Gardens, but it takes too long so I drive. A BAT lane at the north end would help with speed and frequency.	8/22/2023 8:41 AM
217	Looks good	8/22/2023 8:17 AM
218	Yes!	8/22/2023 6:42 AM
219	Seems okay to me	8/22/2023 5:04 AM
220	Supportive of any changes to keep the 5 moving on-time.	8/22/2023 12:31 AM
221	Do it. Now. Please	8/21/2023 10:50 PM
222	YES I love this idea so much!!	8/21/2023 9:25 PM
223	Where are safe pedestrian crossings north of 132nd?	8/21/2023 9:21 PM
224	Looks good	8/21/2023 9:12 PM
225	needed on Greenwood /130th , dangerous intersection	8/21/2023 9:02 PM
226	Sounds good!	8/21/2023 8:24 PM
227	Remove parking and add sidewalks.	8/21/2023 8:10 PM
228	This would also calm traffic.	8/21/2023 7:32 PM
229	Cars need to move freely through there - there's rarely anything holding back a bus. And the businesses there need parking.	8/21/2023 7:32 PM
230	Parking is already short they don’t need to lose more	8/21/2023 7:31 PM
231	Look good.	8/21/2023 7:15 PM
232	Approve BAT lane and removing street parking.	8/21/2023 7:13 PM
233	Not familiar enough with the area	8/21/2023 6:24 PM
234	I rarely go this far north on the 5, this is past the library yeah? No comment.	8/21/2023 6:09 PM
235	Should eliminate some of the closely spaced stops in the center.	8/21/2023 6:06 PM
236	Removing street parking is a hard sell. Where are all of those cars supposed to go? I am OK with it because I have a parking space in my condo but not everyone does.	8/21/2023 6:06 PM
237	Removing parking would be fine but stopping cars from blocking the sidewalks (where they exist) is more difficult. Please remove these traffic lanes. Especially near the business area south of 145th on Greenwood.	8/21/2023 5:51 PM
238	Too much traffic to eliminate a lane	8/21/2023 5:34 PM
239	Makes sense and works	8/21/2023 5:34 PM
240	no	8/21/2023 5:30 PM
241	They're both very good ideas.	8/21/2023 5:29 PM
242	I don't like this plan. When the intersection at 145th was down to one lane a few months ago, traffic was quite backed up	8/21/2023 5:18 PM
243	Approve	8/21/2023 5:13 PM

244	Horrible idea to remove parking when adding density to the neighborhood.	8/21/2023 5:09 PM
245	Nice to add BAT lanes north of 105th. Would like to see more. Curious what the final cross section will look like and if it will make the road feel more hospitable to pedestrians.	8/21/2023 2:45 PM
246	Yes, I think this will improve bus time.	8/21/2023 1:23 PM
247	Yes	8/21/2023 12:45 PM
248	While as a bus rider I like this plan, as a passenger in a personal vehicle this would cause more traffic issues. There is also limited street parking for the apartments and townhomes and I would hate to make this more difficult on others who might need that parking.	8/21/2023 12:21 PM
249	Reduce stops	8/21/2023 11:56 AM

Q17 Which age group are you in?

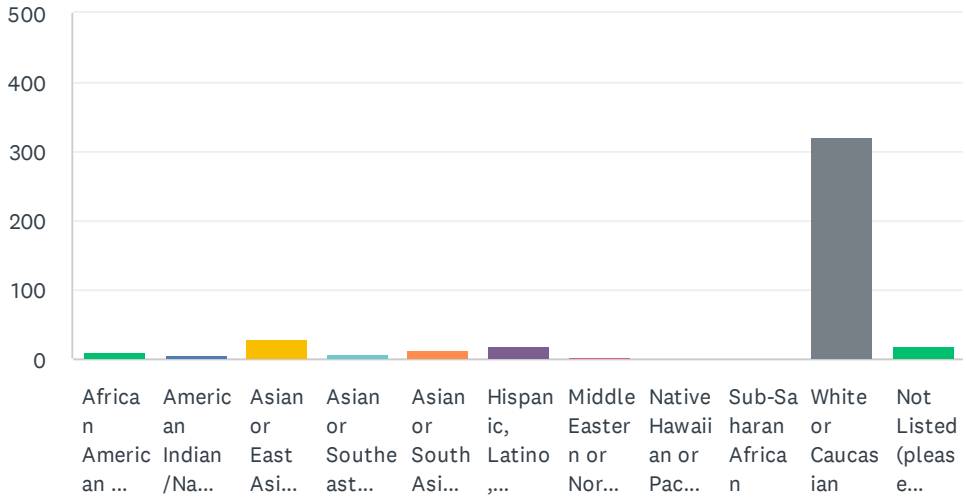
Answered: 419 Skipped: 78



ANSWER CHOICES	RESPONSES	
16-18	1.19%	5
19-24	4.30%	18
25-34	21.96%	92
35-44	24.11%	101
45-54	16.71%	70
55-64	11.93%	50
65+	17.18%	72
Prefer not to respond	2.63%	11
TOTAL		419

Q18 How do you identify your race and/or ethnicity? Please select all that apply.

