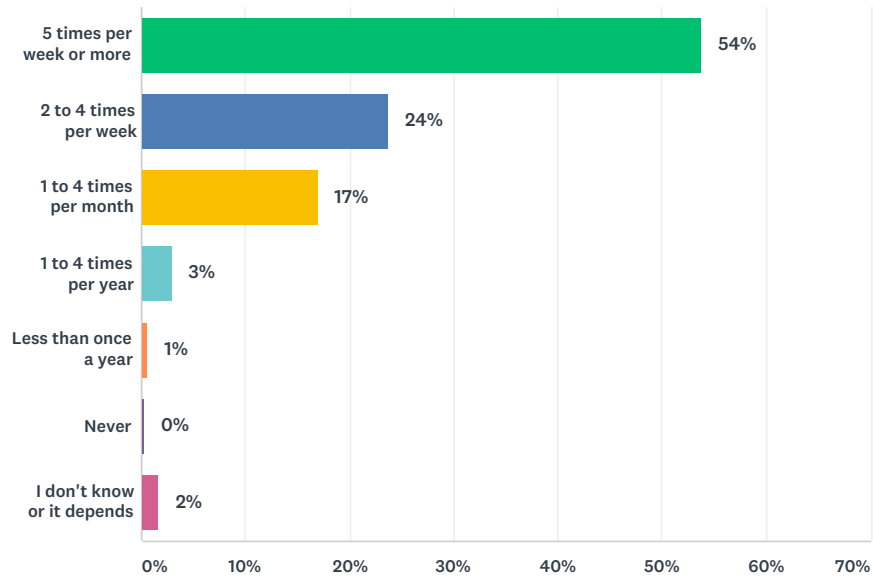


### Q1 On average, how often do you travel to/from/within the U District Station area?

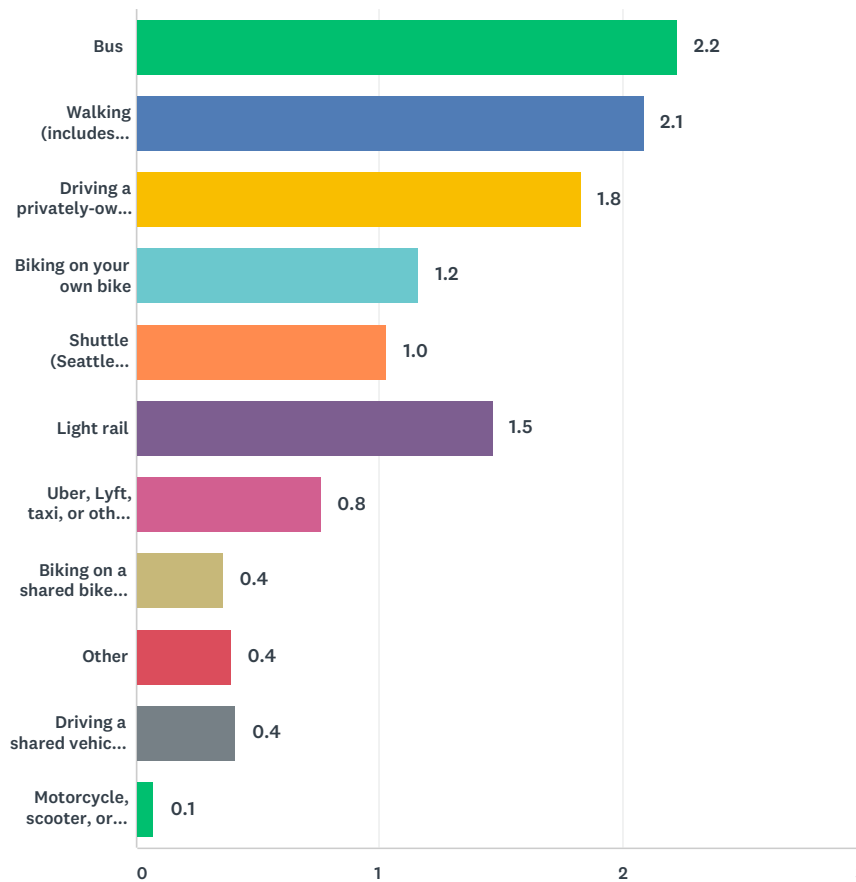
Answered: 311 Skipped: 0



ANSWER CHOICES	RESPONSES	
5 times per week or more	54%	167
2 to 4 times per week	24%	74
1 to 4 times per month	17%	53
1 to 4 times per year	3%	9
Less than once a year	1%	2
Never	0%	1
I don't know or it depends	2%	5
<b>TOTAL</b>		<b>311</b>

## Q2 Currently, what modes do you use the most to travel to/from U District destinations?

Answered: 311 Skipped: 0



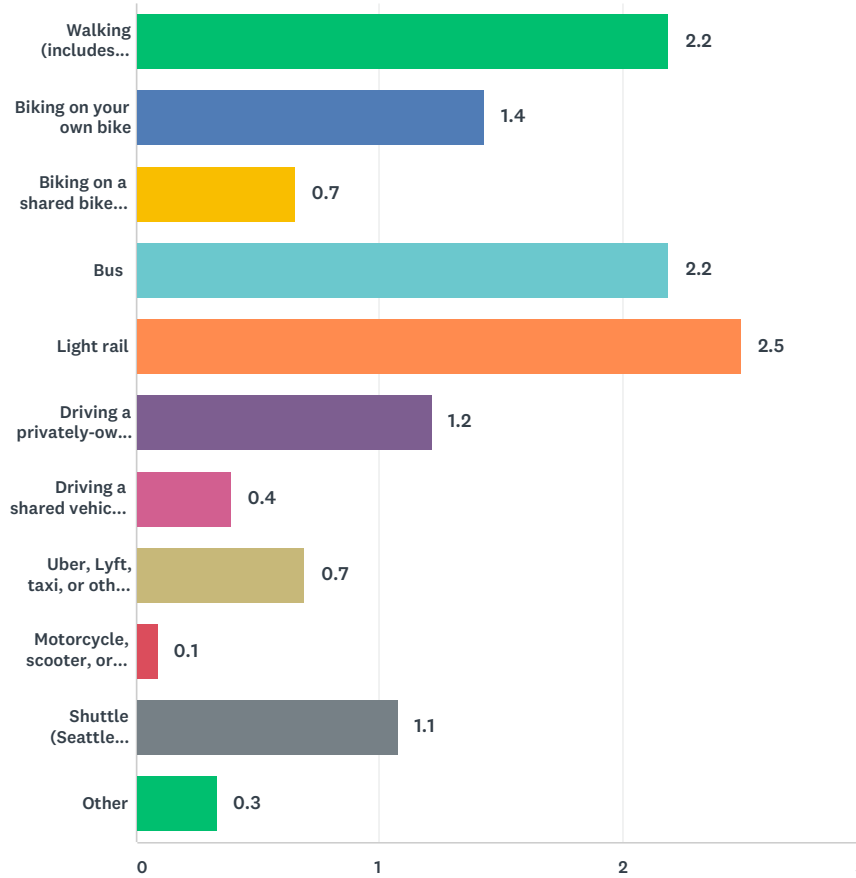
	REGULARLY	SOMETIMES	RARELY	NEVER	NOT APPLICABLE, I DON'T KNOW, OR IT DEPENDS	TOTAL	WEIGHTED AVERAGE
Bus	50.53% 142	29.18% 82	11.74% 33	8.19% 23	0.36% 1	281	2.23
Walking (includes wheelchairs/mobility devices/skates/skateboards)	50.00% 130	21.15% 55	13.46% 35	13.85% 36	1.54% 4	260	2.09
Driving a privately-owned vehicle	36.33% 101	24.82% 69	19.42% 54	16.91% 47	2.52% 7	278	1.83
Biking on your own bike	22.18% 55	16.13% 40	14.11% 35	44.76% 111	2.82% 7	248	1.16
Shuttle (Seattle Children's, UW Medicine, etc.)	21.37% 53	14.92% 37	5.24% 13	54.44% 135	4.03% 10	248	1.03
Light rail	19.23% 45	30.34% 71	20.51% 48	24.36% 57	5.56% 13	234	1.47
Uber, Lyft, taxi, or other transportation network company	4.64% 11	14.35% 34	31.22% 74	46.41% 110	3.38% 8	237	0.76
Biking on a shared bike (LimeBike, ofo, Spin)	3.48% 8	5.65% 13	13.48% 31	74.78% 172	2.61% 6	230	0.36
Other	5.26% 8	2.63% 4	1.32% 2	48.68% 74	42.11% 64	152	0.39
Driving a shared vehicle (Car2Go, Zipcar, ReachNow)	1.28% 3	8.55% 20	18.38% 43	67.95% 159	3.85% 9	234	0.41

Motorcycle, scooter, or moped	0.88%	1.33%	1.33%	89.82%	6.64%		
	2	3	3	203	15	226	0.07

#	IF YOU SELECTED "OTHER," PLEASE SPECIFY THE MODE.	DATE
1	Received rides via car from family member	3/12/2018 9:53 AM
2	Received ride by family member via car.	3/8/2018 2:32 PM
3	Dropped off by vanpool/carpool enroute to elsewhere	3/7/2018 8:58 AM
4	Bus0o	3/6/2018 9:42 AM
5	Riding with friends	3/5/2018 11:57 PM
6	Ride from friends.	3/5/2018 11:36 AM
7	combination of transit and pedestrian. Very occasionally I ride with a friend.	3/1/2018 10:38 PM
8	Ride as passenger and am dropped off a few blocks from destination	3/1/2018 3:38 PM
9	Carpool in a privately-owned vehicle (someone else is the driver)	2/28/2018 3:48 PM
10	Community Transit Vanpool	2/28/2018 3:42 PM
11	Vanpool	2/28/2018 3:24 PM
12	Carpool	2/28/2018 3:03 PM
13	carpool, driver continues on, does not work in U District	2/28/2018 3:01 PM
14	Carpool	2/28/2018 3:00 PM

Q3 In 2021, U District Station (Link light rail) will open at Brooklyn Ave NE between NE 43rd St and NE 45th St (along with Roosevelt and Northgate Stations). How would you like to travel to/from U District destinations after U District Station opens?

Answered: 311 Skipped: 0



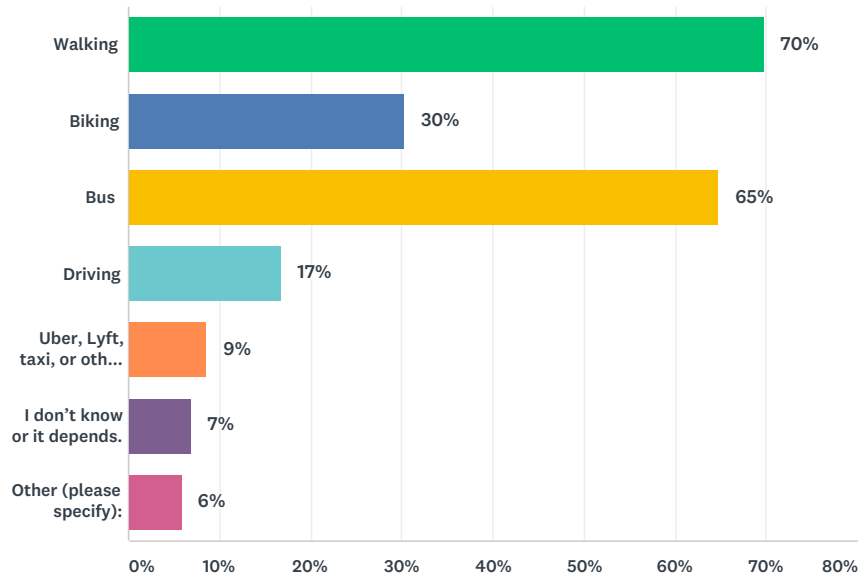
	I WOULD LIKE TO USE THIS MODE REGULARLY	I WOULD LIKE TO USE THIS MODE SOMETIMES	I WOULD LIKE TO USE THIS MODE EVERY ONCE IN A WHILE	I WOULD NEVER USE THIS MODE	NOT APPLICABLE, I DON'T KNOW, OR IT DEPENDS	TOTAL	WEIGHTED AVERAGE
Walking (includes wheelchairs/mobility devices/skates/skateboards)	52.63% 140	20.68% 55	15.04% 40	9.40% 25	2.26% 6	266	2.19
Biking on your own bike	29.80% 76	16.08% 41	13.73% 35	34.90% 89	5.49% 14	255	1.43
Biking on a shared bike (LimeBike, ofo, Spin)	6.01% 14	9.87% 23	20.60% 48	53.22% 124	10.30% 24	233	0.65
Bus	45.76% 124	30.26% 82	17.34% 47	4.80% 13	1.85% 5	271	2.19
Light rail	61.59% 170	23.19% 64	9.06% 25	2.54% 7	3.62% 10	276	2.49
Driving a privately-owned vehicle	12.84% 33	21.40% 55	36.96% 95	26.07% 67	2.72% 7	257	1.22

Driving a shared vehicle (Car2Go, Zipcar, ReachNow)	1.28% 3	3.40% 8	25.53% 60	61.70% 145	8.09% 19	235	0.39
Uber, Lyft, taxi, or other transportation network company	1.67% 4	6.28% 15	46.03% 110	38.49% 92	7.53% 18	239	0.69
Motorcycle, scooter, or moped	0.87% 2	1.75% 4	1.75% 4	85.15% 195	10.48% 24	229	0.09
Shuttle (Seattle Children's, UW Medicine, etc.)	21.74% 55	11.07% 28	10.67% 27	47.43% 120	9.09% 23	253	1.08
Other	4.44% 6	0.74% 1	2.22% 3	43.70% 59	48.89% 66	135	0.33

#	IF YOU SELECTED "OTHER," PLEASE SPECIFY THE MODE.	DATE
1	Wouldn't change anything - I live North of the station.	3/12/2018 12:20 PM
2	A small van service last-mile needs of low mobility residents and students.	3/8/2018 2:00 PM
3	Bus	3/6/2018 9:42 AM
4	Skateboard	3/6/2018 8:05 AM
5	Ride from friends.	3/5/2018 11:36 AM
6	Need a shuttle/bus/rapid line on 65th Ne to NW start on 35th NE to greenwood.	3/2/2018 9:11 AM
7	Again, ride with someone else driving because I do not drive.	3/1/2018 10:38 PM
8	Vanpool	2/28/2018 3:42 PM
9	Vanpool	2/28/2018 3:24 PM
10	Sounder Rail	2/28/2018 3:01 PM

### Q4 If you expect to transfer between light rail and another mode at the new U District Station, what mode(s) would you typically transfer to/from? (Select all that apply.)

Answered: 304 Skipped: 7



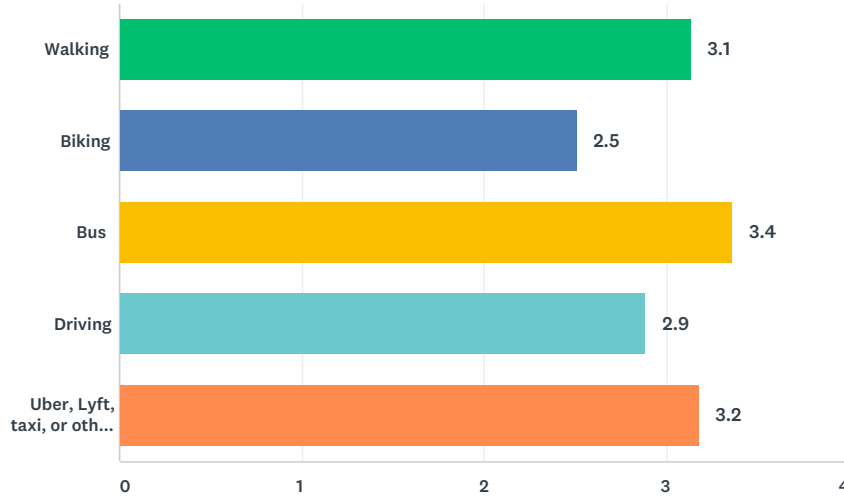
ANSWER CHOICES	RESPONSES
Walking	70% 212
Biking	30% 92
Bus	65% 197
Driving	17% 51
Uber, Lyft, taxi, or other transportation network company	9% 26
I don't know or it depends.	7% 21
Other (please specify):	6% 18
Total Respondents: 304	

#	OTHER (PLEASE SPECIFY):	DATE
1	Another pitch for last-mile van service.	3/8/2018 2:00 PM
2	cars should have the same privileges as Transportation Network Companies (ie - Uber/Lyft0 do.	3/6/2018 10:17 PM
3	N/A	3/6/2018 9:58 AM
4	Bike share bikes and e-assist. My next destinations are on hills.	3/6/2018 1:16 AM
5	Currently I live very close to the station. If I moved, I might bus transfer or drop friends off.	3/5/2018 11:36 AM
6	employer shuttle	3/3/2018 7:21 AM
7	Shuttle	3/2/2018 11:55 AM
8	Seattle Children's Shuttle	3/2/2018 11:08 AM
9	However bus service has been reduced so it is difficult to get to the U District by bus from my home	3/1/2018 10:05 AM
10	shuttle	3/1/2018 8:30 AM
11	SCH shuttle	2/28/2018 4:25 PM
12	work shuttle	2/28/2018 3:42 PM
13	Seattle Children's Shuttle	2/28/2018 3:41 PM
14	SCH Shuttle	2/28/2018 3:37 PM

15	train	2/28/2018 3:37 PM
16	Seattle Children's shuttle	2/28/2018 3:14 PM
17	Souder Rail	2/28/2018 3:01 PM
18	Shuttle	2/28/2018 3:00 PM

### Q5 How would you rate the infrastructure/service (roads, paths, sidewalks, intersections, bus stops, etc) for the following modes in the U District Station area?

