

Neighborhood Sessions  
Event Summary  
November 10, 2014

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## Background

Third Avenue is downtown Seattle's most heavily used transit corridor. More than 2,500 buses travel the corridor every weekday and about 42,000 people board at bus stops on the corridor each day. Thousands of visitors, workers, shoppers and area residents also use Third Avenue daily.

To help create a positive and inviting environment for transit users and pedestrians, the Seattle Department of Transportation (SDOT) and King County Metro Transit (Metro) are working together to make the corridor an inviting, accommodating, safe and attractive place where people want to be.

## Purpose

The Third Avenue Transit Corridor Improvements Project (the Project) featured a weeklong series of drop-in Neighborhood Sessions in October 2014 as the Project reached the 10 percent design milestone. The goal of these events was to provide a creative and easily accessible way for the public to interact with the Project and learn more about changes proposed for the corridor. Neighborhood Sessions served as a mobile open house and an opportunity for SDOT and Metro to introduce the general public to the Project and share design details, as well as to generate excitement about the Project's subsequent phases.

## Objectives

Neighborhood Sessions helped SDOT and Metro meet the following objectives:

- Encourage and engage in **two-way communication with the public and obtain feedback** on the project design
- **Bring project information to the community** in an informal setting that does not require attendees to change their schedule or behavior in order to receive information
- **Communicate project details** including project schedule and corridor 10 percent design recommendations
- **Communicate the purpose and need**, including the focus on humanizing, organizing and energizing the corridor
- **Build awareness of and excitement** about the project
- **Build the project mailing list**
- **Provide a personable face** to a project that has been and will continue to be in the media
- **Reach a variety of audiences**, including the general public, transit riders, neighborhood and community groups, local residential communities, and tourists

## Key Messages

Key messages that were communicated at the Neighborhood Sessions include:

- SDOT and Metro are committed to helping make Third Avenue a place where the public and transit riders feel comfortable waiting for transit, walking and staying within the corridor.
- The project team will seek to identify design details during 10 percent concept design that result in a more welcoming urban design environment along the corridor.
- Potential 10 percent concept design details could include features, such as:
  - Improved lighting throughout the corridor
  - New bus shelters/waiting areas for travelers
  - New artistic elements throughout the corridor to help make Third Avenue feel welcoming and enjoyable
- SDOT and Metro want to hear from the general public about the project and what they think is important to include in the project design in order to improve Third Avenue and the transit experience.

## Schedule

Four Neighborhood Sessions were featured along Third Avenue between Denny Way and South Jackson Street between October 9 and 16. Each session was located within a specific neighborhood segment as proposed by the design team: Belltown, the Business District and Pioneer Square. Sessions occurred between 11:00 am and 6:00 pm on weekdays and a Saturday in order to maximize feedback from multiple audiences who use the corridor during different periods of the day and days of the week.

Date	Area	Time
Thursday, October 9	Belltown – east side of Third Avenue between Bell St. and Battery St.	3 p.m. – 6 p.m.
Saturday, October 11	Business District – east side of Third Avenue between Pine St. and Stewart St.	11 a.m. – 2 p.m.
Wednesday, October 15	Business District – west side of Third Avenue between Spring St. and Seneca St.	3 p.m. – 6 p.m.
Thursday, October 16	Pioneer Square – east side of Third Avenue between S. Washington St. and Yesler Way	11 a.m. – 2 p.m.

## Advertisement and Notification

Advertisement and notification outreach began on September 29, 2014 and ended on October 23, 2014. Seven methods were used to advertise the sessions:

- *SDOT/King County Media Release*
  - A joint SDOT and Metro media release was sent out on October 7 announcing the Neighborhood Sessions with details about each event location and time.