Answered: 395 Skipped: 102



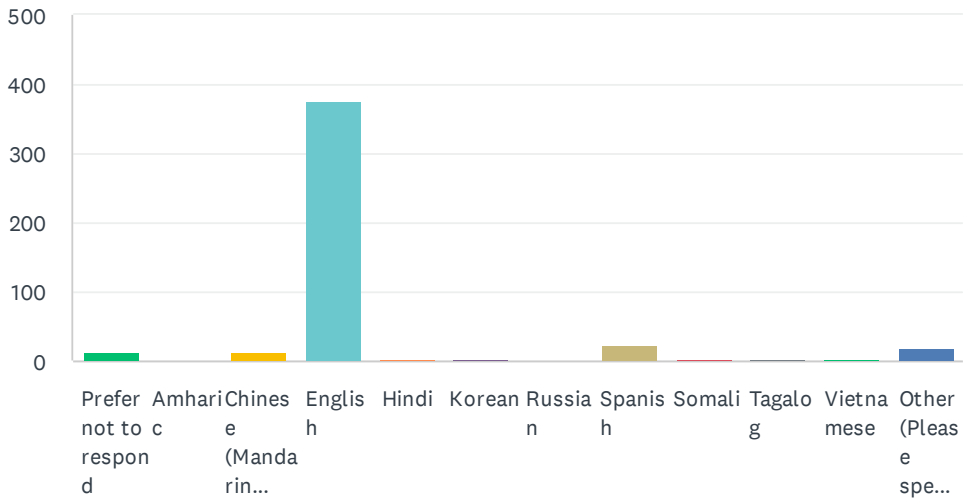
ANSWER CHOICES	RESPONSES	
African American or Black	2.53%	10
American Indian/Native American, or Alaskan Native	1.52%	6
Asian or East Asian (Including Chinese, Japanese, Korean, Mongolian, Tibetan and Taiwanese)	7.09%	28
Asian or Southeast Asian (Including Burmese, Cambodian, Filipino, Hmong, Indonesian, Laotian, Malaysian, Mien, Singaporean, Thai and Vietnamese)	2.03%	8
Asian or South Asian (including Bangladeshi, Bhutanese, Indian, Nepali, Pakistani and Sri Lankan)	3.04%	12
Hispanic, Latino, Latina, or Latinx	4.81%	19
Middle Eastern or North African	0.51%	2
Native Hawaiian or Pacific Islander	0.00%	0
Sub-Saharan African	0.00%	0
White or Caucasian	81.01%	320
Not Listed (please specify)	4.81%	19
Total Respondents: 395		

#	NOT LISTED (PLEASE SPECIFY)	DATE
1	Prefer not to say	9/11/2023 12:57 PM
2	European	9/10/2023 2:34 PM
3	Poop head	9/9/2023 6:02 PM
4	Senior Citzen with a few walking issues	9/8/2023 10:01 PM
5	Human	9/8/2023 6:50 PM

6	No	9/5/2023 4:44 PM
7	Mixed	9/4/2023 1:41 PM
8	X	9/1/2023 9:05 AM
9	American human	8/30/2023 8:44 PM
10	Celtic	8/29/2023 11:20 AM
11	Irish	8/26/2023 5:31 PM
12	Human	8/26/2023 1:17 PM
13	Why do you care? Isn't this supposed to be the same for all?	8/26/2023 12:06 PM
14	European American	8/25/2023 6:47 PM
15	n/a	8/22/2023 8:18 PM
16	human	8/22/2023 6:45 PM
17	What does this have to do with transit? We all need to get around.	8/21/2023 9:22 PM
18	mixed heritage	8/21/2023 5:34 PM
19	Irish	8/21/2023 1:23 PM

Q19 What languages do you speak at home? Please select all that apply.

Answered: 405 Skipped: 92



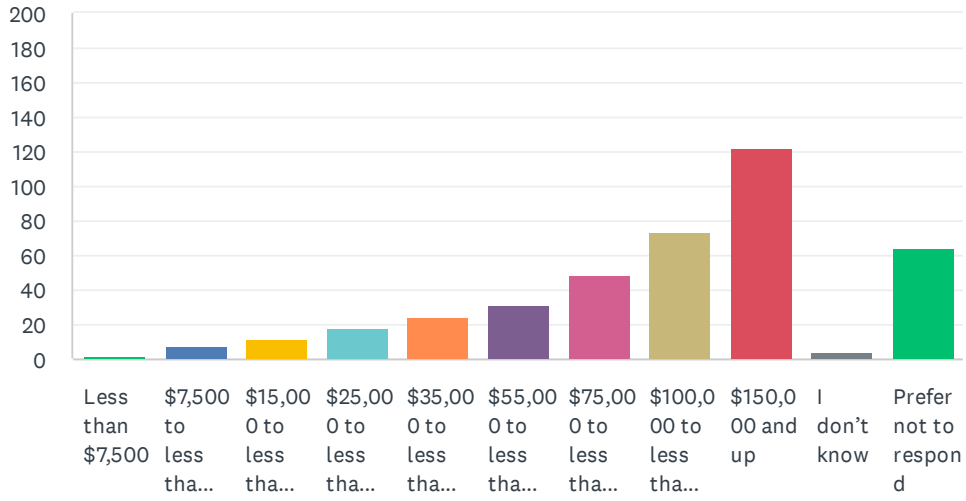
ANSWER CHOICES	RESPONSES	
Prefer not to respond	3.46%	14
Amharic	0.25%	1
Chinese (Mandarin, Cantonese, etc.)	2.96%	12
English	92.84%	376
Hindi	0.49%	2
Korean	0.49%	2
Russian	0.25%	1
Spanish	6.17%	25
Somali	0.49%	2
Tagalog	0.49%	2
Vietnamese	0.49%	2
Other (Please specify)	4.44%	18
Total Respondents: 405		

#	OTHER (PLEASE SPECIFY)	DATE
1	French	9/11/2023 10:39 PM
2	German	9/8/2023 6:55 PM
3	German	9/6/2023 10:28 PM
4	American Sign Language	9/6/2023 7:10 PM
5	German	9/5/2023 8:37 AM

6	Norwegian	9/4/2023 8:18 AM
7	Catalan	9/3/2023 7:39 PM
8	English?	9/1/2023 4:02 PM
9	Urdu, Gujarati	9/1/2023 11:59 AM
10	Greek	8/30/2023 8:45 PM
11	French	8/23/2023 12:27 PM
12	German	8/22/2023 6:45 PM
13	Mongolian	8/22/2023 6:42 AM
14	French	8/21/2023 9:03 PM
15	Arabic, French, Spanish	8/21/2023 5:35 PM
16	Japanese	8/21/2023 5:30 PM
17	Norwegian	8/21/2023 5:09 PM
18	Tamil	8/21/2023 12:45 PM

Q20 What is your total annual household income?