Answered: 264 Skipped: 47



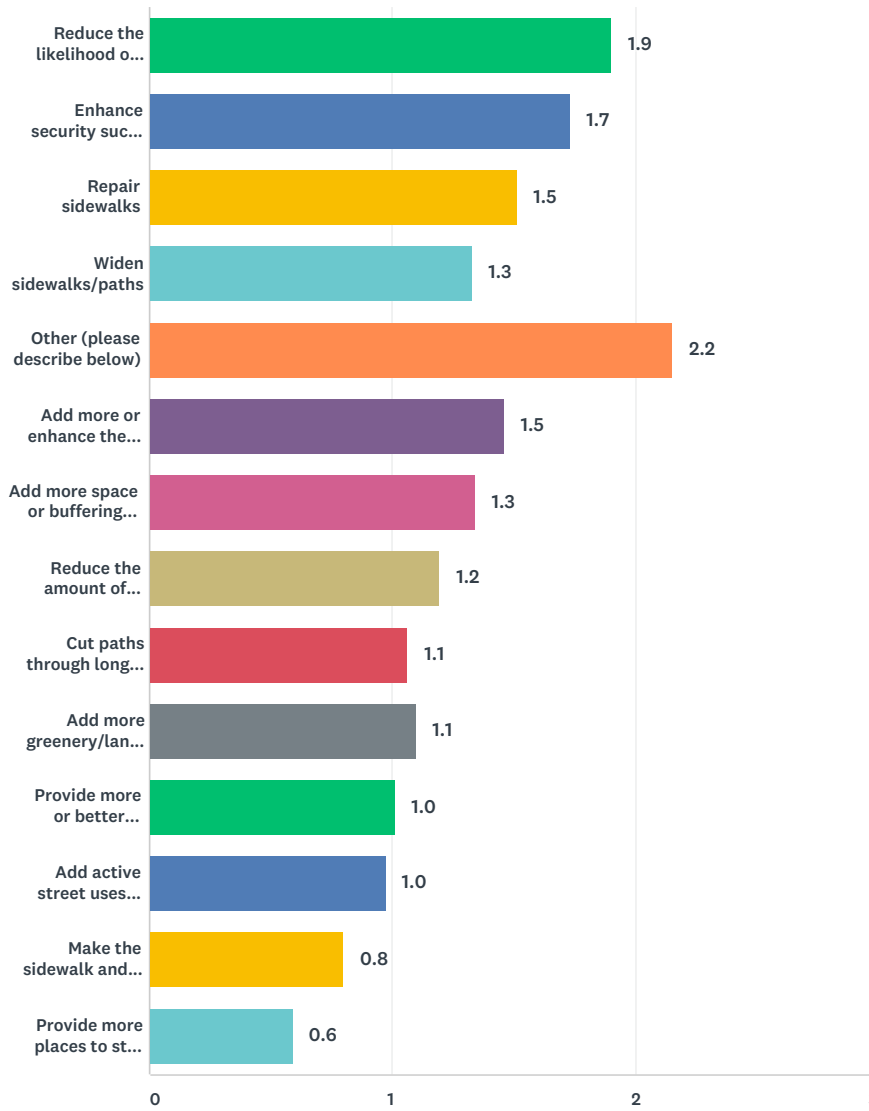
	1 (POOR)	2	3 (NEUTRAL)	4	5 (EXCELLENT)	NOT SURE/DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Walking	9.16% 24	17.18% 45	32.44% 85	29.39% 77	9.92% 26	1.91% 5	262	3.14
Biking	14.86% 37	23.69% 59	24.10% 60	9.24% 23	3.61% 9	24.50% 61	249	2.51
Bus	7.00% 18	12.06% 31	25.68% 66	41.25% 106	9.34% 24	4.67% 12	257	3.36
Driving	9.16% 23	17.13% 43	42.63% 107	19.12% 48	3.19% 8	8.76% 22	251	2.89
Uber, Lyft, taxi, or other transportation network company	2.55% 6	5.53% 13	26.38% 62	12.34% 29	3.83% 9	49.36% 116	235	3.18

#	OTHER MODE (PLEASE SPECIFY THE MODE AND YOUR RATING FOR IT):	DATE
1	Light Rail - Very poor, 20 years behind schedule	3/7/2018 10:41 AM
2	Uber, Lyft, Taxi	3/7/2018 10:29 AM
3	don't drive or use rideshares	3/6/2018 5:00 AM
4	Bike share is a great way to travel around the U district and to surrounding neighborhoods	3/6/2018 1:32 AM
5	SCH SHUTTLE 4	2/28/2018 5:21 PM
6	High crime in the area makes public transit less safe	2/28/2018 3:30 PM



### Q6 What would you most like to change about walking in the U District Station area?

Answered: 264 Skipped: 47



	THE MOST IMPORTANT (PLEASE ONLY SELECT THIS ONCE)	IMPORTANT	SOMEWHAT IMPORTANT	ALREADY OK	NOT IMPORTANT/WOULDN'T INFLUENCE MY DECISION TO WALK	I DON'T KNOW OR IT DEPENDS	TOTAL
Reduce the likelihood of being hit by a vehicle	23.20% 58	54.00% 135	8.00% 20	8.80% 22	3.60% 9	2.40% 6	250
Enhance security such as visible police presence, UW Nightwalk, or discounted late night taxi service	22.62% 57	37.70% 95	22.62% 57	7.54% 19	5.16% 13	4.37% 11	252
Repair sidewalks	13.47% 33	44.49% 109	20.00% 49	15.10% 37	5.71% 14	1.22% 3	245
Widen sidewalks/paths	11.76% 28	38.24% 91	17.65% 42	19.75% 47	10.08% 24	2.52% 6	238
Other (please describe below)	26.03% 19	27.40% 20	2.74% 2	1.37% 1	5.48% 4	36.99% 27	73

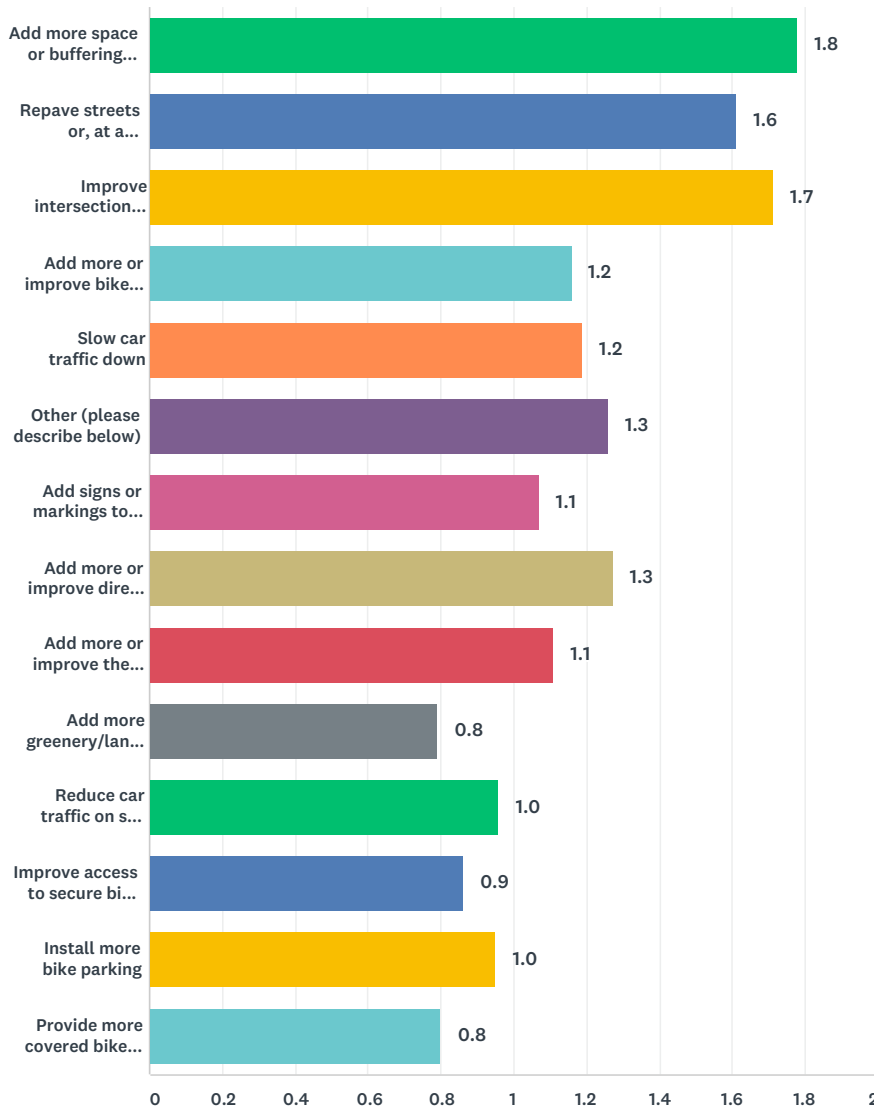
Add more or enhance the quality/consistency of lighting	7.17% 18	47.41% 119	25.90% 65	11.95% 30	5.18% 13	2.39% 6	251
Add more space or buffering between me and moving vehicles	6.61% 16	43.39% 105	22.73% 55	15.29% 37	8.26% 20	3.72% 9	242
Reduce the amount of curbs/grade changes/poor paving that make it hard for my wheelchair, stroller, etc	6.20% 15	34.71% 84	22.31% 54	7.44% 18	21.90% 53	7.44% 18	242
Cut paths through long blocks to better access alleys or shorten your trip	5.02% 12	30.96% 74	23.01% 55	15.90% 38	19.67% 47	5.44% 13	239
Add more greenery/landscaping/street trees	4.44% 11	31.45% 78	33.06% 82	12.10% 30	18.15% 45	0.81% 2	248
Provide more or better awnings/weather protection	3.72% 9	28.51% 69	29.75% 72	10.74% 26	23.97% 58	3.31% 8	242
Add active street uses like food trucks, outside restaurant seating, or outdoor markets	3.27% 8	26.12% 64	32.24% 79	11.84% 29	23.27% 57	3.27% 8	245
Make the sidewalk and buildings facing the street more interesting/visually appealing	2.42% 6	21.77% 54	27.42% 68	18.95% 47	27.82% 69	1.61% 4	248
Provide more places to stop and rest (seating)	0.85% 2	11.06% 26	32.34% 76	16.60% 39	35.32% 83	3.83% 9	235

#	IF YOU SELECTED "OTHER," PLEASE DESCRIBE YOUR DESIRED IMPROVEMENT.	DATE
1	Add public bathrooms	3/17/2018 9:57 AM
2	More police presence - arrest criminals. Get homeless, mentally ill, and drug addicts off the streets. Remove feces, needles, and litter from the streets.	3/14/2018 3:57 PM
3	You mentioned police presence before. Give me a friggin' break...Have lived and working in the U District since 1999...and this area has ALWAYS, UNQUESTIONABLY been horrendous per police protection.	3/14/2018 3:05 PM
4	Blinking lights at non-crosswalk intersections would be great. Too many asshole drivers not stopping when making a right turn.	3/12/2018 11:21 AM
5	I often see people shooting up in the alleyways and sidewalks at night - does not seem safe to be a pedestrian.	3/12/2018 10:59 AM
6	Do not allow cyclists to ride their bikes on the sidewalks - they should walk them as the sidewalks are narrow.	3/12/2018 10:30 AM
7	Clean up the area. It looks dirty, dingy and rundown.	3/10/2018 9:44 PM
8	Re-assign more arterial streets to one-way, reducing half the hazard for pedestrian crossing at each boulevard	3/7/2018 10:41 AM
9	Intersections (45th&5th, I-5 overpass, 45th&7th) uncomfortable/dangerous for pedestrians & bicyclists. Taller overpass railing, widen sidewalks, provide planted barriers btwn cars & bicyclists and separate pedestrian path. Current landscaping full of trash, needles, tents- provide cleaner landscaping.	3/6/2018 5:48 PM
10	Most important: Safety. I want to feel safe walking in the U District area. Important: Cleanliness. In the last 5 years, I've observed a decrease in sidewalk cleanliness (e.g. litter, vomit, pet waste). We need to make this a place where people want to walk.	3/6/2018 11:05 AM
11	Make it easier to access the station coming from the north. I am not part of the UW community but a resident and worker here.	3/6/2018 10:45 AM
12	I live in Wallingford, within 0.5 miles of New light rail. I believe that it should be accessible to people on the west side of I-5 as well. Crossing here on foot or bike is dangerous. Improvements need to be made to make access to the light rail from Wallingford safe and pleasant.	3/6/2018 8:50 AM
13	Make the Ave bike and walk only	3/6/2018 8:14 AM
14	More awnings, wider ave sidewalks	3/6/2018 5:00 AM
15	The ave - Remove the street signs from the ROW and widen sidewalks. Our sidewalks are already bursting. Remove more parking and replace it with sidewalk and trees. Also, for the love of all that which is good, please fix the timing on campus parkway lights	3/6/2018 4:49 AM
16	Provide a pedestrian-only street. It is a wonderful experience once you try it. Works all over the world and even here in Pioneer Square and Pike Place Market (Post Alley but sadly not Pike Place). Perhaps some of the alleys could be service vehicles only.	3/5/2018 11:35 PM

17	Provide public space as a destination	3/5/2018 11:21 PM
18	Improve crossing times - recently reduced at 43rd & the Ave to allow for more turning vehicle movement - but the main mode of movement in the corridor is walking - ditto for 45th	3/5/2018 9:13 PM
19	totally car free, park outside district and walk. Bikes maybe, shuttles around periphery.	3/5/2018 8:38 PM
20	The U District is a confined space with many rights and needs that must be balanced. Widening sidewalks and closing streets is not an option due to the adverse impact on business. Holding pedestrians and cyclists accountable for following traffic laws is one way to manage.	3/5/2018 4:29 PM
21	Design choices that make busy street crossings less of a barrier for pedestrians.	3/5/2018 2:18 PM
22	Clear signage	3/2/2018 12:16 PM
23	Traffic signals for bikes separate from cars and peds. Also smart lighting - minimizing glare and light pollution while enhancing visibility.	3/2/2018 10:40 AM
24	Can't change steep hills on 65th. Need shuttle/rapid line. :)	3/2/2018 9:17 AM
25	No option here for HELL NO. Sidewalks need to be wide enough for easy travel in both directions without a lot of interruptions from active whatever	3/1/2018 10:56 PM
26	Other safety measures. I rarely walk in the U-District except between classes because of the number of muggings that are reported.	3/1/2018 10:09 PM
27	Bikes are a menace on Roosevelt Way - they go way too fast.	3/1/2018 3:53 PM
28	Crossings of arterial streets need better markings, better lighting, more ways for drivers to see and STOP.	3/1/2018 10:59 AM
29	Improve pedestrian crossings. No push buttons. Maximum pedestrian wait time 20 seconds at crosswalk lights. Pedestrian activated flashers at some arterial crossings. Eliminate free right turns for vehicular traffic.	3/1/2018 5:18 AM
30	More parking	3/1/2018 1:35 AM
31	Safety from vehicles and other people are the most important. I don't want to get hit by a car or attacked.	2/28/2018 5:41 PM
32	Improved security through improvements to lighting in Streets and alleys. The Ave is not safe, but I also don't care to see a cop on every street corner.	2/28/2018 5:17 PM
33	Biking safety dedicated routes	2/28/2018 5:05 PM
34	Improve the parking situation and make more parking permitted. Also several roads having parking on both sides of the street but then this does not support two way traffic. Make streets one way or only have parking on one side of the street.	2/28/2018 4:35 PM
35	I find the biggest risk to pedestrians comes from turning vehicles.	2/28/2018 4:30 PM
36	Put pedestrians FIRST in this area, even if it sacrifices parking, driving or biking (rather than dismounting) in the U District Station area.	2/28/2018 4:14 PM
37	Reduce the number of sidewalk closures due to construction!	2/28/2018 4:11 PM
38	Enforce laws and redirect those hanging out on the sidewalk to shelters.	2/28/2018 3:56 PM
39	Reduce the number of vagrants and homeless people begging for money.	2/28/2018 3:54 PM
40	Clean up the filth	2/28/2018 3:05 PM
41	Please DO NOT INCREASE THE POLICE PRESENCE. This will lead people of color in the neighborhood to being LESS SAFE and targeted for harassment, incarceration, and violence. Consider all communities when you think about "what makes people safe." More police = less safety for people of color.	2/26/2018 11:12 PM
42	More safe pedestrian crossings on 45th.	2/26/2018 9:39 PM

### Q7 What would you most like to change about biking in the U District Station area?

Answered: 235 Skipped: 76



	THE MOST IMPORTANT (PLEASE ONLY SELECT THIS ONCE)	IMPORTANT	SOMEWHAT IMPORTANT	ALREADY OK	NOT IMPORTANT/WOULDN'T INFLUENCE MY DECISION TO BIKE	I DON'T KNOW OR IT DEPENDS	TOTAL	WEIGHTED AVERAGE
Add more space or buffering between me and cars (protected bike lanes)	27.03% 60	30.63% 68	7.21% 16	6.76% 15	12.16% 27	16.22% 36	222	1.78
Repave streets or, at a minimum, repair cracks/holes in pavement	13.90% 31	39.01% 87	17.94% 40	5.38% 12	9.42% 21	14.35% 32	223	1.61
Improve intersections for bicycle safety	13.39% 30	46.88% 105	6.70% 15	5.80% 13	9.38% 21	17.86% 40	224	1.71