- ***SDOT/Metro Blog Posts***
  - Posts for both SDOT and Metro blogs were sent out the week prior to the Neighborhood Sessions and included background information on the project as well as details on event locations and times.
- ***Neighborhood Organization outreach***
  - As the project team conducted briefings with neighborhood organizations during 10 percent concept design, each group was notified of upcoming dates for Neighborhood Sessions.
- ***Mailed postcards***
  - Postcards inviting residents and businesses to participate in the Neighborhood Sessions were sent to all addresses (2,861) located from Denny Way to S Jackson St. and between Fourth and Second avenues. Postcards were mailed September 29, ten days in advance of the first Neighborhood Session.
- ***Posters in 100 businesses in and around the Third Avenue corridor***
  - Project posters were distributed to 100 businesses in the greater Third Avenue area (between First Avenue and Fifth Avenue and between Denny Way and S Jackson St.). The posters were put up for display beginning September 29 and were taken down October 20 (three weeks total display time).
- ***SDOT and Metro websites***
  - Both SDOT and Metro websites were updated one week prior to Neighborhood Sessions to include updated information about the project as well as session details. On October 8, websites were also updated with a link to a project survey (see details regarding the survey below).
- ***Social media (Facebook & Twitter)***
  - Facebook and Twitter were used to announce and build attendance for the Neighborhood Sessions. SDOT and Metro ran coordinated social media campaigns with Facebook posts and tweets being sent out the day before and day of each session.

Organization	Twitter (retweets)	Facebook (likes)
Metro	10	42
SDOT	2	4

## Booth Approach

Each Neighborhood Session featured a pop-up canopy framed by display elements. Five display boards were placed under the canopy. Three of five boards showed proposed design details for each of the three neighborhood segments. The fourth board displayed six design elements that allowed members of the public to place colored dots next to their favorite elements. The fifth board displayed a map of the corridor in order to orient visitors to the three sections. Display boards are included as Appendix A at the end of this summary report.

Two 36" x 80" banners framed two corners of the canopy and were set to be highly visible both from the sidewalk and street. One banner displayed photos of Third Avenue and prompting questions, and the other displayed a map of the project area demarcating the different neighborhood segments. A double-sided A-frame chalk board was placed outside the tent, closest to the pedestrian path, to encourage passersby to stop and write a transit related message. Under the canopy was a table surrounded by the display boards. Email signup sheets, comment cards, project fact sheets, ORCA card holders, and a laminated copy of the 10 percent design presentation were located on the table. In addition, iPads used for digital signups and the online survey were placed on the table.

**Table Attendance**

Approximately 335 people visited the booth and had conversations with staff or participated in activities over the course of four sessions.

Location	Date	Number of Attendees
Belltown	Thursday, October 9	85
Business District #1	Saturday, October 11	43
Business District #2	Wednesday, October 15	110
Pioneer Square	Thursday, October 16	97

**Feedback Opportunities**

The public had five main avenues for providing their feedback:

- Dot exercise/board
- A-Frame chalkboard prompt
- Comment cards
- Speaking to staff (recorded later by staff on comment cards)
- Online survey via on-site iPad or URL to SDOT/Metro websites

**Dot Exercise/Board**

Using dot stickers, the public provided feedback on their favorite design elements displayed on one of the display boards.

Participants were asked to put dots on their three favorite design elements of the six displayed.

Design Element	Dot Count
Curb and Features Paving	8
Light Columns	18
Transit Canopies	12
Trees, Plantings, and Art Integration	32
Seating	17
Increased Lighting	27

### ***A-Frame Chalkboard***

An A-frame chalkboard with the prompt “Transit helps me to.....” was placed near pedestrian walkways to encourage passersby to stop and to describe how they use transit. The general feedback received from the chalkboard A-frame prompt was that transit helps people get to destinations without a car:

- |                                  |                                      |
|----------------------------------|--------------------------------------|
| “Save on parking”                | “Get to work”                        |
| “Be nicer to my neighbors”       | “Not waste time looking for parking” |
| “Get to where I need to go”      | “Be late for work”                   |
| “Get home & places on time(ish)” | “Pay the bills”                      |
| “Get to UW”                      | “Live a car-less lifestyle”          |
| “Connect with Neighbors”         |                                      |

### ***Comment Cards***

30 comment cards were received by the project at Neighborhood Sessions and three web comments were received by the project during the month of October 2014. A report showing the verbatim content of all 33 comments is attached as Appendix B to this summary report. Common feedback themes and frequently asked questions via the comments were:

- Safety on Third Avenue, especially at night, was a concern voiced by many people.
- Most people, regardless if they had transit related comments, commented on the social issues that challenge Third Avenue.
- People were curious as to how the project was funded.
- The intersection of Third Avenue and Pike/Pine streets was of particular concern from both a safety and need for improvements standpoint.
- Many people associated Metro’s involvement with the project with bus line cuts, and requested that this project in no way add to any cuts.
- Increased lighting, seating, covered areas, transit kiosks, and wayfinding features were favored by many who left comments.
- Numerous people commented on the restriction of cars during peak hours on Third Avenue. Almost all of them commented that Third Avenue should be either bus only or entirely car-free (buses, pedestrians, and bikes).
- A few people asked for designated smoking areas near bus stops.
- Although not proposed by the project, many people requested that City Hall Park, or at least part of it, be turned into a dog park. The general feedback was that downtown residents do not have a place to take their dogs close by and it would give the park some legitimate use.

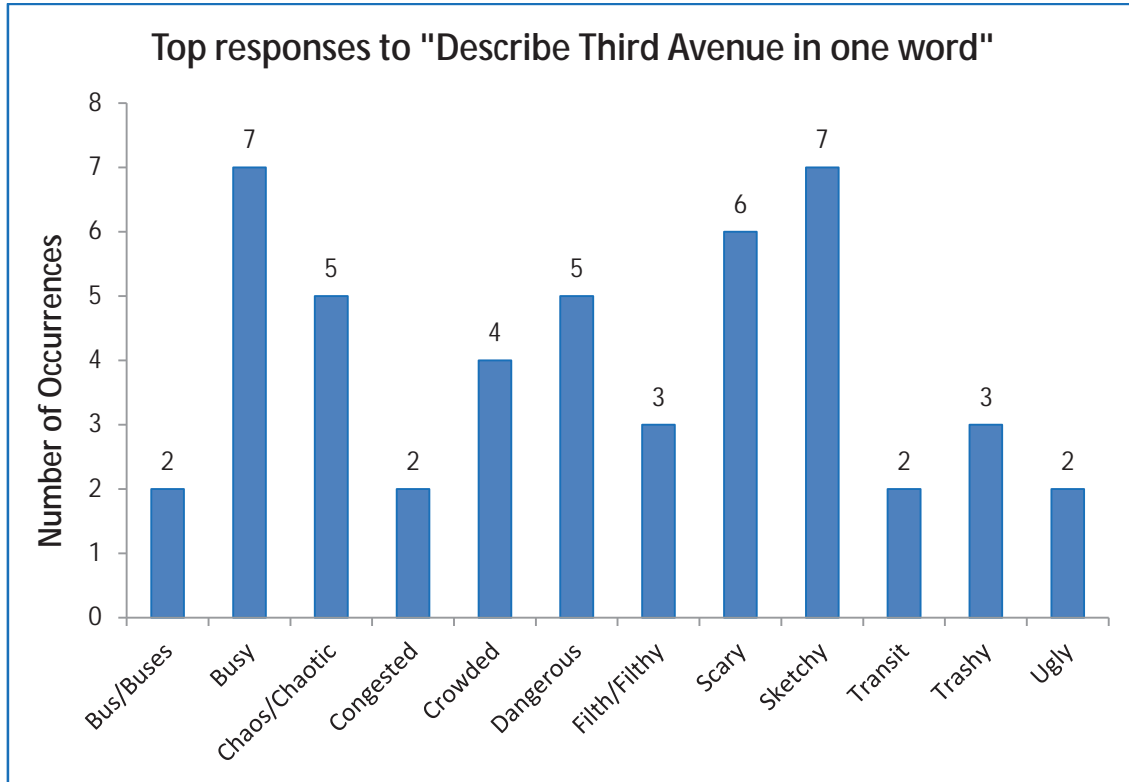
### ***Survey results***

A survey to collect feedback on the Third Avenue Transit Corridor Improvements Project ran from October 8 to October 23, 2014. The survey was advertised via the project websites, Metro and SDOT social media (Facebook, Twitter, and blog posts), emails, press releases, and the Neighborhood Sessions.