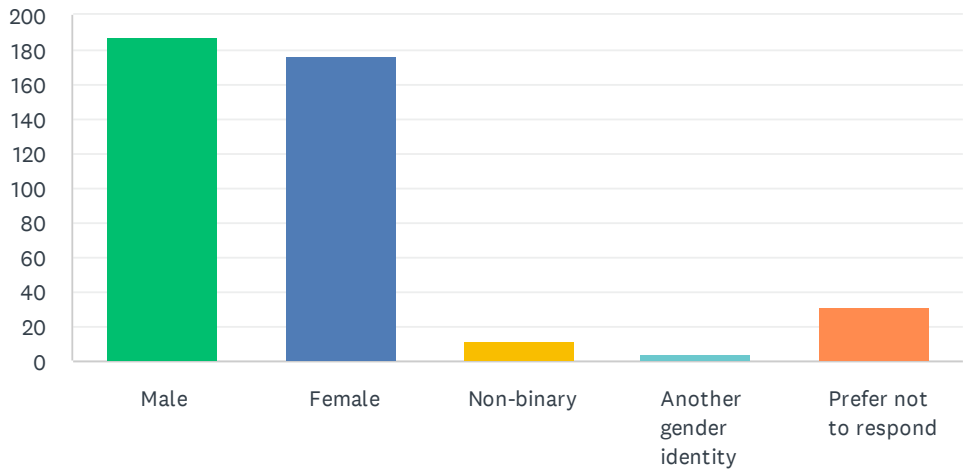
Answered: 407 Skipped: 90



ANSWER CHOICES	RESPONSES	
Less than $7,500	0.49%	2
$7,500 to less than $15,000	1.72%	7
$15,000 to less than $25,000	2.95%	12
$25,000 to less than $35,000	4.42%	18
$35,000 to less than $55,000	5.90%	24
$55,000 to less than $75,000	7.86%	32
$75,000 to less than $100,000	11.79%	48
$100,000 to less than $150,000	18.18%	74
$150,000 and up	29.98%	122
I don't know	0.98%	4
Prefer not to respond	15.72%	64
TOTAL		407

Q21 How do you identify?

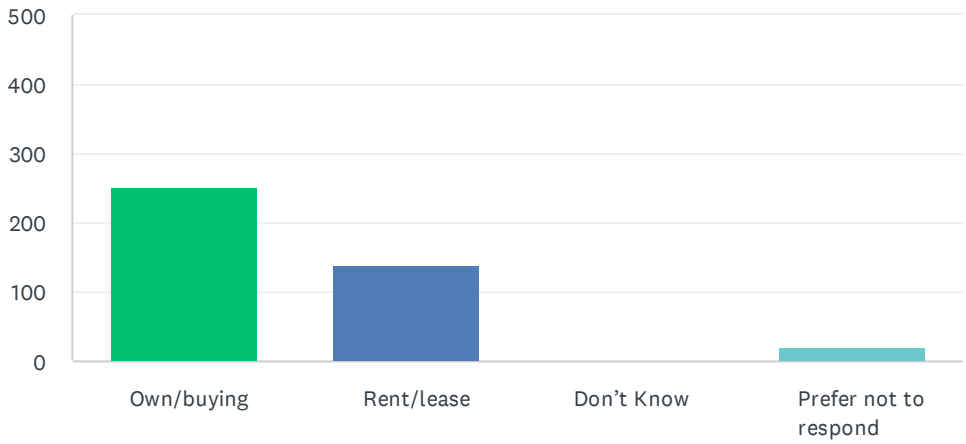
Answered: 412 Skipped: 85



ANSWER CHOICES	RESPONSES	
Male	45.39%	187
Female	42.96%	177
Non-binary	2.91%	12
Another gender identity	0.97%	4
Prefer not to respond	7.77%	32
TOTAL		412

Q22 Do you own or rent your apartment or home?

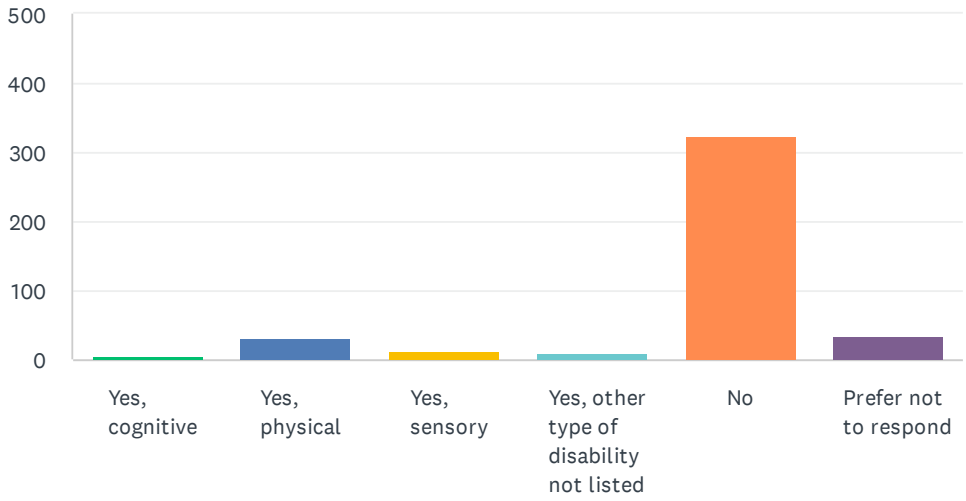
Answered: 413 Skipped: 84



ANSWER CHOICES	RESPONSES	
Own/buying	61.02%	252
Rent/lease	33.66%	139
Don't Know	0.00%	0
Prefer not to respond	5.33%	22
TOTAL		413

Q23 Do you have a disability that limits your ability to do one or more major life activities (such as walking or climbing stairs, running errands, hearing announcements, using a computer, reading or understanding signs)? Select all that apply.