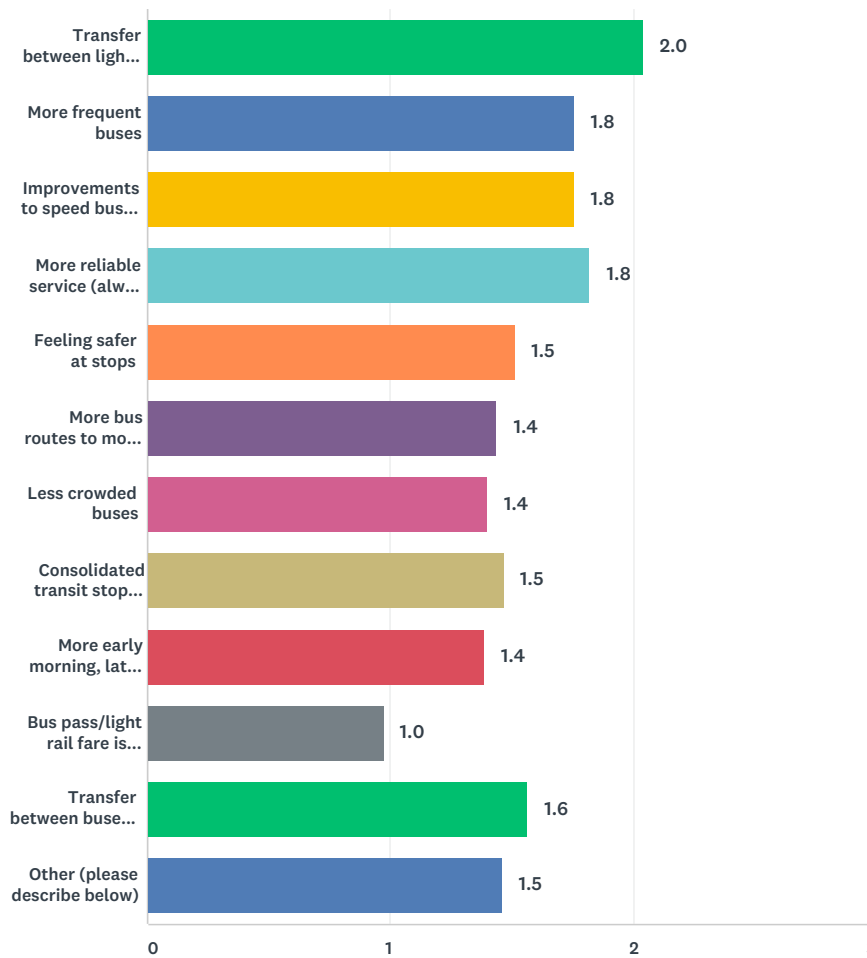
Add more or improve bike routes that prioritize quiet/calm/less traffic over directness	8.72% 19	23.85% 52	20.18% 44	11.93% 26	16.51% 36	18.81% 41	218	1.16
Slow car traffic down	5.56% 12	32.41% 70	20.37% 44	14.35% 31	12.96% 28	14.35% 31	216	1.19
Other (please describe below)	13.58% 11	12.35% 10	0.00% 0	6.17% 5	19.75% 16	48.15% 39	81	1.26
Add signs or markings to help cyclists find bike routes	4.09% 9	23.64% 52	30.00% 66	10.91% 24	15.00% 33	16.36% 36	220	1.07
Add more or improve direct, fast bike routes	4.09% 9	35.00% 77	20.00% 44	7.27% 16	14.09% 31	19.55% 43	220	1.27
Add more or improve the quality of lighting	3.69% 8	29.03% 63	23.96% 52	11.06% 24	16.13% 35	16.13% 35	217	1.11
Add more greenery/landscaping	3.72% 8	18.14% 39	18.60% 40	16.28% 35	26.51% 57	16.74% 36	215	0.79
Reduce car traffic on side streets	3.21% 7	25.69% 56	18.81% 41	21.10% 46	14.22% 31	16.97% 37	218	0.96
Improve access to secure bike parking (locked, valet)	1.85% 4	20.83% 45	22.22% 48	9.26% 20	26.39% 57	19.44% 42	216	0.86
Install more bike parking	1.39% 3	24.54% 53	24.54% 53	12.50% 27	18.52% 40	18.52% 40	216	0.95
Provide more covered bike parking	1.38% 3	19.82% 43	21.20% 46	10.60% 23	28.11% 61	18.89% 41	217	0.80

#	IF YOU SELECTED "OTHER," PLEASE DESCRIBE YOUR DESIRED BIKING IMPROVEMENT.	DATE
1	While bike racks are clearly needed, they should NOT be built such as to disrupt places where homeless people sleep. I know the city of Seattle is doing this and they need to stop. Between bike racks and places for homeless people to sleep, the latter clearly takes priority.	3/17/2018 9:57 AM
2	part 2, cause your survey won't allow a longer response: Why wasn't it there over the last 19 years...abd why, allegedly, would it be there now. Ain't gonna happen. Ever.	3/14/2018 3:05 PM
3	Enforce bike lane on Roosevelt: Ticket drivers who cross and stop, park in no parking zones, turn across lane without checking for bikes, etc. Ticket pedestrians who ignore bike lane. Actually, the west side of Roosevelt--in front of the medical center--was a terrible place for a bike lane.	3/13/2018 11:51 AM
4	enforce traffic laws for bikers - they regularly disregard them.	3/12/2018 2:23 PM
5	Improve I-5 crossing on 45th or nearby.	3/9/2018 11:35 PM
6	Repair the god-awful potholes on N. 80th St. and Ravenna Blvd.	3/7/2018 5:56 PM
7	The Ave should be bikes, pedestrians, bus, delivery, and emergency vehicles only. No personal vehicle use.	3/7/2018 4:59 PM
8	Desperately need a safe, separate bike crossing over I-5 parallel to 45th, and a safer, protected bike exit and entrance to University Bridge connecting Burke-Gilman Trail	3/7/2018 10:41 AM
9	Need bicycles to use bike lanes and avoid sidewalks. Have almost been hit by bicyclists while walking on sidewalks.	3/6/2018 5:26 PM
10	I'm sorry - I do not have interest in biking for a variety of reasons (e.g. cranky knees, packing up my work attire and coming into work sweaty, big hills, lack of confidence biking on congested streets, etc.)	3/6/2018 11:05 AM
11	Make the Ave walk and bike only	3/6/2018 8:14 AM
12	Fix the 12th ave greenway! Getting past the bit between maple/lander halls is a little dangerous since you could get doored. Exchanging the ramp with the greenery would make it safer. Also we need to reduce bike speeds going down that ramp!	3/6/2018 5:00 AM
13	More bike parking, covered. Crack down on bike theft using bait bikes. Fix the 12th ave greenway for the lords sake!	3/6/2018 4:49 AM
14	Please support having plentiful E assist bike share at station areas and adequate bike parking.	3/6/2018 1:32 AM
15	I don't want to see bikes pushed off to side streets but it is important to improve existing greenways with more traffic calming measures and diverters.	3/5/2018 9:44 PM

16	PHYSICAL DIVERTERS ON 12th. Make BROOKLYN bike route - FLATTEST	3/5/2018 9:13 PM
17	Bikes represent a hazard to pedestrians - they don't obey the current signs/regulations. ensure safer walking around bike lanes!	3/5/2018 3:37 PM
18	Add more space or otherwise improve buffering between me and cars on some roads. (Put "depends" on the buffering option above because I don't think we want protected bike lanes on all roads -- on quiet roads having cyclists in the street and calming the street may be the better approach.)	3/5/2018 2:18 PM
19	Enforce laws of the road with people that are biking, less weaving on and off sidewalks, between cars, running redlights, not stopping at 4 ways, etc..., bikers should be required to wear a helmet and have flashing lights on their bike.	3/5/2018 10:12 AM
20	I'm not a cyclist, so I'm not sure how to answer most of the above questions.	3/3/2018 7:31 AM
21	off main street bike friendly streets, such as 39th.	3/2/2018 12:16 PM
22	If you can't ride up steep hills on 65th, need shuttle/rapid line on 65th from 35th to greenwood	3/2/2018 9:17 AM
23	Reduce cost of secure bike parking, or provide bike parking in areas that are better surveilled. People frequently get their bikes stolen even with the best "U-Locks" on them... I would bike much more often if I felt that bike parking was secure.	3/1/2018 10:09 PM
24	Impose speed limit for bikes - they often travel at dangerous speeds for pedestrians and cars trying to turn across the bike lane. I would prefer that bikes not travel on Roosevelt Way - move them elsewhere.	3/1/2018 3:53 PM
25	I would like the bikers to obey the traffic laws. For example, stopping at red lights, yielding the right of way, etc.	2/28/2018 10:46 PM
26	Bike Security	2/28/2018 5:17 PM
27	I prefer to bike on greenways (12th) over arterials with bike lanes (Roosevelt, 11th), as I feel it is easier for cars to see me. Vehicles crossing bike lanes (streets, alleys, parallel parking, Ubers, taxis, delivery waiting illegally) makes them less safe. (continued in next "other" box)	2/28/2018 4:54 PM
28	The safe biking is very limited in the U-district.	2/28/2018 4:30 PM
29	Cyclists need to follow same traffic rules as vehicles to make it safer for pedestrians	2/28/2018 4:10 PM
30	Good grief, how much more is this city going to do for bicyclists, ffs, focus on pedestrians, those using Metro, those on foot.	2/28/2018 3:56 PM
31	I don't plan on ever biking in this area because I don't live around here	2/28/2018 3:40 PM
32	good today	2/28/2018 12:46 PM

### Q8 What would you most like to change about transit (bus, light rail) in the U District Station area?

Answered: 254 Skipped: 57



	THE MOST IMPORTANT (PLEASE ONLY SELECT THIS ONCE)	IMPORTANT	SOMEWHAT IMPORTANT	ALREADY OK	NOT IMPORTANT/WOULDN'T INFLUENCE MY DECISION TO USE TRANSIT	I DON'T KNOW OR IT DEPENDS	TOTAL	WEIGHTED AVERAGE
Transfer between light rail and bus is quick, easy, and convenient	23.14% 56	59.92% 145	6.61% 16	5.37% 13	0.83% 2	4.13% 10	242	2.04
More frequent buses	18.11% 44	49.38% 120	18.93% 46	9.05% 22	2.06% 5	2.47% 6	243	1.76
Improvements to speed buses up (such as bus lanes and bus priority at traffic signals)	17.72% 42	50.63% 120	16.03% 38	10.97% 26	1.69% 4	2.95% 7	237	1.76
More reliable service (always on time)	16.05% 39	57.61% 140	13.17% 32	8.23% 20	2.06% 5	2.88% 7	243	1.82

Feeling safer at stops	13.03% 31	42.86% 102	22.27% 53	13.87% 33	5.46% 13	2.52% 6	238	1.51
More bus routes to more destinations	10.55% 25	42.19% 100	22.36% 53	17.72% 42	2.95% 7	4.22% 10	237	1.44
Less crowded buses	10.17% 24	33.90% 80	33.90% 80	10.59% 25	5.93% 14	5.51% 13	236	1.40
Consolidated transit stops (easier to figure out where to wait and catch a variety of buses/light rail)	8.05% 19	48.31% 114	19.92% 47	13.98% 33	5.51% 13	4.24% 10	236	1.47
More early morning, late night, and midday (outside of rush hours) service	4.31% 10	43.10% 100	33.19% 77	11.64% 27	3.02% 7	4.74% 11	232	1.39
Bus pass/light rail fare is less expensive	4.27% 10	28.63% 67	21.37% 50	26.50% 62	13.25% 31	5.98% 14	234	0.97
Transfer between buses is quick, easy, and convenient	2.95% 7	62.87% 149	16.46% 39	10.55% 25	3.80% 9	3.38% 8	237	1.56
Other (please describe below)	12.73% 7	18.18% 10	0.00% 0	5.45% 3	14.55% 8	49.09% 27	55	1.46

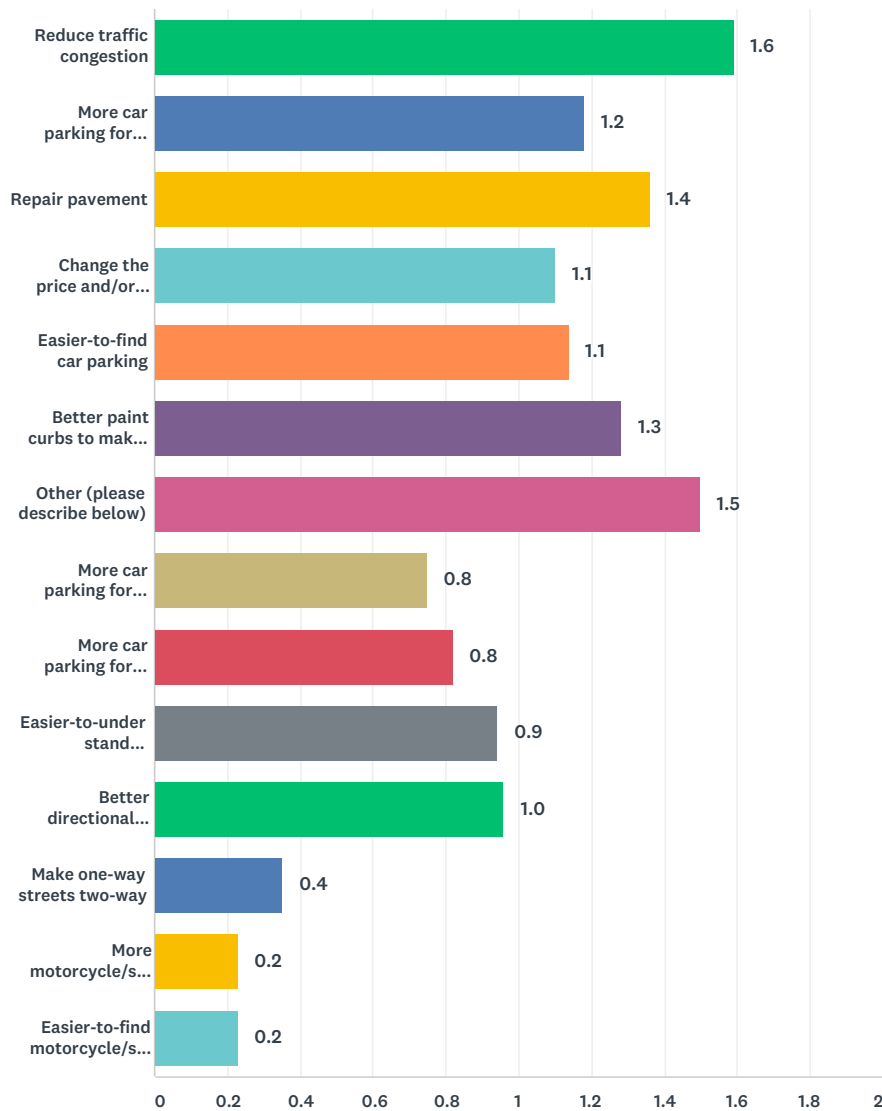
#	IF YOU SELECTED "OTHER," PLEASE DESCRIBE YOUR DESIRED TRANSIT IMPROVEMENT.	DATE
1	As it stands, busses bunch up. The 45/71/73/373 follow essentially the same route in the U district, but the schedule means they are often one right after the other. The front bus is overfilled while the back bus is essentially empty. I have also seen bunching between busses on the same route number, though that is less frequent.	3/17/2018 9:57 AM
2	Need I repeat: police.	3/14/2018 3:05 PM
3	Metro Bus 44 east-bound is always caught in private vehicle traffic backed up on 45th heading east bound to the I-5 south on ramp on 5th Ave NE. I am not sure what the solution is, but this backup is creating delays in bus connections from Wallingford to new U-District Light Rail station.	3/6/2018 5:48 PM
4	Displays showing bus and train arrivals are often broken. These are very helpful for figuring out what bus to get on, or if I've missed the last bus and need to walk.	3/6/2018 11:54 AM
5	Comments related to my "more bus routes to more destinations": I would like to consider more bus routes that will connect to the light rail to make it faster than driving. Though I am a consistent bus rider, it takes me 50 minutes (on average) to get to the u-district and 15 minutes (on average) if I drive to and from work to go 5 miles. When the bus/light rail is faster than driving, I think you will see an increase in ridership. I know a number of individuals that drive because their commute is significantly faster by driving.	3/6/2018 11:05 AM
6	Take buses off the Ave	3/6/2018 8:14 AM
7	Bus stop at Campus Parkway and the Ave. It doesn't make sense for there not to be one. It's in between the 2 main entrances to campus (40th/15th and Schmitz bridge), closer to residence halls, and will allow folks to transfer between campus parkway buses and ave buses without having to walk past 3 intersections!	3/6/2018 5:00 AM
8	Need stop at campus parkway and the ave so bus transfers between campus parkway buses and ave buses are easy. Why is the transfer a 3 intersections away? Fill in the parking with a bus stop! It makes perfect sense too. This location is in between the 2 "entrances" to UW - 40th/15th and Schmitz bridge	3/6/2018 4:49 AM
9	Better weekend bus service schedule.	3/5/2018 9:44 PM



10	(1) More Enjoyable: For example, advertisements obscuring bus windows makes me feel like my experience as a rider isn't a priority. Nice to walk to bus stops. Comfortable. (2) Ease of use: There are a lot of bus options from downtown Seattle to U-District but I almost always end up taking the light rail back even though it adds a 15min walk for me. If there was a single bus stop downtown Seattle that all the U-district headed buses hit then I'd wait there in a heartbeat but they seem to be pretty spread out across multiple blocks and stops and since I hate waiting more than I hate walking I often end up taking light rail since I know I can rely on it to show up fairly quickly.	3/5/2018 2:18 PM
11	Safety to me is ALWAYS #1.	3/3/2018 7:31 AM
12	shuttle/rapid ride going east and west from station across 65th from 35th to greenwood	3/2/2018 9:17 AM
13	neighborhood circulators to get around area without needing a car.	3/1/2018 10:56 PM
14	At present, bus service from NE Seattle to the station area and west sector of the U. District is terrible. Buses all connect to the Husky Stadium station. I wish Sound Transit would work with Metro to improve bus transportation to the Roosevelt/University Ave corridors. They are a long walk from the Husky Stadium station.	3/1/2018 10:59 AM
15	You use it, you pay for it (answer to above)	2/28/2018 9:22 PM
16	one ticket for bus, or rail	2/28/2018 5:17 PM
17	continued: Making intersections safer (green boxes?), slowing down vehicles, and especially reducing car traffic helps with that. The Roosevelt bike lane has cars crossing it or stopping in it constantly, and the bike lane on 11th is entirely unprotected--this makes them less safe than greenways.	2/28/2018 4:54 PM
18	STOP cancelling the 197. STOP using short buses for the 197.	2/28/2018 4:30 PM
19	Reduce the number of vagrants and homeless people begging for money.	2/28/2018 3:54 PM
20	WE NEED BUS SERVICES FROM HUSKY STATION TO NORTHGATE TRANSIT CENTER .	2/28/2018 3:09 PM
21	I hope once the light rail is extended there are fewer buses between the stations. Only buses going beyond (away from) the light rail line should be needed. Right now, however, we need more buses (or smaller shuttle buses) from Husky Stadium late at night. I've come back from the airport and had to sit there for half an hour to get up the Ave.	2/28/2018 2:21 PM
22	"less crowded" will not happen; as service frequency is improved, more riders will be attracted. More routes should not be added; that would detract from service frequency; with Link, the number of routes should be reduced.	2/28/2018 12:46 PM

### Q9 What would you most like to change about driving in the U District Station area?

Answered: 246 Skipped: 65



	THE MOST IMPORTANT (PLEASE ONLY SELECT THIS ONCE)	IMPORTANT	SOMEWHAT IMPORTANT	ALREADY OK	NOT IMPORTANT/WOULDN'T INFLUENCE MY DECISION TO DRIVE	I DON'T KNOW OR IT DEPENDS	TOTAL	WEIGH AVERA
Reduce traffic congestion	24.35% 56	27.83% 64	18.26% 42	12.17% 28	10.00% 23	7.39% 17	230	
More car parking for short-term visitors	11.45% 26	26.43% 60	20.70% 47	14.10% 32	18.94% 43	8.37% 19	227	
Repair pavement	11.30% 26	34.78% 80	23.48% 54	10.00% 23	13.48% 31	6.96% 16	230	
Change the price and/or rules about parking where parking is hard to find or under-used	9.82% 22	23.21% 52	20.98% 47	14.73% 33	19.20% 43	12.05% 27	224	
Easier-to-find car parking	8.00% 18	27.56% 62	24.44% 55	12.00% 27	19.11% 43	8.89% 20	225	