A total of 112 responses were collected during the survey. It was possible to skip any question in the survey, and some questions allowed more than one response, so the total number of responses for a given question may be more or less than 112. A summary of the responses is shown below.

**Q1: Describe Third Avenue in one word. (open ended)**

In general, responses to this question show that people do not find Third Avenue a welcoming or safe place, but that it does get a lot of use. Top responses (words listed more than once, showing number of times listed):



All other responses (listed one time each):

Anywhere, Bleak, Boring, Cesspool, Corridor, Craziest, Dead zone, Depressing, Dingy, Dirty, Dismal, Disorganized, Diverse, Drug-homeless, Exciting, Flat, Forgotten, Frenetic, Grim, Gritty, Grungy, Harsh, Hazardous, HECTIC, Homeless, Interesting, Lost, Messy, Multi-faceted, Nasty, Neglected, Nice, Overcrowded, Overwhelmed, Portal, Problematic, Sad, Scofflaws, Scurrilous, Sewer, Shady, Slalom, Slow, Squalor, Sterile, Terrifying, Too noisy, Transportation, Underutilized, Unpleasant, Unpredictable, Unsafe, Unsavory, Urban, Utilitarian, Waste of space, Zombieland

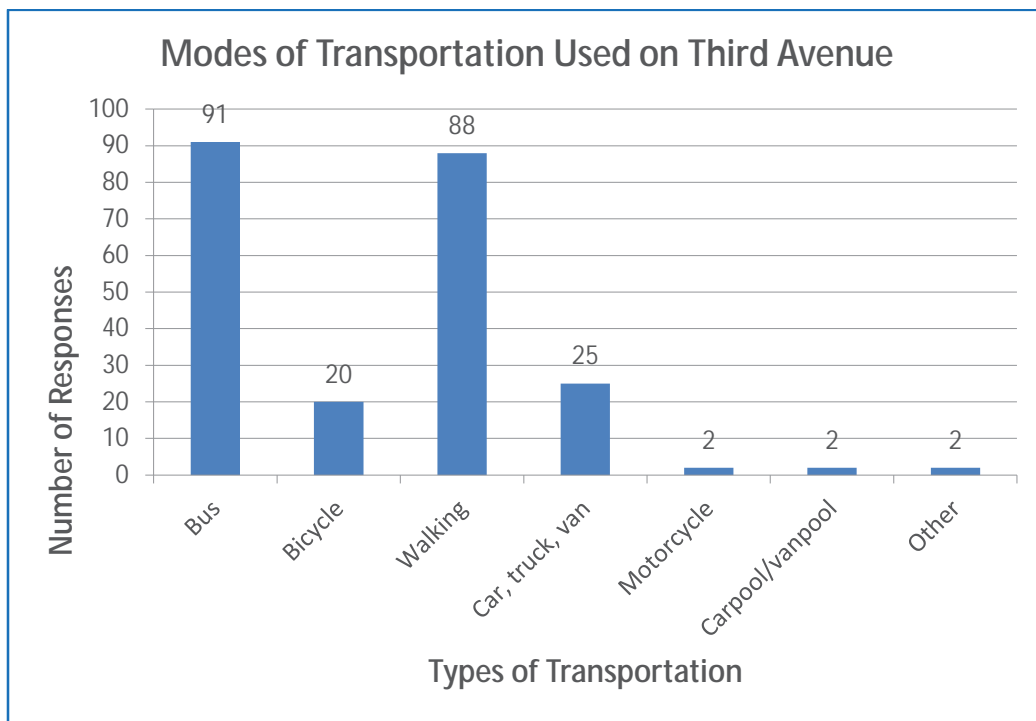
**Q2: How do you use Third Avenue? Please check all that apply.**

The vast majority of the people use Third Avenue use for commuting or recreational purposes. Residents also make up a strong percentage of the people using the corridor. In the table listing responses on the next page, the total response percent exceeds 100% because people could select more than one response.

How do you use Third Avenue? Answers	Response Count	Response Percent
Commuting – I travel to or through downtown and use Third on my way to/from work or school	93	83%
Residential – I live nearby	25	23%
Business Owner – I own a business downtown	2	2%
Recreational – I visit shops, restaurants, or other venues on or near Third	47	44%
Tourism – I’m visiting from outside the Seattle area and am checking out the sights	2	2%
Other	2	2%

**Q3: What modes of transportation do you use on Third Avenue? Please check all that apply.**

The vast majority of people use bus and/or walking as their mode of transport on Third Avenue.