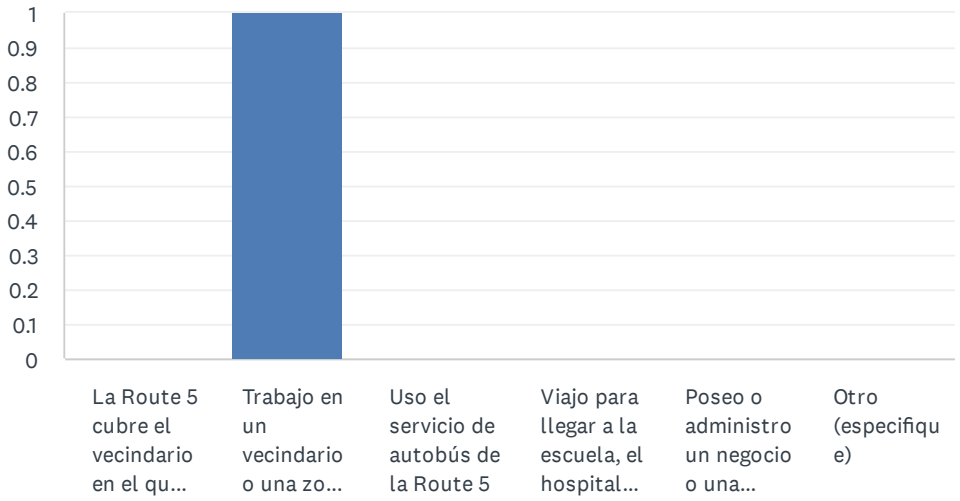
Answered: 410 Skipped: 87



ANSWER CHOICES	RESPONSES	
Yes, cognitive	1.22%	5
Yes, physical	7.56%	31
Yes, sensory	3.41%	14
Yes, other type of disability not listed	2.68%	11
No	79.27%	325
Prefer not to respond	8.05%	33
Total Respondents: 410		

Q1 ¿Cuál es su relación con la Route 5? (Seleccione todas las respuestas que correspondan)

Answered: 1 Skipped: 0

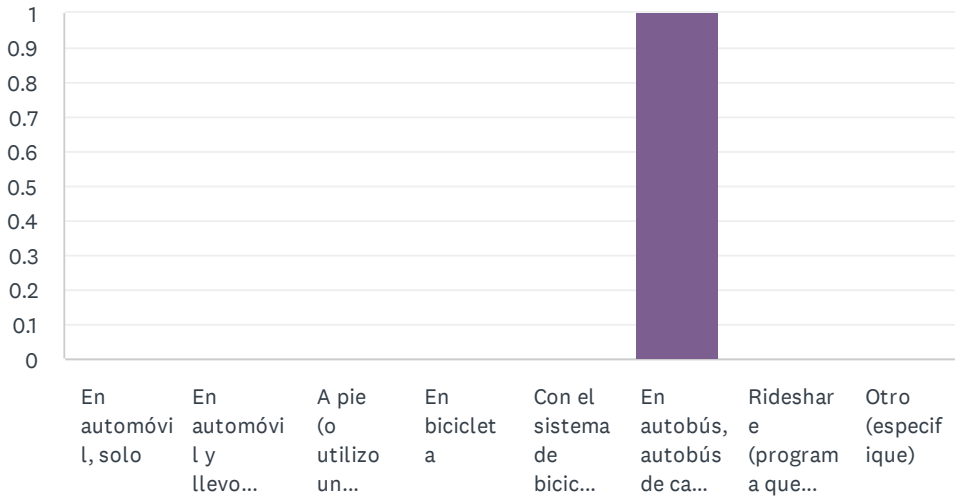


ANSWER CHOICES	RESPONSES	
La Route 5 cubre el vecindario en el que vivo.	0%	0
Trabajo en un vecindario o una zona comercial sobre la Route 5	100%	1
Uso el servicio de autobús de la Route 5	0%	0
Viajo para llegar a la escuela, el hospital, la biblioteca o las zonas recreativas sobre la Route 5	0%	0
Poseo o administro un negocio o una propiedad comercial sobre la Route 5	0%	0
Otro (especifique)	0%	0
Total Respondents: 1		

#	OTRO (ESPECIFIQUE)	DATE
	There are no responses.	

Q2 ¿Cómo suele desplazarse por las zonas de estudio? (Seleccione todas las respuestas que correspondan)

Answered: 1 Skipped: 0

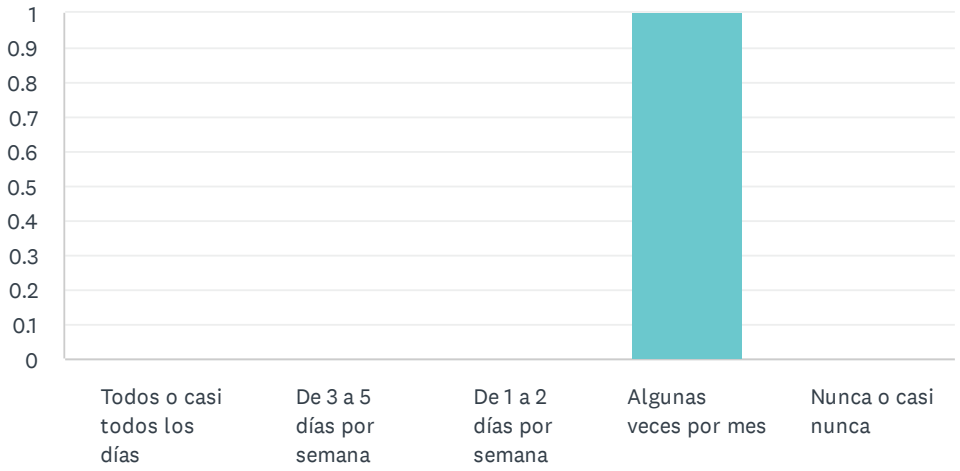


ANSWER CHOICES	RESPONSES	
En automóvil, solo	0%	0
En automóvil y llevo a otras personas o soy pasajero	0%	0
A pie (o utilizo un dispositivo de movilidad)	0%	0
En bicicleta	0%	0
Con el sistema de bicicletas/escúteres compartidos	0%	0
En autobús, autobús de cable o tren	100%	1
Rideshare (programa que coordina a usuarios para compartir vehículos) como Uber, Lyft, etc	0%	0
Otro (especifique)	0%	0
Total Respondents: 1		

#	OTRO (ESPECIFIQUE)	DATE
	There are no responses.	

Q3 ¿Con qué frecuencia suele utilizar el servicio de autobús de la Route 5? (Seleccione la opción que más se ajuste a su uso)