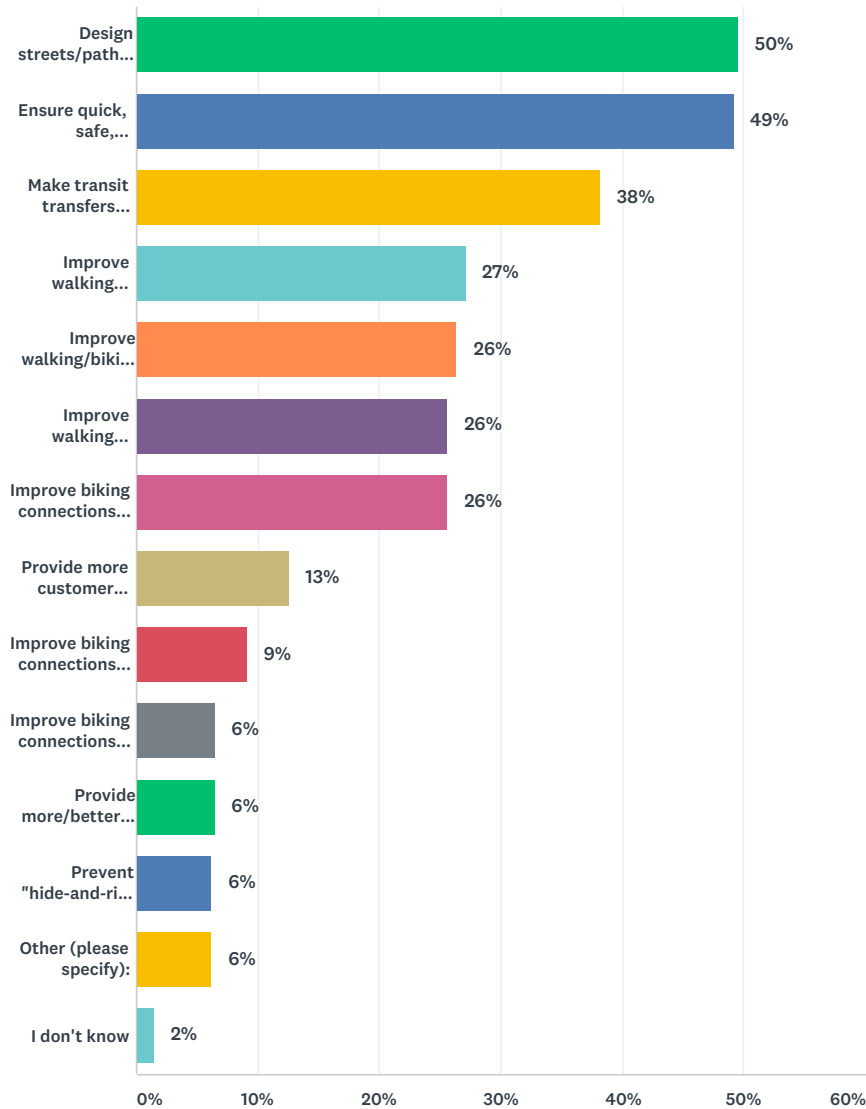
Better paint curbs to make it clear where it's OK to park	7.93% 18	37.00% 84	22.47% 51	10.57% 24	15.86% 36	6.17% 14	227
Other (please describe below)	25.00% 16	6.25% 4	1.56% 1	4.69% 3	21.88% 14	40.63% 26	64
More car parking for students or employees	5.78% 13	16.89% 38	15.56% 35	17.33% 39	32.89% 74	11.56% 26	225
More car parking for residents	5.86% 13	18.92% 42	14.41% 32	16.22% 36	30.18% 67	14.41% 32	222
Easier-to-understand off-street parking (paid parking lots)	4.04% 9	24.22% 54	25.11% 56	14.80% 33	22.87% 51	8.97% 20	223
Better directional signs (particularly with the one way streets and no turn intersections)	4.04% 9	27.80% 62	19.28% 43	21.52% 48	17.94% 40	9.42% 21	223
Make one-way streets two-way	2.27% 5	5.45% 12	10.91% 24	25.91% 57	36.82% 81	18.64% 41	220
More motorcycle/scooter/moped parking	0.46% 1	4.59% 10	7.80% 17	16.06% 35	49.54% 108	21.56% 47	218
Easier-to-find motorcycle/scooter/moped parking	0.45% 1	4.52% 10	7.24% 16	15.84% 35	49.77% 110	22.17% 49	221

#	IF YOU SELECTED "OTHER," PLEASE DESCRIBE YOUR DESIRED IMPROVEMENT TO DRIVING.	DATE
1	Perhaps a park-and-ride by the light rail station?	3/17/2018 9:57 AM
2	Police.	3/14/2018 3:05 PM
3	Implement a Transportation Benefit District with on-street parking revenues to fund streetscape and public space improvements	3/13/2018 11:31 PM
4	Improve interactions with pedestrians (who rarely make eye contact) and bicycle riders (who are often going faster than cars and are more erratic) to keep everyone safe.	3/13/2018 9:58 AM
5	Designated curb space clearly marked for ride share pick-up or drop-off.	3/12/2018 8:06 PM
6	Any policies regarding driving should focus on reducing car use. Parking is a terrible use of urban land around the future U-District station. I'd like to see more shared parking with retail establishments to more effectively utilize the existing parking inventory.	3/12/2018 11:21 AM
7	More employee or student discounts for parking, especially if one is scheduled to work or have class or other official UW business at a time where public transportation is inaccessible because of timing. I think people can be deterred from coming to UW because of the high parking costs.	3/12/2018 10:18 AM
8	Keep parking spots "free" after 6 PM. Need more dedicated spots near the post office of package shipping and pick-up.	3/8/2018 2:11 PM
9	Need an easy place to drop off/ pick up people from train station in a car (private or rideshare). I see myself regularly taking Uber/Lyft the 'last mile' after getting off light rail.	3/7/2018 3:33 PM
10	Better timing of red/yellow/green lights	3/7/2018 11:35 AM
11	More major arterials should be converted to one-way, rather than two-way. Improves traffic flow, signal timing, and eases pedestrian crossing. Make 45th St one-way Eastbound, 50th St one-way Westbound, The Ave one-way North, 12th Ave one-way South	3/7/2018 10:41 AM
12	Require off-street loading zones for all multi-family residential properties including apartment buildings and apodments, and off street loading zones for UW buildings and larger commercial enterprises.	3/7/2018 10:29 AM
13	The parking seriously sucks here for residents, especially since the city won't issue the protected zone permits for many blocks with mixed use buildings....	3/6/2018 6:16 PM
14	Better bike parking	3/6/2018 11:28 AM
15	Remove cars from the Ave	3/6/2018 8:14 AM
16	Increase parking cost so it's easier to find a spot. Charge market rate! But we don't need more cars/parking here. We can't possibly deal with 10s of thousands of people worth of cars!	3/6/2018 5:00 AM
17	Look, we're not going to be able to fit the tens of thousands of people moving into this neighborhood onto our streets in cars, so stop thinking of bending over backwards for them. I don't drive, and the vast majority of students and UDistrict residents don't either.	3/6/2018 4:49 AM
18	LOLZ STOP CATERING TO PEOPLE DRIVING.	3/5/2018 9:13 PM

19	no cars would be best. Public transportation availability and ease makes driving unnecessary,	3/5/2018 7:27 PM
20	More signage in residential neighborhoods to slow traffic, we live on 16th and the number of cars that fly down those streets at 35 - 40 mph with kids playing outside is disturbing.	3/5/2018 10:12 AM
21	Not a car owner therefore don't have strong feelings about this section.	3/3/2018 7:31 AM
22	ENFORCE laws in which cyclists get ticketed same as driver. I encounter bicyclists who do not follow the laws and pop in an out of traffic and expect that they are seen. I have encountered many who don't have proper lighting, reflective gear, etc, cycling fast on dark, rainy nights.	3/2/2018 12:16 PM
23	There should be less driving in the U district.	3/1/2018 10:56 PM
24	close, convenient, accessible and adequate drop off places for people boarding or exiting light rail stations.	3/1/2018 7:57 PM
25	There are 2 lanes of traffic on Roosevelt Way. If the bus is stopped at the corner of Roosevelt and 45th, it blocks traffic. There should not be a bike lane on Roosevelt - move it and improve flow for buses and cars.	3/1/2018 3:53 PM
26	Need to expand paid parking into "residential" areas west of Roosevelt. Periods of payment need to include evenings and weekends. Too many residents store their private vehicles on the street which makes it almost impossible for visitors to find parking.	3/1/2018 10:59 AM
27	Improve the parking situation and make more parking permitted. Also several roads having parking on both sides of the street but then this does not support two way traffic. Make streets one way or only have parking on one side of the street.	2/28/2018 4:35 PM
28	Make taxi/private vehicle pick up & drop off less likely to impede bus traffic, bike traffic or endanger pedestrians & cyclists. Make those getting dropped off or picked up walk a few blocks. Prioritize the immediate area around the station for pedestrians, cyclists and transit riders.	2/28/2018 4:14 PM
29	Synchronize the traffic lights on Roosevelt and 11 Ave at the intersections of 50th, 47th and 45th Streets. These three lights work against each other and it is ridiculous that it takes 5-10 minutes to go 3 blocks on major, one way, north/south routes!	2/28/2018 3:08 PM
30	Congestion cannot be reduced. I-5 and SR-520 interchanges dominate traffic flow.	2/28/2018 12:46 PM
31	Easier to understand street parking. I don't want to have to rely on a painted curb to know what's going on and risk getting my car towed.	2/28/2018 7:11 AM

### Q10 Knowing that the U District Station will open in 2021, what are the biggest opportunities you see for improving mobility in the U District area? (Select up to 3.)

Answered: 262 Skipped: 49



ANSWER CHOICES	RESPONSES	
Design streets/paths so that all people feel safe, welcome, and comfortable	50%	130
Ensure quick, safe, comfortable walking connections between the station and buses	49%	129
Make transit transfers simple and effective	38%	100
Improve walking connections throughout the station area (to residences and offices)	27%	71
Improve walking/biking connection between the station and Wallingford	26%	69
Improve walking connections between the station and the UW campus	26%	67
Improve biking connections between the station and the Burke Gilman Trail	26%	67
Provide more customer parking	13%	33
Improve biking connections throughout the station area (to residences and offices)	9%	24
Improve biking connections between the station and the UW campus	6%	17

Provide more/better quality bicycle parking	6%	17
Prevent "hide-and-ride" parking (e.g., strengthen/extend zone parking)	6%	16
Other (please specify):	6%	16
I don't know	2%	4
Total Respondents: 262		

#	OTHER (PLEASE SPECIFY):	DATE
1	Get police to arrest criminals to make the area safer	3/14/2018 3:59 PM
2	Again, attend to mobility concerns of people can't walk or bike or drive easily.	3/8/2018 2:17 PM
3	Make an efficient car passenger drop off zone	3/7/2018 4:36 PM
4	Ensure that vehicle coming into the neighborhood to drop off people and/or freight can do so and get out effectively	3/6/2018 10:29 PM
5	slightly out of your area but walking across I-5 at NE 45th is one of the worst pedestrian experiences in all of Seattle. Cars there are very lawless and do what they want	3/6/2018 4:41 PM
6	more frequent and in early morning and late at night eastbound buses to transfer to from the station or from nearby the station	3/6/2018 3:40 PM
7	Improve mobility circulation for populations residing outside immediate U District. E.g., I live equidistant from Husky Stadium and the new U Dist. stations -- roughly 1 mile from each -- and have very poor public transit connections to either, despite living in an increasingly densely populated neighborhood.	3/6/2018 11:48 AM
8	These survey Q's are biased for your preferred outcome... spending unnecessary money	3/6/2018 10:57 AM
9	Improve bus connections to light rail from Wallingford outside of commute hours/express lane use	3/6/2018 10:49 AM
10	The roads near Central Parking Garage are inconsistent and hazardous places to bike, they need some better way to go east-west into campus.	3/5/2018 5:18 PM
11	shuttle/rapid ride on 65th from 35th NE to greenwood	3/2/2018 9:21 AM
12	The nearest bus to my house is a 20-min walk, and the light rail will not impact my commute in any way. Better bus service and rapid ride throughout the city will help me personally more than the light rail will.	3/1/2018 10:10 PM
13	Regulate the bike speed on the BG trail - way to fast and dangerous	3/1/2018 1:36 AM
14	Provide considerations / service for those over 65 with physical limitations	2/28/2018 9:24 PM
15	Don't pretend that people won't be picked up or dropped off at the station. Provide a place for people to be picked up by a car.	2/28/2018 6:58 PM
16	All stations need pick-up/drop-off area for cars to pull up.	2/28/2018 2:26 PM

**Q11 What specific ideas do you have for making it safer, more comfortable, and more convenient to get to/from U District destinations? For example, if you selected “improve walking connections...” above, please specify which streets/paths could use what improvements?**

Answered: 114 Skipped: 197

#	RESPONSES	DATE
1	At night especially the area near safeway and behind the school needs better lighting. Brooklyn and the bike street past it (don't know the street name off the top of my head. it needs better signage leading to it) need to be repaved. They are filled with potholes. Public restrooms at the station would be very beneficial. This is especially important because if the homeless don't have public restrooms they end up pooping on the street/in garbage receptacles, which is worse for everyone. Public restrooms will make the streets more sanitary and safer for everyone.	3/17/2018 10:02 AM
2	More police presence	3/14/2018 3:59 PM
3	Actually do what should have occurred for years: Station police! Pathetic (really) that it has continued like this.	3/14/2018 3:07 PM
4	The walking and biking connection between Wallingford (45th St) and the future U District station is beyond unpleasant - it is unsafe because of the heavy and fast car traffic from the I-5 interchange, lack of any bike infrastructure, and very poor pavement quality. N 45th needs to be redesigned between Latona and 15th to prioritize transit, biking and walking as it will be a major access point to the station from points west, as well as a future RapidRide corridor. In addition, access between the Burke Gilman trail, south campus and the station needs to be prioritized. This means converting 12th Ave and/or Brooklyn south of 45th into true greenways by installing diverters or better yet banning car traffic entirely. I am concerned that we are less than three years away from the station opening and there are no signs of these improvements happening, even in the planning stages.	3/13/2018 11:41 PM
5	I-5 bridge for pedestrians going into Wallingford is a terrible walking experience. More pedestrian/bike friendly options for getting from the station to 45th.	3/13/2018 8:24 PM
6	Transit transfers should be simple and quick. This is largely facilitated by passes and by frequent train service, such that a drop-off is within 5 minutes of a departure.	3/13/2018 11:53 AM
7	bus bays should be easier for drivers to see through so they can see people waiting under them.	3/12/2018 12:26 PM
8	Provide lighting, and emergency call station/boxes	3/12/2018 12:07 PM
9	Improving pedestrian experience between 11 Ave NE and I-5 on NE 45th St.	3/12/2018 11:02 AM
10	Roosevelt is a high traffic area, and the main thoroughfare N/S bound - widening sidewalks and improving curbs would be great. Think about having some preferred "walk routes" that may take people down a slightly different path than bike or primary traffic routes, that are well-lit, maintained, and provide appropriate curb access. Also - identifying spots where folks are encouraged to leave their bikeshare bikes would be great - we can't control that behavior, but folks may be less inclined to leave them in the middle of the sidewalk if there are welcoming spaces for them.	3/12/2018 10:56 AM
11	Widen and flatten (improved paving) sidewalks on the Ave and near the University Village, especially for those with mobility-related disabilities (e.g. wheelchair users).	3/12/2018 10:23 AM
12	Well lit, wide sidewalks.	3/10/2018 9:46 PM
13	Improve 45th crossing I-5, including 7th (?) Ave NE (east side of I-5)	3/9/2018 11:36 PM
14	Uphill PBL on 40th St to Wallingford PBL on University ave, no car parking Better sidewalk on 43rd to UW	3/8/2018 9:49 PM
15	Too many cars turning at 45th and 15th	3/8/2018 2:21 PM
16	Good signage (show how to find the Univ Heights Community Center, Saturday Farmers Market, UW Bookstore, Grand Illusion, etc). Late night service, area for food trucks, last-mile dedicated use spots near stations, adequate East-West buses at all hours (peak, off-peak, evenings, and weekends).	3/8/2018 2:17 PM
17	Make a greenway that cars can't use to cut through	3/7/2018 8:56 PM
18	Stop letting developers take up any portion of the street for their construction. This is dangerous to drivers, bicyclists and pedestrians. Bikes & walkers are forced into the street and threatened by cars.	3/7/2018 5:58 PM