**Q4: Of the following proposed design elements, please rank in order from 1 to 9, with 1 being the feature you feel is most important to include on Third Avenue and 9 being the feature you feel is least important to include.**

Average rankings were calculated for each design element based on the number of times each element received a ranking of 1-9 in the survey, with the lower the number, the higher the priority. As indicated in the table below, transit canopies and lighting elements were the most popular design features with the public.

Design Elements	Average Ranking
Transit canopies	3.2
Lighting elements	3.4
Expanded planters, trees	4.81
Red bus zone curbs	5.08
Seating areas	5.13
Intersections	5.46
Paving/patterning	5.61
Identity columns	6.01
Art integration / Blank facade treatment	6.1

***Q5: What would you like to see most on Third Avenue? (open ended)***

The top three themes expressed by the 100 respondents were\*:

- Concerns about drug use, crime, and loitering have led to the Third Avenue corridor feeling unsafe for pedestrians and commuters. There is a strong desire for more police presence and improved security throughout the area.
- Third Avenue being restricted to buses only during rush hour is generally popular with the public. Many requested better enforcement of the existing restrictions as well as extending both the duration and the length of the corridor that is reserved for transit.
- Respondents would like to see better pedestrian flow around existing physical barriers in the sidewalk, including businesses that have signs or furniture in front of their stores, bus canopies, and gathering locations.

\*A variety of concerns were included in the verbatim responses to this question and are available in Appendix C.

***Q6: What are the two main reasons you visit Third Avenue? Please indicate two main uses that bring you to Third Avenue regularly (examples: places to eat, places to sit, activities and art, etc.)***

102 respondents indicated that the main uses of Third Avenue are\*:

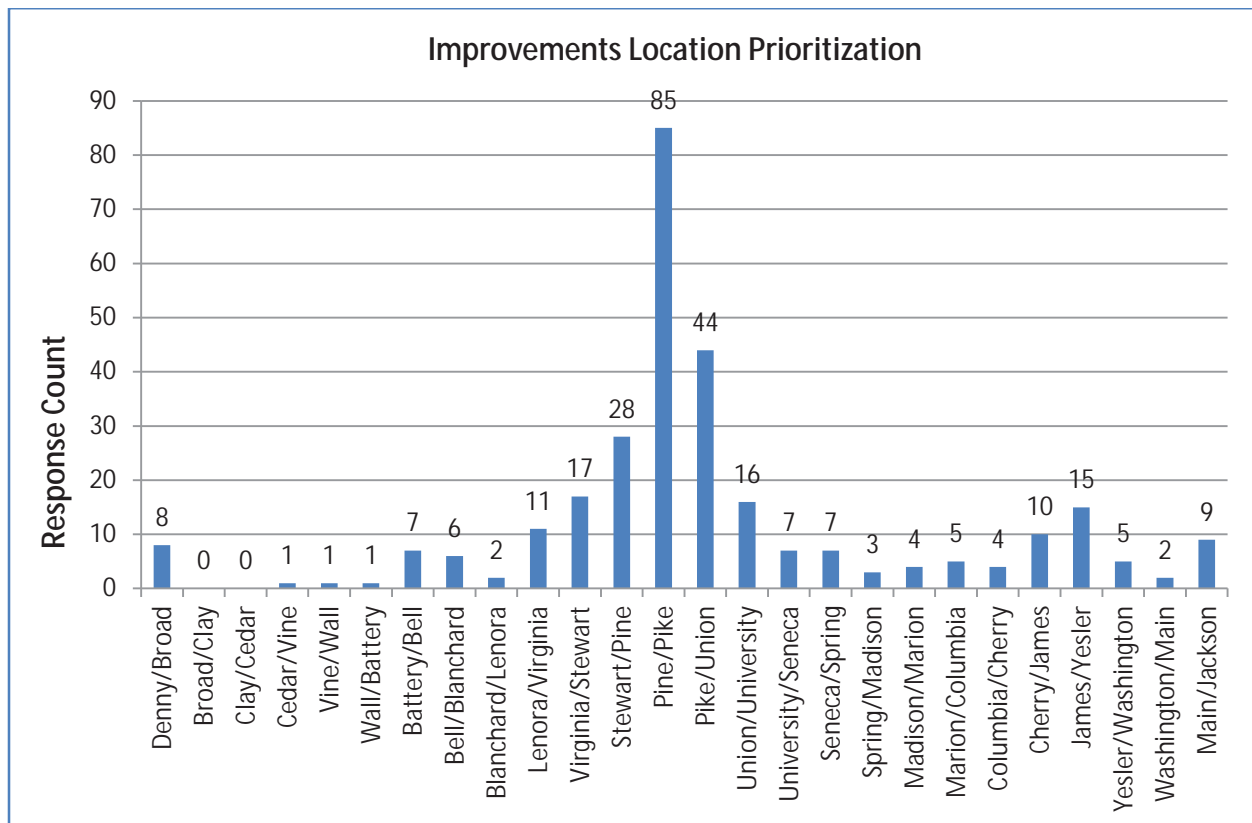
- Transit, commuting, or transferring between busses along Third Avenue
- Walking
- Shopping at stores along or near the corridor
- Going out to eat
- Attending nearby activities such as concerts at Benaroya Hall
- Living or working nearby