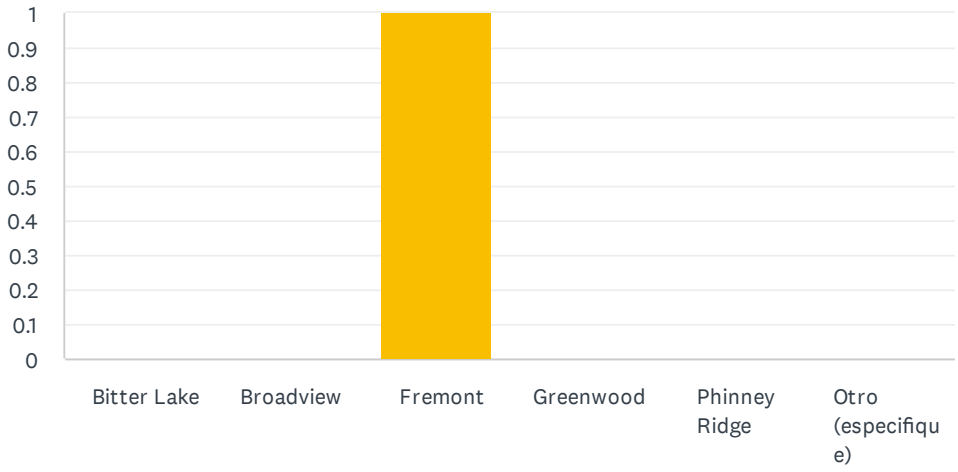
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Todos o casi todos los días	0%	0
De 3 a 5 días por semana	0%	0
De 1 a 2 días por semana	0%	0
Algunas veces por mes	100%	1
Nunca o casi nunca	0%	0
TOTAL		1

Q4 ¿En qué vecindario vive actualmente?

Answered: 1 Skipped: 0

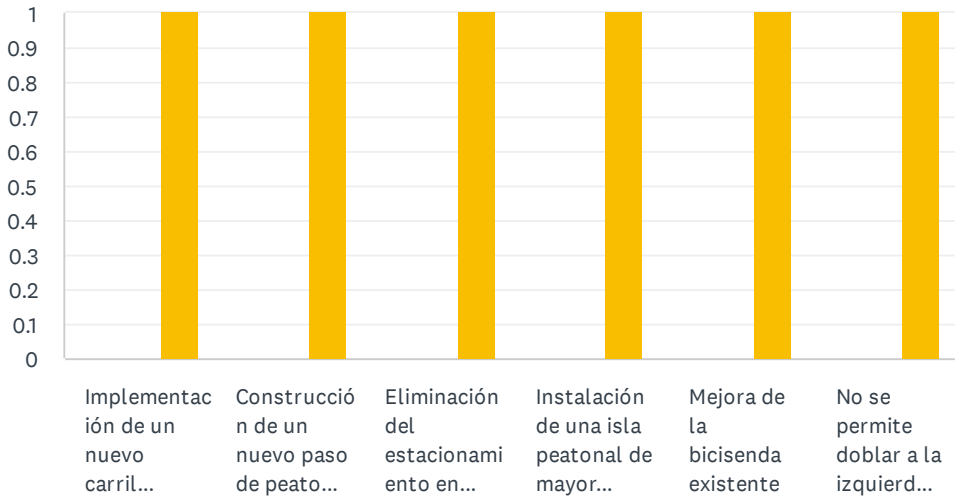


ANSWER CHOICES	RESPONSES	
Bitter Lake	0%	0
Broadview	0%	0
Fremont	100%	1
Greenwood	0%	0
Phinney Ridge	0%	0
Otro (especifique)	0%	0
TOTAL		1

#	OTRO (ESPECIFIQUE)	DATE
	There are no responses.	

Q5 ¿Aprueba las mejoras propuestas en Fremont Avenue North y Fremont Way North a la altura de North 39th Street?

Answered: 1 Skipped: 0



	SÍ	NO	NO ESTOY SEGURO/NO TENGO OPINIONES AL RESPECTO	TOTAL
Implementación de un nuevo carril exclusivo de giro a la izquierda en dirección sur	0% 0	0% 0	100% 1	1
Construcción de un nuevo paso de peatones señalizado en el lado sur de la intersección	0% 0	0% 0	100% 1	1
Eliminación del estacionamiento en Fremont Way North y Fremont Avenue North para mejorar el flujo del tráfico	0% 0	0% 0	100% 1	1
Instalación de una isla peatonal de mayor tamaño en la esquina sureste de la intersección	0% 0	0% 0	100% 1	1
Mejora de la bicisenda existente	0% 0	0% 0	100% 1	1
No se permite doblar a la izquierda hacia N 38th St y/o Linden Ave N desde Bridge Way/Fremont Way N en dirección norte	0% 0	0% 0	100% 1	1

Q6 ¿Hay algo más que le gustaría compartir sobre nuestras mejoras propuestas en este lugar? (límite de 500 caracteres)

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Me fue dicidil entender esta encuesta, que significa los mapas?	8/30/2023 2:20 PM

Q7 ¿Aprueba las mejoras propuestas en Greenwood Avenue North desde North 79th Street hasta North 81st Street?