19	Biking/walking around the Ave is nuts because people drive like idiots, most of the time with their heads on swivel looking for parking and not looking out for peds or cyclists. Maybe have an all-direction walk cycle on the lights at 45th and University Way like at 15th and 40th? Crosswalks and curb cuts need improving along 45th in the U District station area, especially at Brooklyn and University Way. Bike connection to the Burke could be improved, mostly by eliminating personal vehicles on the Ave (as I mentioned in a previous comment). Brooklyn north of 45th has some potholes and street issues that need to be fixed. People ignore the "no left turn" sign on University Way northbound trying to turn onto westbound 45th, so something needs to be done about that but I have no ideas since apparently a sign doesn't work.	3/7/2018 5:07 PM
20	Provide more temporary loading zones on all streets where people can be safely picked-up and dropped off near their destinations. People going to the airport on light rail will likely have luggage and catch a ride to the rail station and need to be dropped off safely near there.	3/7/2018 10:33 AM
21	Widen 45th St / I-5 overpass or add separate bridge for walker with noise reduction	3/7/2018 8:59 AM
22	Clear out unsanctioned camping, needles, feces so people feel safe walking or biking.	3/7/2018 12:06 AM
23	Improve lighting in UDistrict	3/6/2018 11:58 PM
24	Better enforcement of peak hour parking restrictions on arterials will help everyone	3/6/2018 10:29 PM
25	Ravenna under the freeway. 8th Ave NE between 50th and Ravenna.	3/6/2018 8:28 PM
26	All along 45th from Wallingford to 15th Avenue needs more pedestrian crossing bulbs and protected bicycle and pedestrian sidewalks. Better landscaping or planted barriers.	3/6/2018 5:51 PM
27	safe Pedestrian access across I-5 - horrible now.	3/6/2018 4:41 PM
28	Right now, buses to my neighborhood leave from stops in completely different places - having them consolidated would be hugely advantageous.	3/6/2018 4:05 PM
29	I want to be able to go downtown on light rail all day and into the night. But the bus service near my house is horrible. There is no frequent and convenient way for me to get from my house (near Kidd Valley) to light rail and vice versa. I'm a senior citizen and don't want to have to wait in the dark or the rain for long periods waiting for a bus. So I would like a shuttle bus that runs from the light rail station and that stops either at NE 54th and Ravenna OR at 25th NE and NE 55th.	3/6/2018 3:40 PM
30	greater security presence at night / early morning. More shelter for homeless.	3/6/2018 3:14 PM
31	more bus routes coming from Wallingford/Greenlake, in addition to 45th route.	3/6/2018 2:48 PM
32	lid or widen pedestrian/bike connections to Wallingford	3/6/2018 12:02 PM
33	Crossing 45th is sometimes a problem -- too much traffic, people going too fast, and one has to wait a while to cross. Lots of near-misses with people turning right into pedestrians in crosswalks. Consider longer ped signals that turn automatically and are all-direction, and prohibit right turns during ped crossing time.	3/6/2018 11:57 AM
34	Need regular (small?) bus circulating both ways from U-District station to/from Husky Stadium via South Ravenna Park, U Village, U Hospital/Health Sciences, etc. to improve access to light rail. Large elderly/disabled (SHA and retirement communities) populations are ill-served by current lack of frequent connections to light rail or other modes.	3/6/2018 11:48 AM
35	I believe one barrier to use of the University/Husky light rail is the inability to park nearby and/or the inefficient buses to/from the station at all times of the day. I would focus on creating safer walking on 45th and the Ave - what seems to be the primary walking streets. (However, I don't know how that may change with the addition of the light rail station.)	3/6/2018 11:11 AM
36	Improve walking connections along N-S streets: Brooklyn Ave NE, University Way NE, 12th Ave NE, and E-W streets: NE 45th St, NE 43rd St, NE 47th St, NE 42nd St with a focus on streets where bus transfers are anticipated.	3/6/2018 11:03 AM
37	Stop wasting billions if taxpayer dollars and just fix the bus system by adding bus lanes	3/6/2018 10:57 AM
38	Reduce the need to wait to cross 45th from the north. Connect the station underground to save minutes. Create routes along 40th in Wallingford that access light rail station. Find ways to get pedestrians and bikes over I-5 without as much interaction with cars. Create car and pedestrian buffers but look to reduce car noise too to make the walking landscape friendlier.	3/6/2018 10:49 AM
39	Close the Ave to cars between Campus Parkway and Ravenna, and its minor cross streets from Brooklyn to 15th (leaving only 45th and 50th open to cars). This will provide a critical pedestrian and bike bridge between the station, UW campus, the Burke-Gilman, and Ravenna.	3/6/2018 9:53 AM
40	Make sure that bus stops are directly in front of the Link station entrances; there's no excuse to make people walk a block to transfer to a bus.	3/6/2018 9:53 AM
41	You need to improve the sidewalks that collect giant puddles when it rains. As an example, it's basically impossible to walk on 17th sidewalks without getting wet if it's rained. Which it does fairly often in Seattle!	3/6/2018 9:28 AM
42	Lid over I5 to create space for pedestrians and bicycles and leave room for cars	3/6/2018 8:51 AM
43	1) Make the Ave walk and bike only. 2) Add all abilities bike connection to Wallingford 3) Add protected bike lanes to 11th northbound	3/6/2018 8:17 AM



44	#pedestrianize43rd #pedestrianizeTheAve #fixCampusParkway As we add 10s of thousands of residents and jobs, putting these people on cars will be impossible, and even buses/bikes will be challenging. The best transportation plan is a good land use plan, which we're putting into effect now! But we must bolster it by allowing folks to easily access the most space efficient method of transport - foot! The fact that we dedicate the most space on the ave to the least number of patrons (cars) is frankly ridiculous. Getting rid of all/nearly all cars on the ave would SERIOUSLY improve UDistrict livability. No more rush hour buses stuck behind a single left-turner. No more pedestrian near-misses from idiots going around buses over the double yellows. No more rubbing shoulders with strangers because the sidewalk is 8 ft wide but 2 ft is furniture and 2 ft is sandwich board. No more buses stuck behind a (terrible) parallel parker. Move cars off the ave and make it for pedestrians/buses! No more cars veering at high speed around corners nearly flattening someone. The parking spaces can be dedicated to sidewalk space, greenery, and maybe a few load zones (maybe they can even be elevated such that it can be used as sidewalk when no loading is happening). Also we need awnings that cover the entire sidewalk. Glass awnings that drain into gutters is important! I don't get why we have these awnings that barely cover anything! We have to look into additional exits to the light rail in more convenient places. How is there no direct transfer between 44 and light rail?! We need to fix timings on campus parkway. There are hundreds of jaywalkers there because timing is optimized for cars. I get buses need to turn around/make left turns. If that's the case, give them a special turn phase instead of screwing over thousands of pedestrians so a few cars can turn. PLEASE FIX THE 12th AVE GREENWAY A bus stop on campus parkway/university way is very important. It doesn't make sense that there isn't one given there's no good way to transfer buses right now without walking a bit. Also it's in the heart of the action. The fact that there isn't one currently is super weird. 40th/15th needs to be retimed to increase the time and frequency of the pedestrian walk phase. The number of times I see maybe a hundred pedestrians stopped to let 8 cars through is crazy! Reduce the time for cars to go into 40th. Fix UW/Husky Stadium station bus transfers! Improve corners. I love the 45th and the ave intersection corner where American Apparel used to be. The fact you could see around the corner reduced the number of collisions! In general reduce cars/motor vehicle access to the UDistrict. It reduces livability and mobility!	3/6/2018 5:19 AM
45	#pedestrianize43rd #pedestrianizeTheAve #retimeCampusParkway Soon we'll have tens of thousands of new folks moving into our neighborhood. Putting them in cars, or heck even buses or bikes will be challenging to accommodate. Walking is the best mode for moving large quantities of people, and good land use is the best transport plan. The ave should be turned into a pedestrian st	3/6/2018 4:52 AM
46	We need safer I-5 crossings for people biking. Build the lid from the station at 43rd to 50th.	3/6/2018 1:35 AM
47	It would make me safer walking in the U district to more frequently see bike cops or other security personell, especially at night. As for biking, 45th feels extremely dangerous except for the southbound interesection on Roosevelt. Hard to get from there to the station. Traveling east on 45th or 50th on a bike is scary.	3/5/2018 11:59 PM
48	Connection to Wallingford for pedestrian and bicycles is awful. The walk from the Sound Transit/Metro stop just W of the 45th southbound on-ramp is not a good experience. The stop itself is too narrow, it is located to far from the curb. The crossing time is too narrow for seniors and anyone with a disability. Cars turning frequently race the rad. Crossing i-5 on a raining and/or windy day makes the sound even worse. Both sides have blackberry brambles mixed with garbage and populated with on/off ramp homeless workers. Once you cross I-5, get ready for a 5 lane crossing, empty parking lot, narrow sidewalks and a loud greeting from Roosevelt Speedway. It's hell just recounting this walk. Biking this sae overpass is awful x10. No-where, NO-WHERE safe to even approach this trip. 45th is 8 lanes wide? The side-walk curbs are 2 feet high and cars a racing to take free rights. I always dismount and am amazed at the daring biking amongst cars.	3/5/2018 11:44 PM
49	Make walking attractive	3/5/2018 11:22 PM
50	As a resident with two children, my biggest barrier to using more transit options is usually actually getting to stations. Car parking, bike parking and safety, and general safety are of top concern.	3/5/2018 11:19 PM
51	More buss routes from the surrounding Green lake area that don't require a transfer to a campus bus. I frequently Uber or walk because a lack of convient bus routes.	3/5/2018 11:07 PM
52	Make it easy to carry bikes onto light rail trains	3/5/2018 11:03 PM
53	Burke Gilman connection please	3/5/2018 10:54 PM
54	Making it safer and easier for pedestrians and cyclists to cross over I-5 on 45th (or create a dedicated overpass for cyclists and peds)	3/5/2018 10:09 PM
55	Find a way to make a clearer and safer connection between the Wallingford Greenway on 44th St and the station. Right now transitioning from 44th St onto 45th St when you are walking or biking is not great and scary at times. The sidewalk is narrow, so there isn't a good way to bike there without being in the mix with lots of traffic. The amount of traffic makes the walk feel pretty intense. I would like to see a more dedicated/protected way to walk/bike from Wallingford to the station.	3/5/2018 10:06 PM
56	NE 50th St is a huge threat to anyone needing to interact with it on foot or on bike and should receive significant improvements to intersections and crossings.	3/5/2018 9:47 PM
57	Restrict car access, make the surrounding area much more pedestrian friendly and safer to walk (safe from car traffic)	3/5/2018 9:42 PM
58	Walking over I-5 on 45th is very unpleasant, as are the streets just east of I-5	3/5/2018 9:22 PM

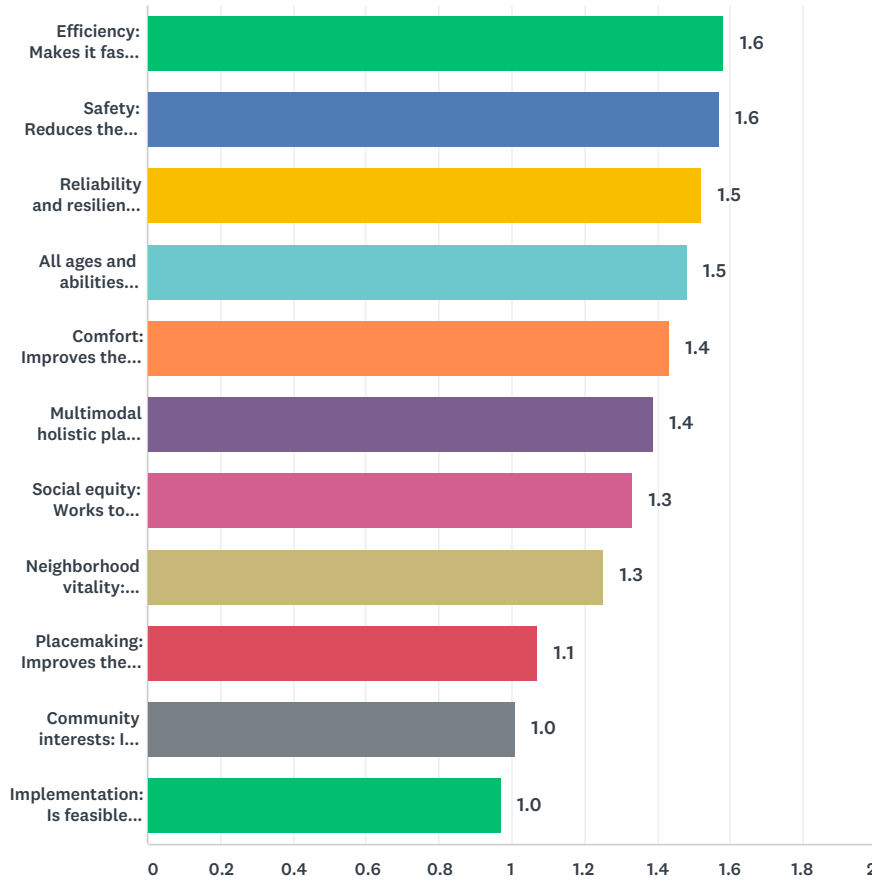
59	Brooklyn is flattest bike route. Protected bike lanes on the Ave N of 50th. Literally ANY safe way to get to Wallingford. 45th is a traffic SEWER. Widen sidewalks. Close the Ave to cars. ALL CARS. TAXIS INCLUDED. Redo pedestrian signal times to reflect the majority mode is people walking. Reduce speed on 45th. Clean the alley's around the station so they're not filled with broken glass and used needles. Add benches. TREES. Area lacks green space - add in planters. Public art on light fixtures is looking a bit dated & sad - update it. Eliminate street parking on the Ave & widen sidewalks - sandwich boards should be ILLEGAL. More bike corrals.	3/5/2018 9:19 PM
60	It is very difficult to use the elevator at the station. A lot of people who don't need it use it and do not give any room to disabled people or people who are carrying things. Usually, I carry my bike on the escalator because I don't want to take up space in the crowded elevator. Please make it easier to carry a bike onto the lightrail	3/5/2018 8:29 PM
61	Find a balance between serving the needs of small business with those of transit riders. Do not close or narrow streets.	3/5/2018 4:31 PM
62	Keep transit stops consolidated (so I don't have to figure out where to wait) and make transfers very fast from light rail to transit.	3/5/2018 2:18 PM
63	Improve biking connections from Ballard and Wallingford since the UW station will be their/our only access to the light rail until 2042.	3/5/2018 9:34 AM
64	bike lanes on 45th	3/4/2018 10:42 PM
65	Make the U-district a more walk/cycle/scooter type of community, prioritizing street traffic for mass transit and shuttles over cars.	3/3/2018 7:36 AM
66	East/west protected bike lane and reduced crosswalk distances (bulbouts)	3/2/2018 7:55 PM
67	improve lighting, signage. (going from current light rail station to the 75 stop at the UW is vague and dark at night). With the bike lane, small businesses are closing due to no parking.	3/2/2018 12:20 PM
68	The southbound Roosevelt bike lane is fantastic, but it lacks a northbound twin. 11th Ave has an uncomfortable door zone bike lane, and 12th Ave is usually too busy. I'd be fine with either a protected bike lane on 11th or a full Neighborhood Greenway treatment on 12th as long as car traffic is diverted off of it.	3/2/2018 11:36 AM
69	smooth out sidewalks, add crosswalks and flashers to prevent almost being hit by cars going right on red, make sure pedestrian crossing signals change when it is safe to cross	3/2/2018 11:14 AM
70	Shuttle/rapid ride on 65th from 35th NE to greenwood- transports people east and west from U station to homes and businesses. Run every 15 min.	3/2/2018 9:21 AM
71	Safer, more direct sidewalks. Parking already sucks so adding parking (without ridiculous fees) would be wonderful . It is already a very congested area so something this big will drastically increase traffic. Having other easy routes that won't clog up residential streets would be great	3/2/2018 8:54 AM
72	better sidewalks, better lighting, fewer homeless people	3/2/2018 8:24 AM
73	Just make the connections safe, well-lit at night, easy to figure out	3/2/2018 1:59 AM
74	Convenient and comfortable waiting areas for boarding and transfer on transit. More emphatic signs stating that seats for elderly and disabled people should only be used by students and other people if other seats are not available elsewhere on the bus or Link carriage.	3/1/2018 8:05 PM
75	Pedestrian friendly Traffic signals rather than low priority treatment for pedestrians	3/1/2018 6:38 PM
76	security/safety around the U-District in general	3/1/2018 11:19 AM
77	Connection to Wallingford along 45th over I-5 needs big improvements. Work with Green Lake Wallingford Safe Streets to get well-informed citizen input.	3/1/2018 11:08 AM
78	A more lighted pathway between 43rd and brooklyn ave NE, brooklyn ave NE sidewalks and street pavement needs repair	3/1/2018 10:02 AM
79	The I-5 crossing (to Wallingford) can be terrifying for a pedestrian, especially at rush hour or in poor visibility conditions. It is unpleasant, cars are in a hurry and are already in "getting on the freeway" mentality.	3/1/2018 7:44 AM
80	Buses with stops on Brooklyn. Pedestrian only section on the Ave from NE 42nd to NE 45th, may be further.	3/1/2018 5:23 AM

81	45th and 50th Streets are in desperate need of improvement between 15th Avenue and Wallingford. A priority is widened sidewalks - which may only be possible through frontage improvements as new development happens, but nonetheless this project could look at changes to the land use code to require wider sidewalks adequate for this being an urban center with a high pedestrian traffic volumes adjacent to a major light rail station. 12 feet sidewalks, not including landscaping strips, should be the minimum standard for all of the major arterials around the station. On either side of I-5 on 45th the walking experience is pretty morbid, which is important not only today but also when we're going to see many more people of all backgrounds and abilities walking between the station and Wallingford. The intersection designs themselves are horrendous with extremely wide crosswalks, huge volumes of car traffic turning in multiple lanes, and nothing to buffer pedestrians from errant vehicles and the noise and fumes of traffic. Can we look at reducing the size of these intersections and widening sidewalks? On I-5 itself the bridges are a sad place with no respite from the weather and the noise and sights of the freeway below. Longer term we need to look at lidding the freeway here - maybe you can earmark money for a design/study? In the shorter term we could consider widening the sidewalks and even adding landscaping and trees to the overpasses. In the heart of the neighborhood the biggest constraint to comfortable pedestrian flow is the ridiculously skinny sidewalks on The Ave. The A-board clutter makes it worse. All parking should be removed from the street to allow much, much wider sidewalks. There are plenty of off-street lots for customers to use, and even then, I doubt more than 10% of business customers on The Ave drive there. It's obvious that the vast majority of people visiting businesses there walk, bike, or take transit. I know there has been much discussion about how exactly buses will be routed to provide a seamless transfer experience, but I'm not too worried about this. People riding buses on 15th Avenue north-south, if they don't want to walk two blocks, can simply ride the bus to UW Station, or if they're starting further north, can probably use Roosevelt Station. In the east west direction 45th Street is obviously already a logical route to retain stops, though the stop locations might be adjusted. I also frequently bike in the area. Unfortunately the Roosevelt/11th Avenue bike lanes are a bit too far away and the 12th Avenue greenway is downhill from the station. Brooklyn makes sense as a low-traffic bike route, but most of that street's pavement is in horrible condition. We need to look at somehow making the bike routing convenient, especially from the residential areas in the north part of the neighborhood. I will never access the station by car, except maybe by taxi/rideshare. It would be nice to have a safe and well-designed drop-off area with strict time requirements to avoid it becoming a kiss-and-ride.	2/28/2018 10:21 PM
82	Very close bus/link connections. Not like a U-Link that requires 7 min walk to Stevens way	2/28/2018 7:23 PM
83	Ensure that metro bus routes are frequent, on time and close to the light rail station.	2/28/2018 6:58 PM
84	45th, 43rd, Brooklyn, and University do not feel safe. I work in the area, and we regularly hear about people being harassed or attacked walking to/from work and their bus stop.	2/28/2018 5:47 PM
85	Create well lighted highly visible open spaces	2/28/2018 5:19 PM
86	Designate 12th as a greenway and change traffic patterns to promote cyclist safety	2/28/2018 4:55 PM
87	Safety is the biggest concern I have pertaining to the UDistrict area.	2/28/2018 4:55 PM
88	Better lighting. Less homeless people and panhandling. Improve cleanliness of streets.	2/28/2018 4:36 PM
89	Truly we need to have buses much more often. The 67 is very convenient to where I am located, but I never take it during the weekend or evening, because the few times I have, I have always had to wait.	2/28/2018 4:33 PM
90	Finish the light rail to Federal Way. We voted for and paid for it LONG before Bellevue stopped whining that they didn't want it.	2/28/2018 4:31 PM
91	I would like easy connections between the light rail and the 44 bus and more frequent 44 routes that are not so jammed. I always have to stand and sometimes the bus passes me it is so full.	2/28/2018 4:26 PM
92	NE 45th Street is a very busy street, so it could use improvements in pedestrian crossings, prevent vehicles from turning when pedestrians have walk light. Look at 12th Ave NE, it has lovely tree lined sidewalks and feels welcoming. Make all the streets greener and quieter.	2/28/2018 4:18 PM
93	More parking for transit customers	2/28/2018 4:14 PM
94	Reduce the distance between light rail and busses.	2/28/2018 4:13 PM
95	43rd between 11th NE and Roosevelt.	2/28/2018 4:06 PM
96	Sidewalks should be wider and smoother throughout the station area. 42nd St in particular needs improvement.	2/28/2018 3:58 PM
97	Provide more security in the area.	2/28/2018 3:57 PM
98	Make pedestrian activated traffic signals for Roosevelt St at the crosswalks that aren't at an intersection. Stronger police presence to help reduce panhandling, vagrants, and homeless people.	2/28/2018 3:57 PM
99	Regular route would be destination to 45th and 15th/17th. Also from Seattle Children's up to this area.	2/28/2018 3:50 PM
100	For more intersections to be more wheelchair accessible so people are not having to wheel out into traffic to get to the crosswalk. For more intersections to be equipped to assist those who are blind. Side walks to be smooth and flat to prevent people from tripping when there are raised sidewalks or the grates around plant are not maintained or missing.	2/28/2018 3:39 PM