\*Verbatim responses to this question are available in Appendix C.



**Q7: Which location along Third Avenue would you prioritize for improvements? Please select up to three blocks to prioritize.**

The highly-trafficked area around Pine, Pike, and Union in the Business District was the highest priority for the public per the survey. Areas of Belltown and Pioneer Square were also important, but not to the same extent.



**Q8: How would you prefer to stay in touch and share your ideas about the Third Avenue Transit Improvement Project?**

People are interested in staying in touch with the project via project website, social media, and email updates. Additionally, 48 people signed up for the project email list through the survey.

Answers	Response Percent
Through the project websites	37%
Through social media	25%
Through public meetings	7%
Through email updates	29%
Through my community association or organization	1%
Other	2%

## Assessment of the Outreach Strategy and Recommendations

The outdoor Neighborhood Sessions were an effective way of reaching and engaging area stakeholders. Weather did not seem to affect the number of participants as Wednesday, October 15, saw the highest level of participants, but experienced by far the worst weather. Participation levels seemed to be more affected by location and time. The Saturday, October 11 session located outside of Macy's on the east side of Third Avenue between Pine/Stewart streets saw the lowest levels of participation which may be attributed to this specific session's relatively long distance from the bus stop on the block. In addition, the 10/11 session took place around noon on a Saturday when overall traffic in the corridor was generally lower than the other Neighborhood Session times. Being located near high pedestrian traffic areas or at bus stops during peak hours (3-6 p.m.) and near food options during lunch hours (11 a.m. – 2 p.m.) would be ideal for future Neighborhood Sessions.

With many booth participants short on time (either on their way to lunch or catching a bus), the iPad surveys were found to be largely ineffective as they required 5+ minutes to complete. Having the link to the survey listed on the fact sheet which could be taken home or back to the office was by far a more effective way to encourage people to take the online survey.

Although relatively few people wrote on the A-frame chalkboard, it seemed to be a useful tool that attracted people to the booth who might have otherwise passed it by. The banners were by far the biggest attractant and were the only way for those in cars and buses to get a glimpse of the Neighborhoods Sessions.

Overall, the Neighborhood Sessions were very popular (as evident in attendance numbers, compared to attendance at traditional open houses) and saw high levels of participation given their times and locations. SDOT and Metro are encouraged to pursue similar events during future phases of design.





# THIRD AVENUE TRANSIT CORRIDOR IMPROVEMENTS

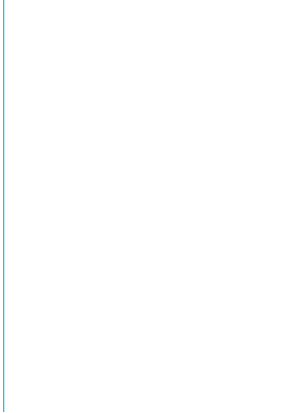
## Which design ideas do you want to see on Third Avenue?