Answered: 1 Skipped: 0

	SÍ	NO	NO ESTOY SEGURO/NO TENGO OPINIONES AL RESPECTO	TOTAL
Conversión de la bicisenda existente en una bicisenda compartida y un carril para acceso a comercios y transporte público en ambas direcciones, eliminación del estacionamiento en ambas direcciones, y eliminación de la cafetería con mobiliario en el exterior	0% 0	100% 1	0% 0	1

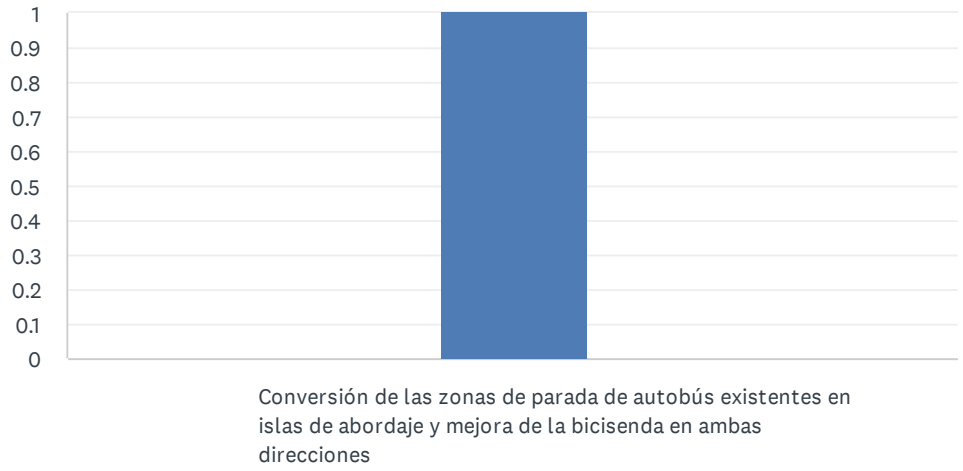
Q8 ¿Hay algo más que le gustaría compartir sobre nuestras mejoras propuestas en este lugar? (límite de 500 caracteres)

Answered: 0 Skipped: 1

#	RESPONSES	DATE
	There are no responses.	

Q9 ¿Aprueba las mejoras propuestas en Greenwood Avenue North a la altura de North 80th Street?

Answered: 1 Skipped: 0



	SÍ	NO	NO ESTOY SEGURO/NO TENGO OPINIONES AL RESPECTO	TOTAL
Conversión de las zonas de parada de autobús existentes en islas de abordaje y mejora de la bicisenda en ambas direcciones	0% 0	100% 1	0% 0	1

Q10 ¿Hay algo más que le gustaría compartir sobre nuestras mejoras propuestas en este lugar? (límite de 500 caracteres)

Answered: 0 Skipped: 1

#	RESPONSES	DATE
	There are no responses.	

Q11 ¿Aprueba las mejoras propuestas en Greenwood Avenue North a la altura de North 85th Street?

Answered: 0 Skipped: 1

⚠ No matching responses.

	SÍ	NO	NO ESTOY SEGURO/NO TENGO OPINIONES AL RESPECTO	TOTAL
Conversión de las zonas de parada de autobús existentes en islas de abordaje y mejora de la bicisenda en ambas direcciones	0% 0	0% 0	0% 0	0

Q12 ¿Hay algo más que le gustaría compartir sobre nuestras mejoras propuestas en este lugar? (límite de 500 caracteres)

Answered: 0 Skipped: 1

#	RESPONSES	DATE
	There are no responses.	

Q13 ¿Aprueba las mejoras propuestas en Greenwood Avenue North a la altura de North 87th Street?

Answered: 0 Skipped: 1

⚠ No matching responses.

	SÍ	NO	NO ESTOY SEGURO/NO TENGO OPINIONES AL RESPECTO	TOTAL
Conversión de la bicisenda existente en una bicisenda compartida y un salto de cola de autobús en ambas direcciones, y eliminación del estacionamiento en ambas direcciones	0% 0	0% 0	0% 0	0

Q14 ¿Hay algo más que le gustaría compartir sobre nuestras mejoras propuestas en este lugar? (límite de 500 caracteres)

Answered: 0 Skipped: 1

#	RESPONSES	DATE
	There are no responses.	

Q15 ¿Qué opina de los cambios propuestos en las paradas de autobús? (límite de 500 caracteres)

Answered: 0 Skipped: 1

#	RESPONSES	DATE
	There are no responses.	

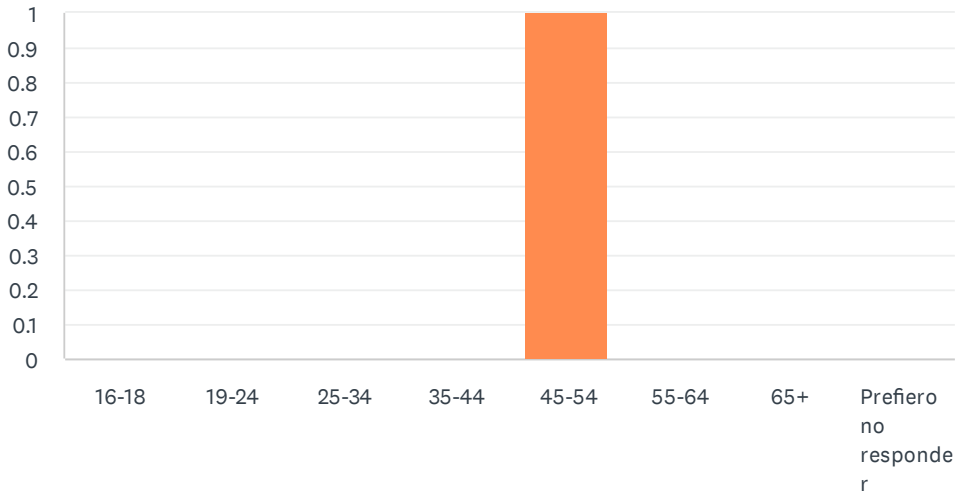
Q16 ¿Qué opina de las mejoras propuestas en los carriles para acceso a comercios y transporte público? (límite de 500 caracteres)

Answered: 0 Skipped: 1

#	RESPONSES	DATE
	There are no responses.	

Q17 ¿A qué grupo de edad pertenece?