101	Better sidewalks and buffer from the street. It's too easy to get splashed by cars speeding up/down 45th. Walking along 45th between the U Village and Stone Way is a extremely loud.	2/28/2018 3:31 PM
102	better lighting around U-district in general; more police or patrol presence. Perhaps open another shelter/safe daytime space for the homeless population so that they have a resource to utilize during business hours and are not having to be in places like bus shelters or alleyway alcoves to be safe and warm themselves.	2/28/2018 3:22 PM
103	MORE VISIBLE SECURITY.	2/28/2018 3:19 PM
104	lights	2/28/2018 3:07 PM
105	Less homeless loitering	2/28/2018 3:06 PM
106	make 43rd street car free during most of the day.	2/28/2018 2:57 PM
107	More stairs! More exits! Husky Stadium doesn't have enough of them and there are bottlenecks at the elevators and escalators.	2/28/2018 2:26 PM
108	More marked crosswalks, on 45th would be nice. Dropping it to 1 lane each way would be ideal. Having buses on both 15th and University way but none on Brooklyn looks bad.	2/28/2018 2:11 PM
109	Clear, well-lit, easily accessible transit stops, transit that runs eastbound on 45th, connects to U-Village and to Children's.	2/28/2018 1:54 PM
110	Westbound transit on NE 43rd Street to minimize walk distance for Link transfers and get Route 44 out of very congested north to west left turn at NE 45th Street.	2/28/2018 12:48 PM
111	Increase cleaning, lighting and security presence. Without safety, this is going to be a nightmare.	2/28/2018 12:20 PM
112	45th & The Ave should be highest priorities	2/28/2018 10:08 AM
113	Making the walk from U District to Wallingford more comfortable - right now it is an unpleasant walk across a freeway overpass on a busy street. Is there any way to make that area feel less like I'm going to get hit by a car? Add some trees or shrubs or something? In the U district, some of the sidewalks aren't well maintained or there are trash cans cluttering them up - could we figure out some other way to deal with that? Lighting at night could be improved. Making it super clear where you can catch what kind of transit and what direction it's going in especially would be great. It's hard for newcomers (and I'm thinking of myself when I was a student) to know where to go to catch what transit and the best way to transfer busses/rail.	2/28/2018 7:17 AM
114	Pedestrians should be able to safely cross 45th St at any intersection. Currently one has to divert east or west to find a crossing signal.	2/26/2018 9:41 PM

### Q12 How strongly do you agree with the following draft objectives?

Answered: 244 Skipped: 67



	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	SOMEWHAT DISAGREE	STRONGLY DISAGREE	LIKE THE IDEA BUT NEEDS IMPROVEMENT	NOT SURE/DON'T KNOW	TOTAL	WEIGHT AVERAC
Efficiency: Makes it faster and easier to travel to/from U District destinations	62.34% 149	32.22% 77	2.93% 7	0.42% 1	0.42% 1	0.42% 1	1.26% 3	239	1
Safety: Reduces the chances of collisions	67.80% 160	20.76% 49	6.36% 15	0.85% 2	1.27% 3	1.27% 3	1.69% 4	236	1
Reliability and resilience: Improves consistency of trip time and quality	61.02% 144	30.08% 71	7.20% 17	0.42% 1	0.42% 1	0.00% 0	0.85% 2	236	1
All ages and abilities accessibility: Improves access to the U District Station and neighborhood destinations for all people	62.61% 149	22.69% 54	11.76% 28	1.26% 3	0.42% 1	0.00% 0	1.26% 3	238	1

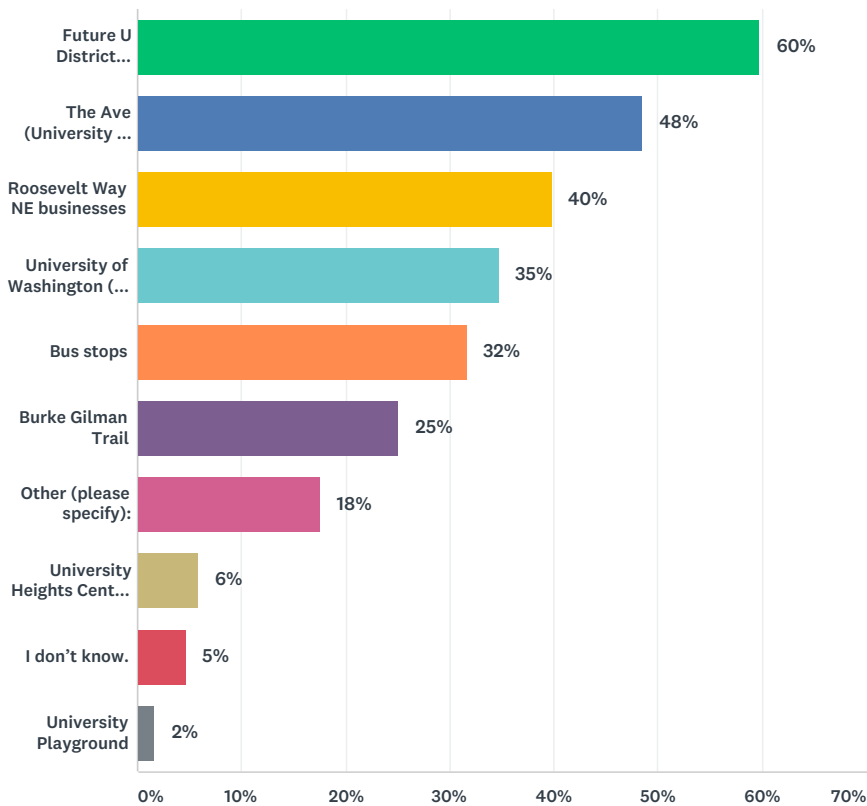
Comfort: Improves the sense of comfort and security by designing public space for the human experience (e.g., lighting scaled for pedestrians, adequate seating, weather/climate considerations, visually inviting, sight lines to reduce crime, etc.)	56.85% 137	31.54% 76	6.22% 15	2.07% 5	1.24% 3	0.83% 2	1.24% 3	241	1
Multimodal holistic plan: Adds to a holistic transportation network that allows people to easily use their mode of choice —walking, biking, transit, driving, etc.	54.39% 130	27.62% 66	10.04% 24	2.51% 6	0.42% 1	2.09% 5	2.93% 7	239	1
Social equity: Works to benefit a range of socioeconomic demographics, vulnerable sectors of the community, and communities of color	55.27% 131	26.58% 63	11.39% 27	2.11% 5	2.53% 6	0.00% 0	2.11% 5	237	1
Neighborhood vitality: Accommodates business access needs and supports a thriving community	43.93% 105	37.66% 90	13.81% 33	1.67% 4	0.84% 2	0.84% 2	1.26% 3	239	1
Placemaking: Improves the character of a unique place by maintaining and supporting cultural assets and neighborhood history	37.13% 88	35.44% 84	20.25% 48	1.69% 4	2.11% 5	1.27% 3	2.11% 5	237	1
Community interests: Is desired by local residents, businesses, and other community members	33.90% 80	36.44% 86	20.76% 49	2.97% 7	2.12% 5	2.12% 5	1.69% 4	236	1

Implementation: Is feasible and/or consistent with the projects in the City and transportation agency's adopted plans	32.63% 77	34.32% 81	20.34% 48	2.97% 7	2.97% 7	1.69% 4	5.08% 12	236	C
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#	IF YOU SELECTED "LIKES THE IDEA BUT NEEDS IMPROVEMENT," PLEASE SUGGEST WAYS TO IMPROVE OR CLARIFY THE OBJECTIVE. YOU MAY ALSO ADD ADDITIONAL OBJECTIVES HERE.	DATE
1	Efficiency: For whom? You need to be specific about which transportation modes you will prioritize. Additional objective: Reduce car trips and associated carbon pollution (whether private vehicle or ride share).	3/13/2018 11:44 PM
2	should include preserving architectural character of neighborhood.	3/12/2018 2:27 PM
3	Multi-modal holistic plan: I like this objective, but we should not be providing incentives towards driving in the U-District.	3/12/2018 11:24 AM
4	Car movement should be extremely low priority, except for east/west on 45th as possible exception. U district is for people. Transit bus priority at all intersections	3/8/2018 9:52 PM
5	Would like the weights to be more proportionate to actual use. Example: bikes used just 3% of trips ... bikes then should get at most 5% of project funds.	3/8/2018 2:20 PM
6	Quit up-zoning the U District and destroying moderately-priced housing in favor of big expensive apartments for rich high-tech workers. The U District is being destroyed by greedy developers and the City Council members (like Rob Johnson) whom they own.	3/7/2018 6:00 PM
7	How do you definite "community" here? I was at a meeting for the Christie Park expansion, and overheard someone telling Parks staff that they didn't recognize anyone in the room and therefore, none of the other attendees must actually be members of the U District community. I don't know who that person was, but I've worked in the U District for 6 years, and consider myself part of the community even though I don't live there. I work there, eat/shop/play there, and have just as much right to have input on what's going on. So I like the draft objective, but would want clarity on "community", because the U District has some shitty NIMBYs who seem to think they own the neighborhood and only share that ownership with others they've seen before.	3/7/2018 5:11 PM
8	The City's transportation agency adopted plans are totally screwed up and I don't support them now. Pretty much anything Rob Johnson is "for" I am against.	3/7/2018 10:35 AM
9	There are a lot of objectives. While idealistic, is there a way to narrow the objectives to 5 or less? What are you really hoping to achieve? What is your true definition of success?	3/6/2018 11:14 AM
10	Safety is more than collisions. It involves aspects of security, visibility, avoidance of conflict from the beginning. It as much preventative as it is curative of potential un-safe situations.	3/6/2018 10:52 AM
11	Driving should have the least priority relative to the other modes.	3/6/2018 9:55 AM
12	Where is a sustainability objective? Anyways, I don't agree with a holistic plan. Continuing to expect automobile travel to be feasible in 1 sq mi region where soon more than 100k people will live/work/play is not realistic, and the trend points that way anyways with cars being the smallest modeshare and decreasing still. Just let it fade away.	3/6/2018 5:23 AM
13	The City and transportation agency's adopted plans seem to make almost no sense from either a safety or transportation standpoint. I feel much less safe biking in NE Seattle after "improvements" have been made. There seems to be much more confusion, lane changing, etc. This is not good.	3/5/2018 9:50 PM
14	Stop catering to people driving their POVs. The majority of people in the neighborhood are car free. We walk and bike and take transit. This is a city. No one NEEDS to drive anywhere.	3/5/2018 9:21 PM
15	Please thoroughly research outdoor lighting principles - it's possible to design multimodal lighting that minimizes glare and light pollution while saving energy! We need judiciously placed dimmable warm-white LEDs.	3/2/2018 10:57 AM
16	There needs to be a pick-up/ drop-off area at all light rail stations.	2/28/2018 7:01 PM
17	I don't completely understand this page. are you stating that adding the link light rail will provide all of these things? or are you asking for future project scope suggestions/priorities?	2/28/2018 3:25 PM
18	I don't know yet.	2/28/2018 2:27 PM
19	The U Bookstore parking lot access needs to shift to improve NE 43rd Street flow.	2/28/2018 12:51 PM

### Q13 After the U District Station opens in 2021, what will be your top three destinations in the U District? (Select up to 3 responses.)

Answered: 256 Skipped: 55



ANSWER CHOICES	RESPONSES	
Future U District Station	60%	153
The Ave (University Way NE businesses)	48%	124
Roosevelt Way NE businesses	40%	102
University of Washington (UW) campus	35%	89
Bus stops	32%	81
Burke Gilman Trail	25%	64
Other (please specify):	18%	45
University Heights Center (community center also known as "U Heights")	6%	15
I don't know.	5%	12
University Playground	2%	4
Total Respondents: 256		

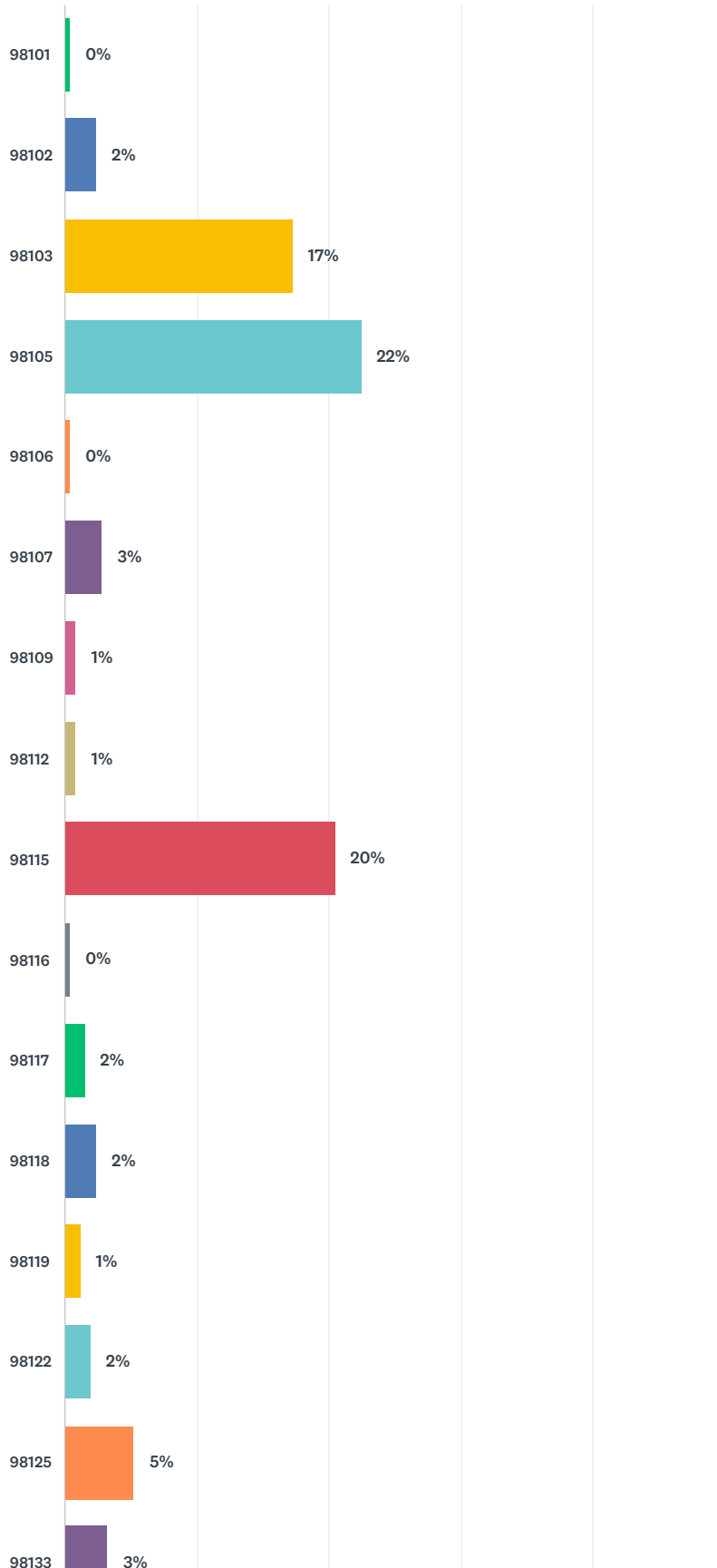
#	OTHER (PLEASE SPECIFY):	DATE
1	UW Medical Center	3/17/2018 10:06 AM
2	Anywhere with less drug users/police presence.	3/14/2018 3:10 PM
3	UW Tower	3/12/2018 2:28 PM
4	I live in the district. I will take light rail out to airport, downtown, Northgate, and Roosevelt.	3/10/2018 9:51 PM
5	friend's apartment	3/10/2018 12:06 PM
6	Farmers Market	3/8/2018 2:21 PM