#TODAY  
ONTHIRD



### Curb and Feature Paving

- 2 foot red bus zone concrete curb to identify bus loading zones and provide consistent identity throughout the corridor
- Feature pavers to identify varying zones and organize the corridor without impeding pedestrian movement



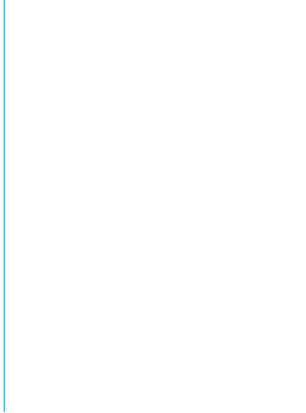
### Light Columns

- Family of Light Columns to provide corridor identity
- Corridor Light Columns serves as gateway marker and wayfinding along the corridor
- Canopy Light Column integrated into transit canopies
- Bus Stop Light Column to identify bus stops where there is not room for a canopy



### Increased Lighting

- Improved lighting throughout the corridor to improve safety and help pedestrians navigate the corridor
- Updated street lights to increase lighting
- Suspended light installations to mark special intersections



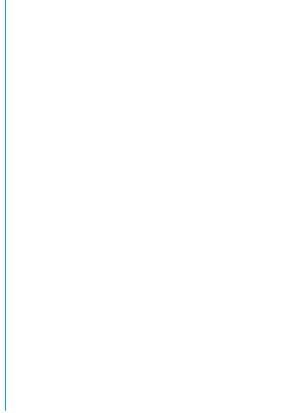
### Transit Canopies

- New transit canopies to create an identity for Third Avenue while providing improved lighting and shelter for transit riders
- Light columns integrated into transit canopy
- Transit canopies are not proposed for locations with extensive building awnings



### Seating

- Transit-related seating in Business District
- Informal seating, benches, and bollards in Belltown and Pioneer Square



### Trees, Plantings, and Art Integration

- Lush plantings with protections rails
- Silva Cell/Structural Soil and Paver Grate System for street trees
- Art murals and other new artistic elements throughout the corridor to help make Third Avenue more welcoming and enjoyable

# THIRD AVENUE TRANSIT CORRIDOR IMPROVEMENTS

## Belltown

### New Elements:

- Future development
- Trees to infill
- Seating
- Feature pavers
- 2'-0" concrete curb
- 2'-0" red concrete curb (bus zone)

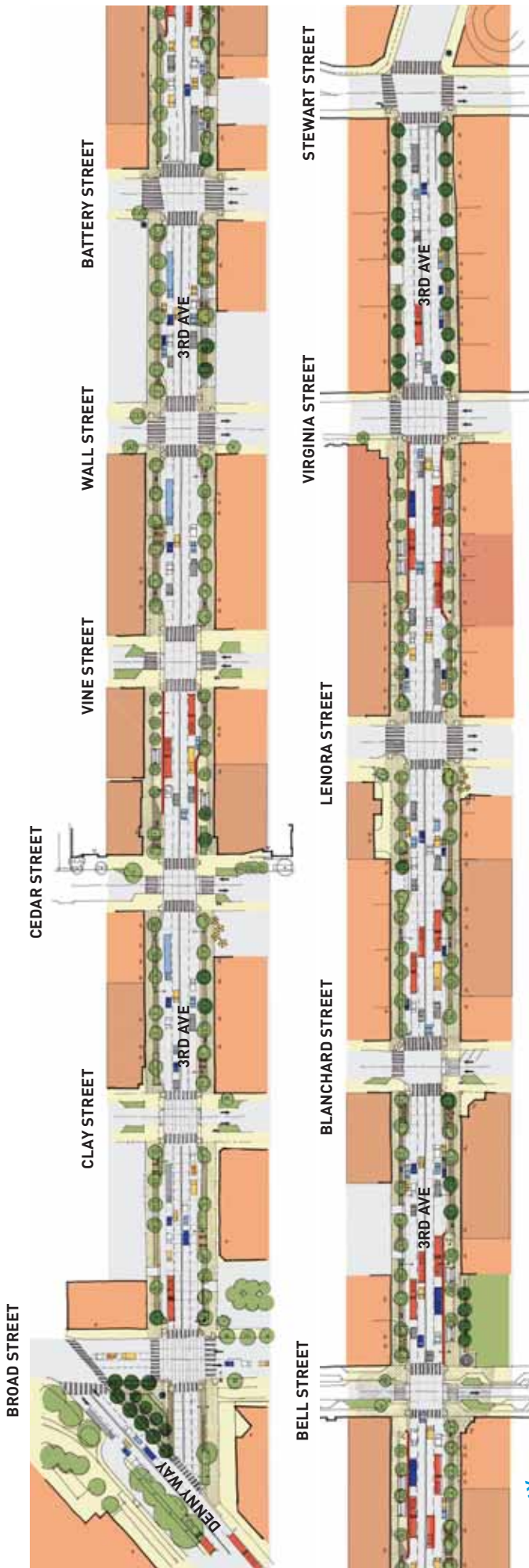
- Planting with protection rail
- Curb bulbs
- Bike racks