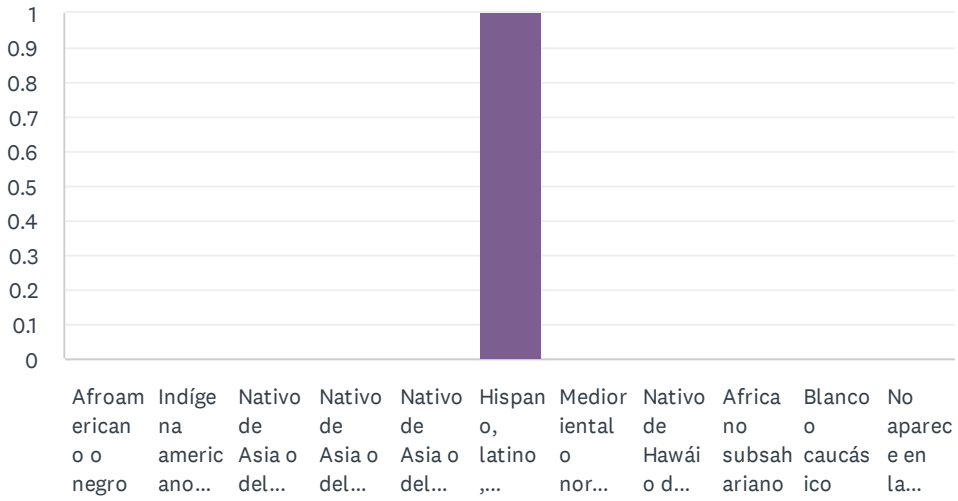
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
16-18	0%	0
19-24	0%	0
25-34	0%	0
35-44	0%	0
45-54	100%	1
55-64	0%	0
65+	0%	0
Prefiero no responder	0%	0
TOTAL		1

Q18 ¿Con qué raza o etnia se identifica? Seleccione todas las respuestas que correspondan.

Answered: 1 Skipped: 0

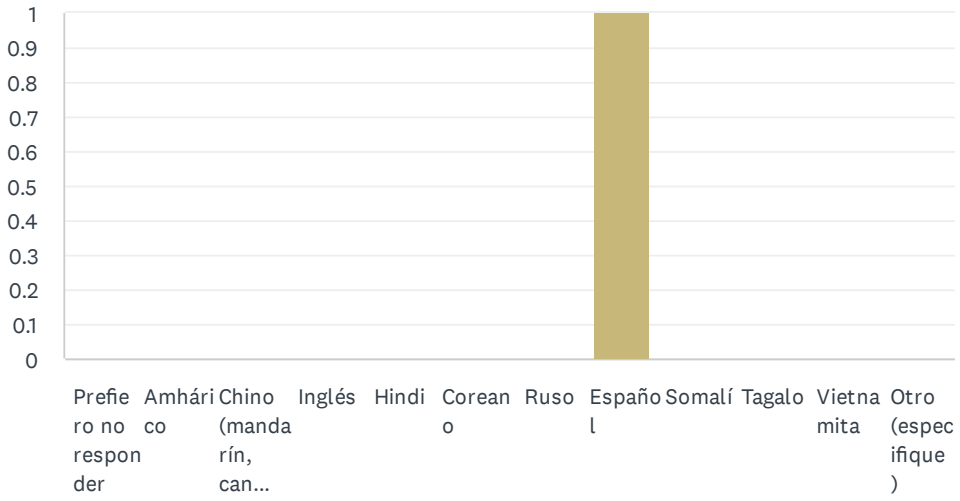


ANSWER CHOICES	RESPONSES	
Afroamericano o negro	0%	0
Indígena americano/nativo de América o Alaska	0%	0
Nativo de Asia o del este asiático (incluido chino, japonés, coreano, mongol, tibetano y taiwanés)	0%	0
Nativo de Asia o del sudeste asiático (incluido birmano, camboyano, filipino, hmong, indonesio, laosiano, malayo, mien, singapurense, tailandés y vietnamita)	0%	0
Nativo de Asia o del sur de Asia (incluido bangladesí, butanés, indio, nepalí, pakistaní y esrilanqués)	0%	0
Hispano, latino, latina o latinx	100%	1
Medioriental o norafricano	0%	0
Nativo de Hawái o de las islas del Pacífico	0%	0
Africano subsahariano	0%	0
Blanco o caucásico	0%	0
No aparece en la lista (especifique)	0%	0
Total Respondents: 1		

#	NO APARECE EN LA LISTA (ESPECIFIQUE)	DATE
	There are no responses.	

Q19 ¿Qué idioma habla en su hogar? Seleccione todas las respuestas que correspondan.

Answered: 1 Skipped: 0

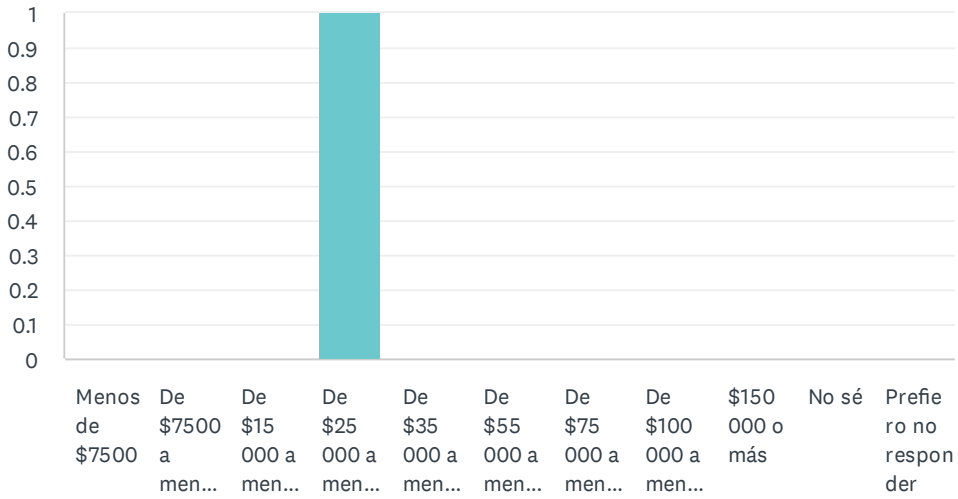


ANSWER CHOICES	RESPONSES	
Prefiero no responder	0%	0
Amhárico	0%	0
Chino (mandarín, cantonés, etc.)	0%	0
Inglés	0%	0
Hindi	0%	0
Coreano	0%	0
Ruso	0%	0
Español	100%	1
Somalí	0%	0
Tagalo	0%	0
Vietnamita	0%	0
Otro (especifique)	0%	0
Total Respondents: 1		

#	OTRO (ESPECIFIQUE)	DATE
	There are no responses.	

Q20 ¿Cuál es el ingreso anual total de su hogar?