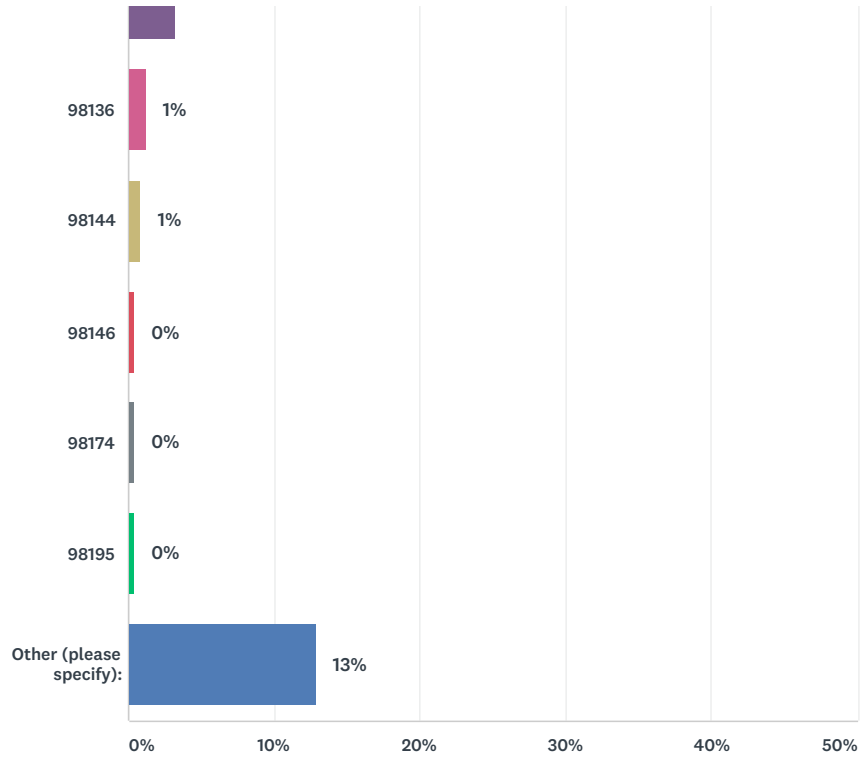


7	YMCA	3/7/2018 6:13 PM
8	Wallingford/45th Street	3/7/2018 3:36 PM
9	Burke Museum & University Village	3/6/2018 5:55 PM
10	Light Rail Stadium Station	3/6/2018 4:43 PM
11	Trader Joe's mostly, other shopping some.	3/6/2018 2:50 PM
12	I walk to all these	3/6/2018 10:59 AM
13	Farmers market, my home northwest of the station	3/6/2018 10:53 AM
14	University Family YMCA, Trader Joe's, Artist and Craftsman Supply, etc!	3/5/2018 9:52 PM
15	My home - FYI people DO LIVE HERE	3/5/2018 9:22 PM
16	As a safe throughway to access Montlake or other places	3/5/2018 8:31 PM
17	YMCA	3/5/2018 7:33 PM
18	It's where I work	3/5/2018 3:41 PM
19	Farmers Market	3/5/2018 9:36 AM
20	35th NE businesses,greenlake, Phinney Ridge businesses	3/2/2018 9:24 AM
21	University Village and Seattle Children's Hospital	3/2/2018 2:01 AM
22	faith community	3/1/2018 11:05 PM
23	Farmers Market	3/1/2018 8:09 PM
24	YMCA	3/1/2018 6:41 PM
25	Seattle Children's shuttle	3/1/2018 4:41 PM
26	Blessed Sacrament church	3/1/2018 2:48 PM
27	work and church	3/1/2018 12:34 PM
28	University Friends Meeting at 4001 9th Ave NE	3/1/2018 11:11 AM
29	seattle childrens shuttle stop	3/1/2018 8:47 AM
30	Our house	3/1/2018 7:27 AM
31	North Seattle, SeaTac airport	2/28/2018 10:49 PM
32	Seattle Children's Shuttle on 43rd and Roosevelt	2/28/2018 4:43 PM
33	Farmers market	2/28/2018 4:33 PM
34	I will be traveling FROM the UW to downtown	2/28/2018 4:32 PM
35	Seattle Children's shuttle stop	2/28/2018 4:27 PM
36	Home	2/28/2018 4:23 PM
37	Using the stop to get to Northgate and to Downtown and Airport.	2/28/2018 4:05 PM
38	Work - Seattle Children's	2/28/2018 4:02 PM
39	Seattle Childrens Hospital shuttle	2/28/2018 4:00 PM
40	University Presbyterian Church and Seattle Children's Main Campus	2/28/2018 3:52 PM
41	my office	2/28/2018 3:09 PM
42	Seattle Childrens	2/28/2018 3:08 PM
43	Neptune Theatre	2/28/2018 2:28 PM
44	The College Inn Pub	2/26/2018 9:55 PM
45	UWMC clinics on Roosevelt	2/26/2018 9:43 PM

### Q14 In what zip code do you live?

Answered: 249 Skipped: 62



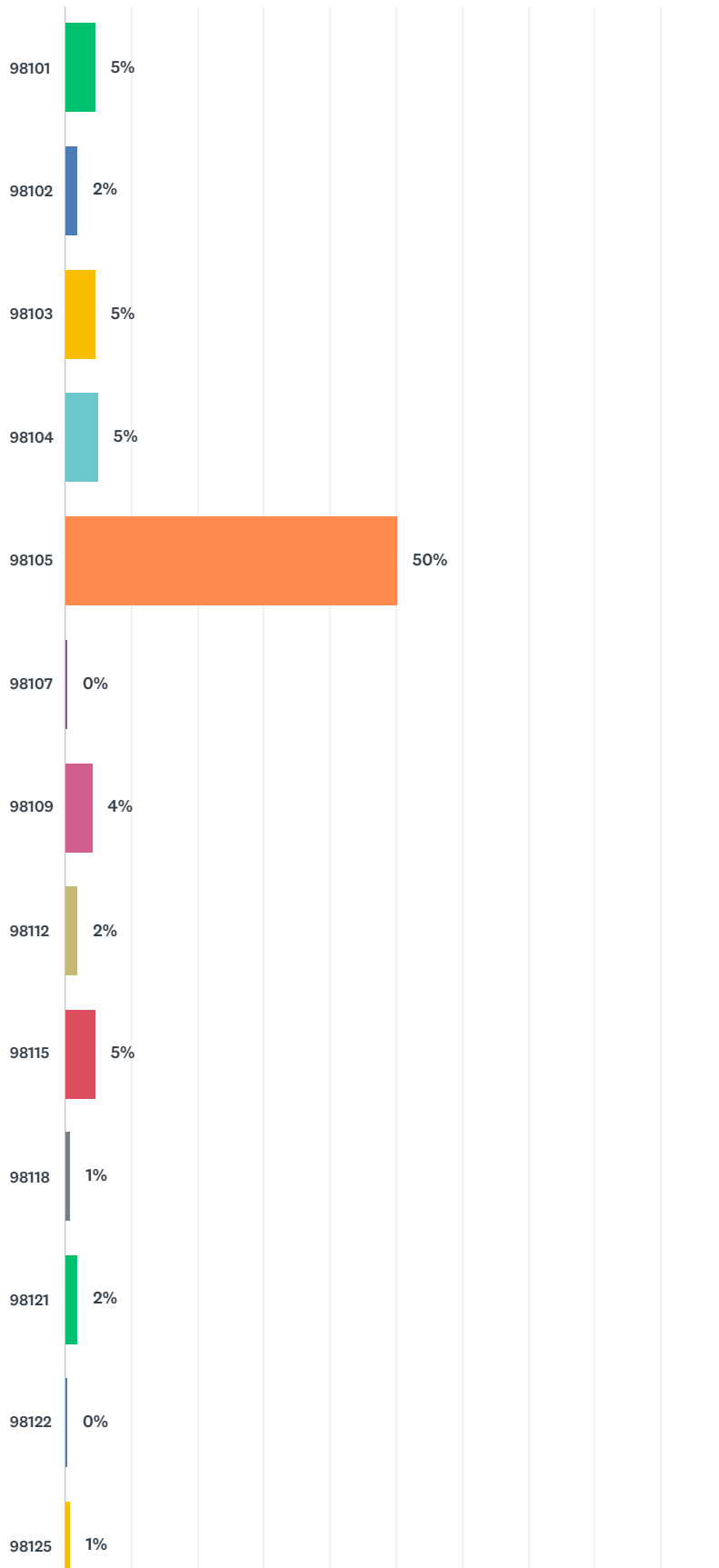


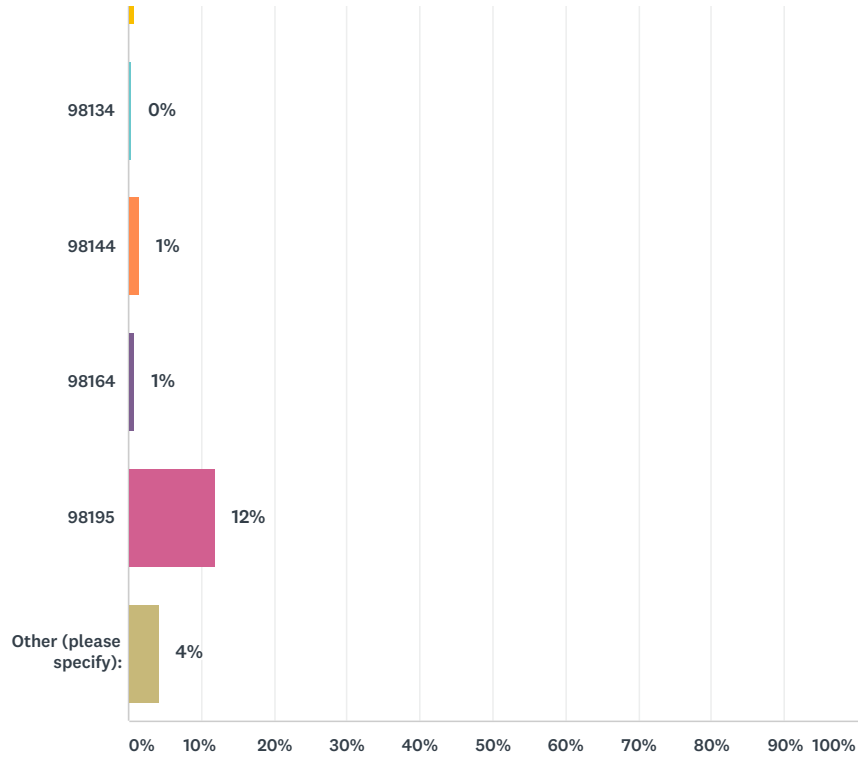
ANSWER CHOICES	RESPONSES	
98101	0%	1
98102	2%	6
98103	17%	43
98105	22%	56
98106	0%	1
98107	3%	7
98109	1%	2
98112	1%	2
98115	20%	51
98116	0%	1
98117	2%	4
98118	2%	6
98119	1%	3
98122	2%	5
98125	5%	13
98133	3%	8
98136	1%	3
98144	1%	2
98146	0%	1
98174	0%	1
98195	0%	1
Other (please specify):	13%	32
<b>TOTAL</b>		<b>249</b>

#	OTHER (PLEASE SPECIFY):	DATE
1	98422	3/12/2018 12:14 PM
2	98087	3/10/2018 12:07 PM
3	98012	3/8/2018 4:50 PM
4	98020	3/7/2018 10:47 AM
5	98087	3/6/2018 4:52 PM
6	98310	3/6/2018 4:26 PM
7	98095	3/6/2018 4:11 PM
8	98168	3/6/2018 12:04 PM
9	98087	3/3/2018 7:42 AM
10	98374	3/1/2018 12:28 PM
11	98166	3/1/2018 10:09 AM
12	98204	3/1/2018 8:48 AM
13	98208	3/1/2018 8:13 AM
14	98498	2/28/2018 7:29 PM
15	98026	2/28/2018 4:57 PM
16	98059	2/28/2018 4:45 PM
17	98003	2/28/2018 4:36 PM
18	98026	2/28/2018 4:25 PM
19	98203	2/28/2018 4:16 PM
20	98012	2/28/2018 4:03 PM
21	98405	2/28/2018 4:02 PM
22	98296	2/28/2018 3:54 PM
23	98155	2/28/2018 3:44 PM
24	98204	2/28/2018 3:43 PM
25	98198	2/28/2018 3:43 PM
26	98036	2/28/2018 3:27 PM
27	98032	2/28/2018 3:14 PM
28	98028	2/28/2018 3:12 PM
29	98028	2/28/2018 3:11 PM
30	98004	2/28/2018 3:09 PM
31	98335	2/28/2018 3:09 PM
32	98155	2/28/2018 3:07 PM

### Q15 If working, in what zip code do you work?

Answered: 219 Skipped: 92





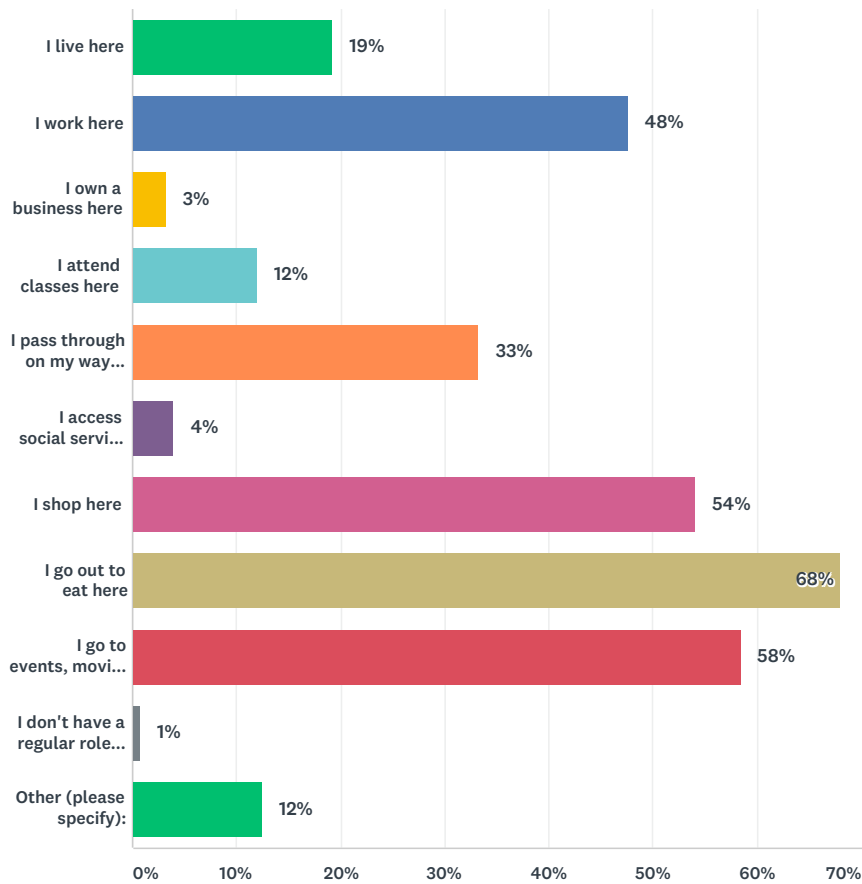
ANSWER CHOICES	RESPONSES	
98101	5%	10
98102	2%	4
98103	5%	10
98104	5%	11
98105	50%	110
98107	0%	1
98109	4%	9
98112	2%	4
98115	5%	10
98118	1%	2
98121	2%	4
98122	0%	1
98125	1%	2
98134	0%	1
98144	1%	3
98164	1%	2
98195	12%	26
Other (please specify):	4%	9
<b>TOTAL</b>		<b>219</b>

#	OTHER (PLEASE SPECIFY):	DATE
1	98007	3/12/2018 11:25 AM
2	98087	3/10/2018 12:07 PM
3	98161	3/6/2018 3:45 PM

4	98027	3/6/2018 9:39 AM
5	98006	3/6/2018 8:22 AM
6	98021	3/5/2018 11:00 PM
7	98198	3/5/2018 10:38 PM
8	98033	3/5/2018 10:19 AM
9	98145	2/28/2018 3:32 PM

### Q16 What is your role in the U District neighborhood? (Select all that apply.)

Answered: 250 Skipped: 61



ANSWER CHOICES	RESPONSES	
I live here	19%	48
I work here	48%	119
I own a business here	3%	8
I attend classes here	12%	30
I pass through on my way to/from work or school	33%	83
I access social services here	4%	10
I shop here	54%	135
I go out to eat here	68%	170
I go to events, movies, or cultural institutions (museums, galleries, etc.) here	58%	146
I don't have a regular role here	1%	2
Other (please specify):	12%	31
Total Respondents: 250		

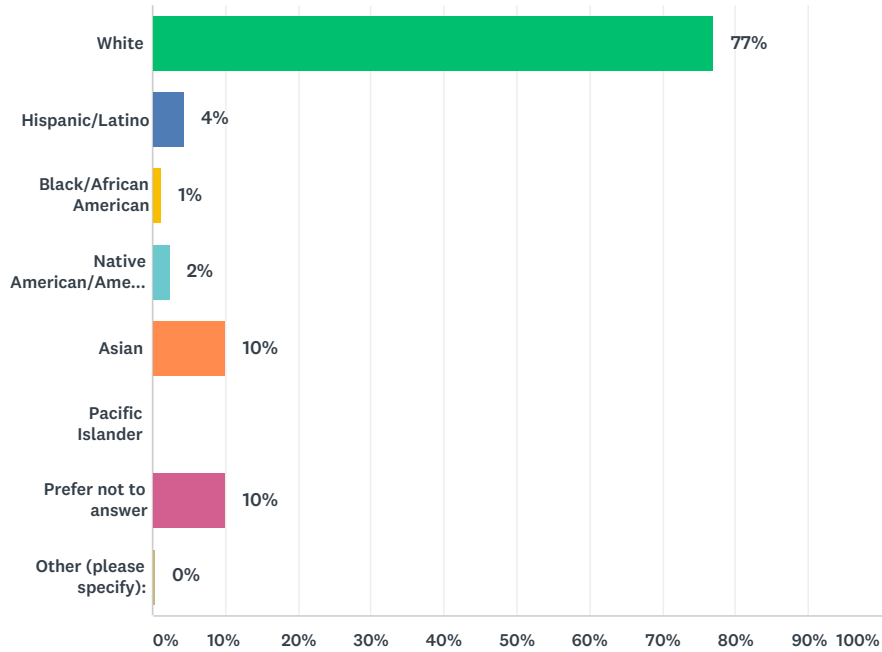
#	OTHER (PLEASE SPECIFY):	DATE
1	My partner lives here	3/13/2018 11:45 PM
2	I also live in Bryant	3/12/2018 12:51 PM
3	Girlfriend lives by the future light-rail station.	3/12/2018 11:25 AM



4	visit friends in neighborhood	3/10/2018 12:07 PM
5	Farmer's market	3/9/2018 11:38 PM
6	I drink here	3/8/2018 9:55 PM
7	I participate in engineering club activities here on the weekends.	3/8/2018 4:50 PM
8	I bike thru here	3/7/2018 10:47 AM
9	Use the light rail station	3/7/2018 9:06 AM
10	UW retiree, enjoy walking on campus (and walking across campus to other areas).	3/6/2018 8:19 PM
11	I run here (down Roosevelt to the Burke-Gilman trail from Maple Leaf)	3/6/2018 4:08 PM
12	I live right on the boundary between the U District and Ravenna.	3/6/2018 3:45 PM
13	church	3/6/2018 3:21 PM
14	Attend the farmers market, use the library,	3/6/2018 10:55 AM
15	Used to live here - would like to someday again	3/6/2018 5:25 AM
16	Pass through on the way to/from other neighborhoods for leisure outings	3/5/2018 10:38 PM
17	Go Dawgs!!	3/5/2018 9:45 PM
18	I go there for work-related appointments or education	3/5/2018 5:19 PM
19	my doctor's offices (dentist and optometrist) are here.	3/3/2018 7:42 AM
20	I use the Roosevelt UW clinic	3/2/2018 12:24 PM
21	my faith community is here	3/1/2018 11:08 PM
22	I access services like the post office, copy stores	3/1/2018 8:12 PM
23	I exercise at the Y	3/1/2018 6:43 PM
24	I attend mass at Blessed Sacrament church	3/1/2018 2:49 PM
25	My faith community is located here	3/1/2018 11:13 AM
26	Used to live there but still frequently visit	2/28/2018 10:24 PM
27	Attend Chuch Here, Visit family at the UW here	2/28/2018 3:54 PM
28	I am double Dawg; I have lived there; I may again; my sister works at UW	2/28/2018 12:53 PM
29	I visit friends who work at the UW	2/26/2018 11:17 PM
30	I visit friends here	2/26/2018 9:57 PM
31	Medical appointments at UWMC Roosevelt	2/26/2018 9:44 PM

Q17 Please specify your ethnicity and/or race (select all that apply).

Answered: 248 Skipped: 63

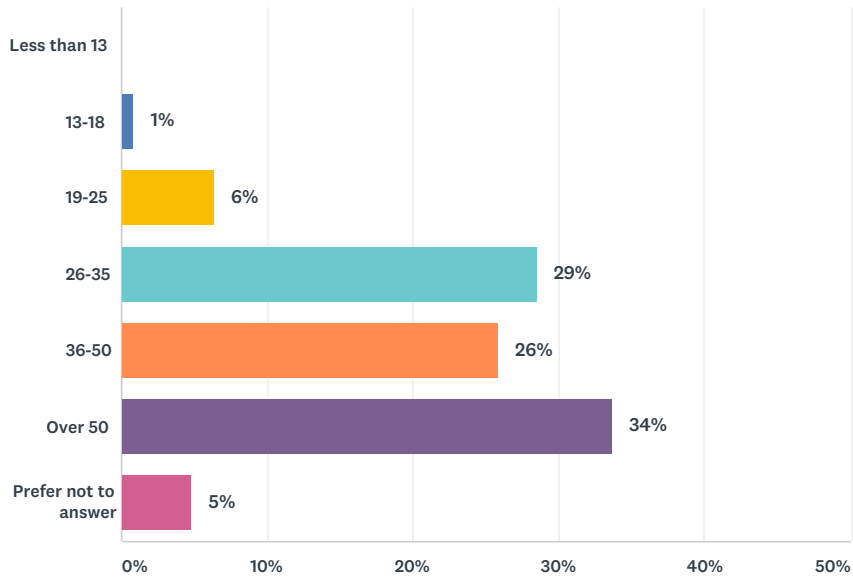


ANSWER CHOICES	RESPONSES
White	77% 191
Hispanic/Latino	4% 11
Black/African American	1% 3
Native American/American Indian/Alaska Native	2% 6
Asian	10% 25
Pacific Islander	0% 0
Prefer not to answer	10% 25
Other (please specify):	0% 1
Total Respondents: 248	

#	OTHER (PLEASE SPECIFY):	DATE
1	mixed	3/8/2018 2:22 PM

### Q18 What is your age?

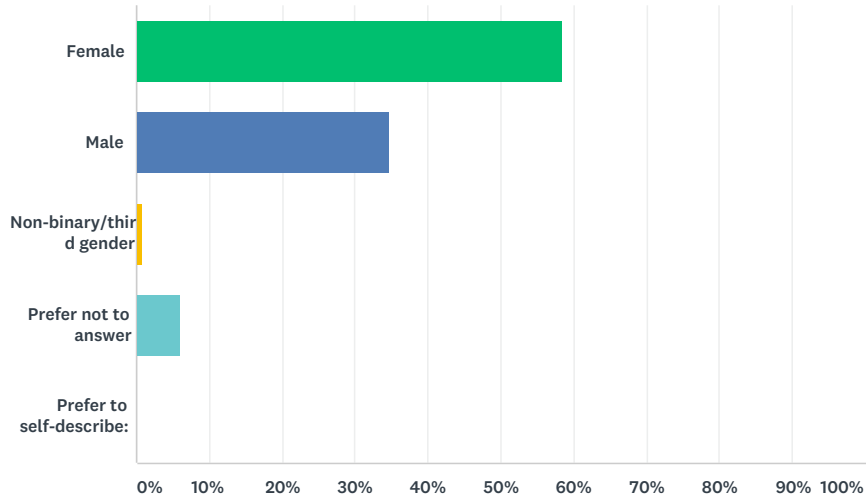
Answered: 252 Skipped: 59



ANSWER CHOICES	RESPONSES	
Less than 13	0%	0
13-18	1%	2
19-25	6%	16
26-35	29%	72
36-50	26%	65
Over 50	34%	85
Prefer not to answer	5%	12
<b>TOTAL</b>		<b>252</b>

### Q19 To which gender do you most identify?

Answered: 250 Skipped: 61

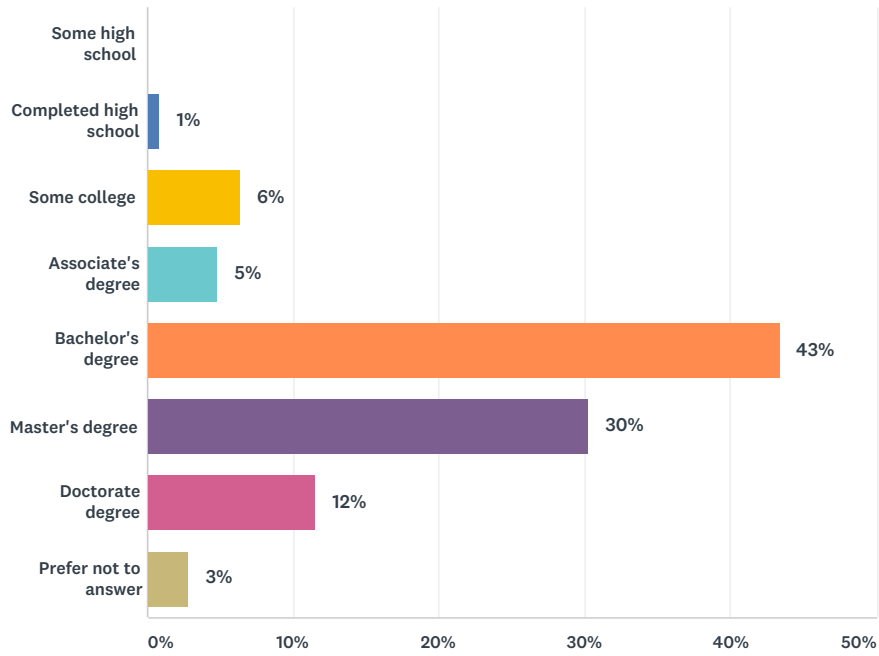


ANSWER CHOICES	RESPONSES	
Female	58.40%	146
Male	34.80%	87
Non-binary/third gender	0.80%	2
Prefer not to answer	6.00%	15
Prefer to self-describe:	0.00%	0
<b>TOTAL</b>		<b>250</b>

#	PREFER TO SELF-DESCRIBE:	DATE
	There are no responses.	

### Q20 What is the highest level of education you've attained?

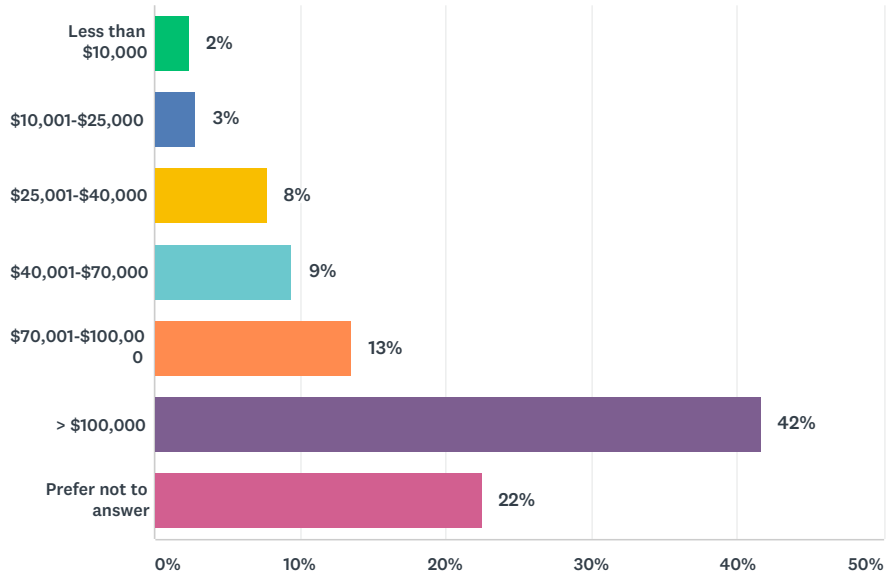
Answered: 251 Skipped: 60



ANSWER CHOICES	RESPONSES	
Some high school	0%	0
Completed high school	1%	2
Some college	6%	16
Associate's degree	5%	12
Bachelor's degree	43%	109
Master's degree	30%	76
Doctorate degree	12%	29
Prefer not to answer	3%	7
<b>TOTAL</b>		<b>251</b>

### Q21 What is your household income?

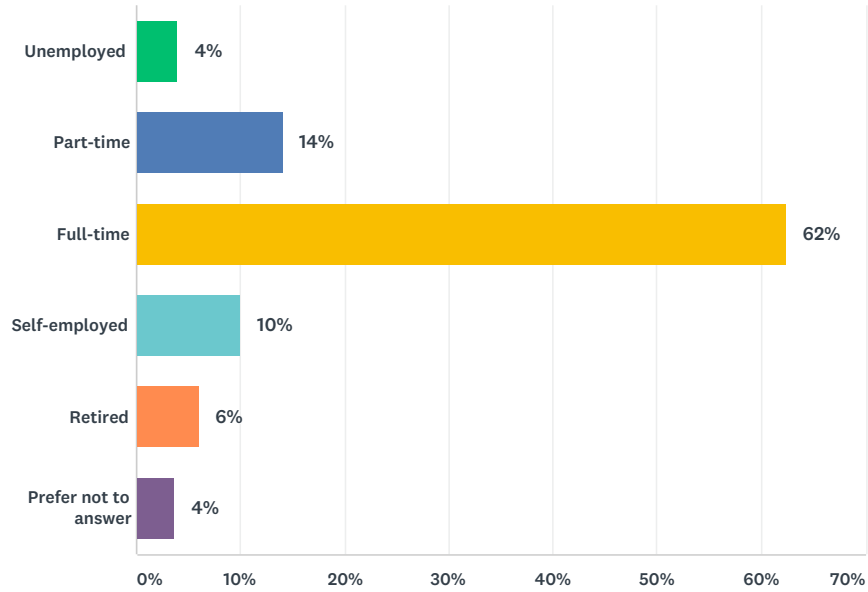
Answered: 245 Skipped: 66



ANSWER CHOICES	RESPONSES	
Less than \$10,000	2%	6
\$10,001-\$25,000	3%	7
\$25,001-\$40,000	8%	19
\$40,001-\$70,000	9%	23
\$70,001-\$100,000	13%	33
> \$100,000	42%	102
Prefer not to answer	22%	55
<b>TOTAL</b>		<b>245</b>

### Q22 What is your employment status?

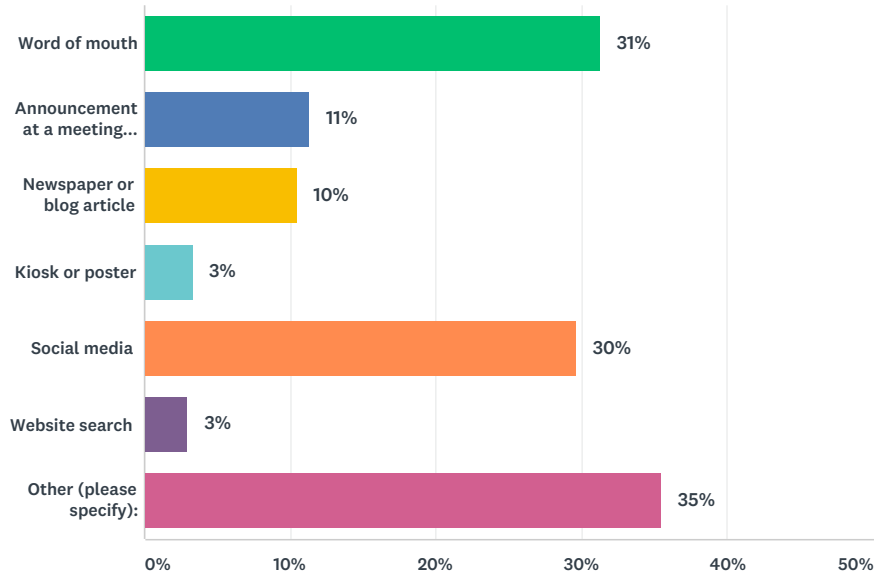
Answered: 250 Skipped: 61



ANSWER CHOICES	RESPONSES	
Unemployed	4%	10
Part-time	14%	35
Full-time	62%	156
Self-employed	10%	25
Retired	6%	15
Prefer not to answer	4%	9
<b>TOTAL</b>		<b>250</b>

### Q23 How did you hear about the project? (Select all that apply.)

Answered: 240 Skipped: 71



ANSWER CHOICES	RESPONSES
Word of mouth	31% 75
Announcement at a meeting I attended	11% 27
Newspaper or blog article	10% 25
Kiosk or poster	3% 8
Social media	30% 71
Website search	3% 7
Other (please specify):	35% 85
Total Respondents: 240	

#	OTHER (PLEASE SPECIFY):	DATE
1	My manager at work asked/told us to take this survey	3/13/2018 4:27 PM
2	email solicitation	3/13/2018 11:56 AM
3	alum shared on my grad school's listserv	3/12/2018 12:51 PM
4	email for school	3/12/2018 12:29 PM
5	e-mail	3/12/2018 12:14 PM
6	Work e-mail.	3/12/2018 11:25 AM
7	email	3/12/2018 11:04 AM
8	email from Evans School	3/12/2018 10:47 AM
9	Seattle Neighborhood Greenways email	3/7/2018 5:13 PM
10	Major issue of concern at work	3/7/2018 10:47 AM
11	Facebook "Buy Nothing" page	3/7/2018 1:22 AM
12	email from professor	3/7/2018 12:03 AM
13	Wallingford Community Council, Nextdoor	3/6/2018 5:56 PM
14	email	3/6/2018 4:12 PM
15	neighborhood awareness	3/6/2018 3:21 PM
16	Greenways email	3/6/2018 12:01 PM
17	Ravenna Springs Community Council email	3/6/2018 11:54 AM



18	Transportation department at work emailed a link	3/6/2018 11:17 AM
19	community email	3/6/2018 9:34 AM
20	Greenways email	3/6/2018 8:22 AM
21	NextDoor Community/neighborhood forum online	3/6/2018 12:03 AM
22	Announcement of a meeting	3/5/2018 11:47 PM
23	Prefer not to say	3/5/2018 11:25 PM
24	Greenways e-mail	3/5/2018 11:07 PM
25	email	3/5/2018 9:23 PM
26	email from Gordon Padleford	3/5/2018 8:34 PM
27	Work	3/5/2018 9:37 AM
28	email	3/4/2018 10:45 PM
29	email sent by my employer	3/3/2018 7:42 AM
30	email	3/2/2018 6:26 PM
31	Seattle Children's Transportation	3/2/2018 12:24 PM
32	email from Transportation department at work	3/2/2018 11:17 AM
33	Email at work	3/2/2018 8:57 AM
34	U District community newsletter	3/2/2018 8:27 AM
35	email alert	3/2/2018 2:05 AM
36	multiple directions	3/1/2018 11:08 PM
37	email to students	3/1/2018 10:13 PM
38	On the job with Rob	3/1/2018 8:12 PM
39	from UW	3/1/2018 3:42 PM
40	Email at work	3/1/2018 2:49 PM
41	UDP email distribution list	3/1/2018 12:35 PM
42	EMPLOYER	3/1/2018 11:27 AM
43	coworker	3/1/2018 11:22 AM
44	email at work	3/1/2018 8:48 AM
45	email for this survey request	3/1/2018 8:36 AM
46	Neighborhood email	3/1/2018 7:28 AM
47	Hello	3/1/2018 5:27 AM
48	e-mail	2/28/2018 10:51 PM
49	Email	2/28/2018 10:24 PM
50	work email communication	2/28/2018 5:24 PM
51	Transportation office at Seattle Children's Hospital	2/28/2018 5:16 PM
52	sent to me by coworker. Also the income options skip 41k - 69k. my income is in that range	2/28/2018 4:58 PM
53	I walk by the construction daily	2/28/2018 4:52 PM
54	Work email	2/28/2018 4:47 PM
55	Email from the Transportation Department at Seattle Children's	2/28/2018 4:45 PM
56	Work email	2/28/2018 4:36 PM
57	Email at employer	2/28/2018 4:36 PM
58	Seattle Children's Dept of Transportation	2/28/2018 4:28 PM
59	Emailed out to me at work	2/28/2018 4:25 PM
60	work	2/28/2018 4:24 PM
61	transportation survey at workplace	2/28/2018 4:23 PM
62	work	2/28/2018 4:22 PM
63	work	2/28/2018 4:19 PM
64	walk by the site frequently	2/28/2018 4:06 PM

65	work	2/28/2018 4:06 PM
66	work	2/28/2018 4:02 PM
67	Seattle Children's Transportation Dept.	2/28/2018 3:57 PM
68	Email at work (Seattle Children's Hospital)	2/28/2018 3:56 PM
69	Email from workplace	2/28/2018 3:55 PM
70	Seattle Children's e-mail	2/28/2018 3:54 PM
71	Work Email	2/28/2018 3:46 PM
72	Seattle Children's Transportation Dept	2/28/2018 3:43 PM
73	work	2/28/2018 3:27 PM
74	Seattle Children's transportation dept	2/28/2018 3:27 PM
75	I can see it and follow the progress. Really waiting for Northgate.	2/28/2018 3:15 PM
76	Received work email asking me to complete survey.	2/28/2018 3:14 PM
77	work related - meetings, emails etc	2/28/2018 3:12 PM
78	work colleagues	2/28/2018 3:11 PM
79	Seattle Children's Hospital Transportation Department	2/28/2018 3:09 PM
80	Seattle Children's Transportation Team	2/28/2018 3:07 PM
81	Email and direct mail	2/28/2018 2:30 PM
82	email	2/28/2018 12:53 PM
83	Involved with U-District Partnership	2/28/2018 12:23 PM
84	U District Mobility	2/27/2018 4:34 AM
85	Katie Lewis	2/26/2018 9:57 PM