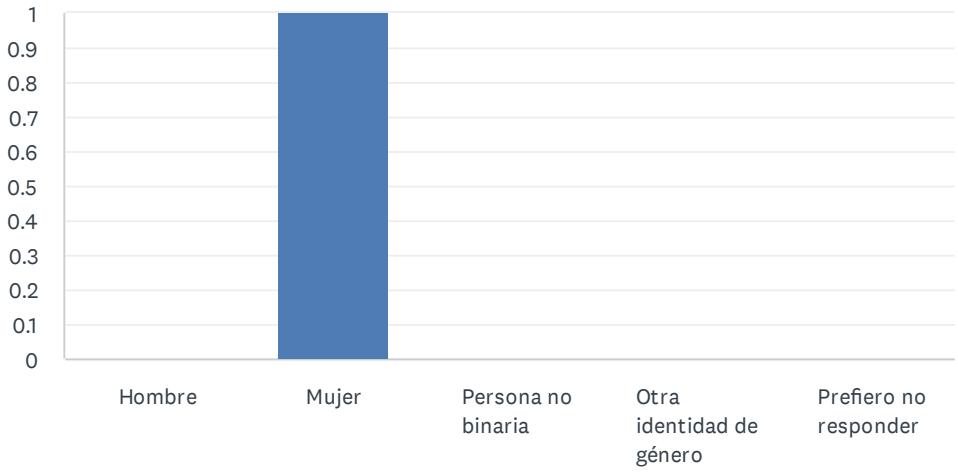
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Menos de $7500	0%	0
De $7500 a menos de $15 000	0%	0
De $15 000 a menos de $25 000	0%	0
De $25 000 a menos de $35 000	100%	1
De $35 000 a menos de $55 000	0%	0
De $55 000 a menos de $75 000	0%	0
De $75 000 a menos de $100 000	0%	0
De $100 000 a menos de $150 000	0%	0
$150 000 o más	0%	0
No sé	0%	0
Prefiero no responder	0%	0
TOTAL		1

Q21 ¿Cómo se identifica?

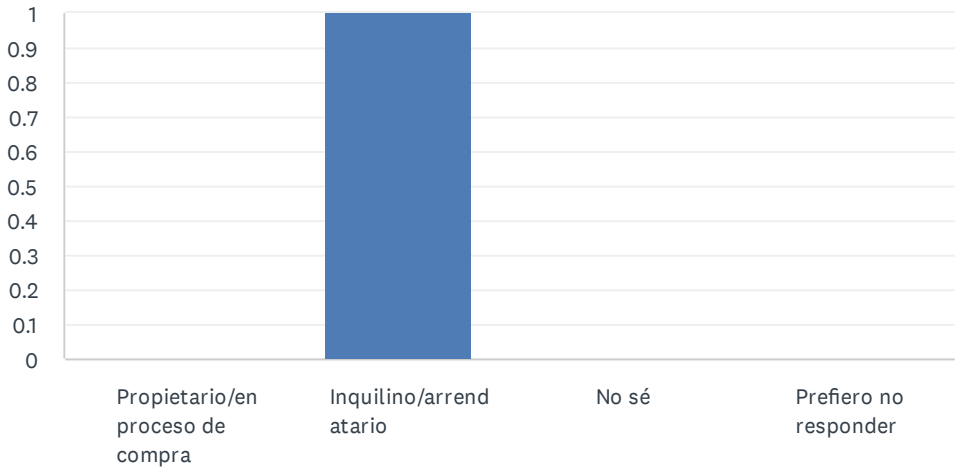
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Hombre	0%	0
Mujer	100%	1
Persona no binaria	0%	0
Otra identidad de género	0%	0
Prefiero no responder	0%	0
TOTAL		1

Q22 ¿Es propietario o inquilino de su departamento o casa?

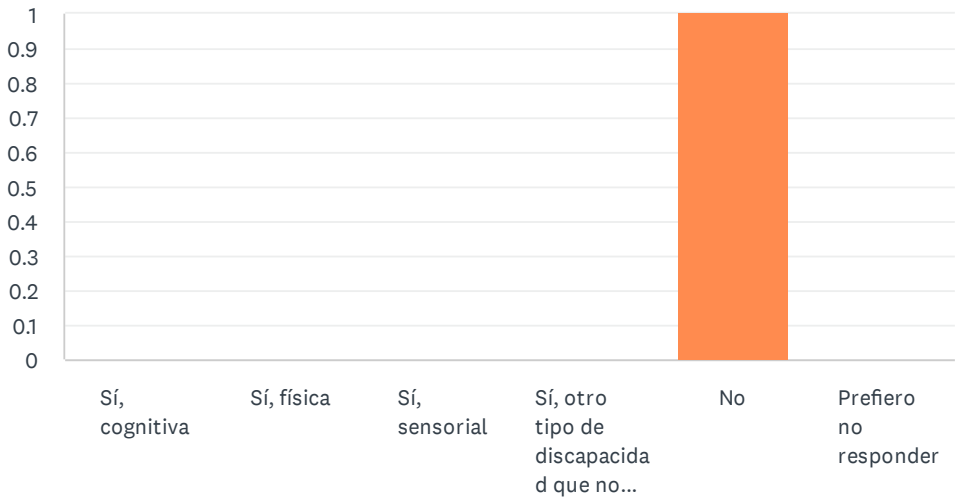
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Propietario/en proceso de compra	0%	0
Inquilino/arrendatario	100%	1
No sé	0%	0
Prefiero no responder	0%	0
TOTAL		1

Q23 ¿Tiene alguna discapacidad que lo limite a la hora de realizar una o más actividades principales de la vida diaria (como caminar, subir escaleras, hacer trámites, oír anuncios, usar una computadora, leer o comprender símbolos)? Seleccione todas las opciones que correspondan.

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Sí, cognitiva	0%	0
Sí, física	0%	0
Sí, sensorial	0%	0
Sí, otro tipo de discapacidad que no se mencionó	0%	0
No	100%	1
Prefiero no responder	0%	0
Total Respondents: 1		