### Identity Columns

- Transit Canopy
- Corridor
- Bus Stop

### Existing Elements:




- Existing buildings
- Residential
- Existing trees to remain
- Awnings
- Entrances
- Street lights



# THIRD AVENUE TRANSIT CORRIDOR IMPROVEMENTS

## Business District





### New Elements:

-  Future development
-  Trees to infill
-  Rolled curb with bollards
-  Future ITS Kiosk

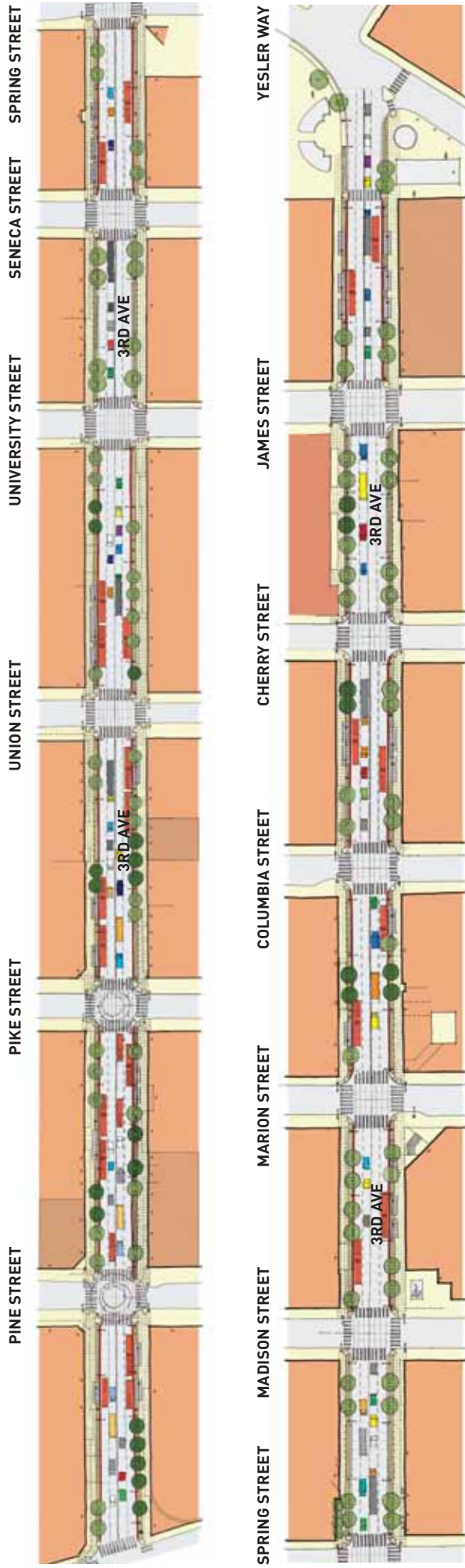
-  Feature pavers
-  2'-0" concrete curb
-  2'-0" red concrete curb (bus zone)

- ### Identity Columns
-  Transit Canopy
  -  Corridor
  -  Bus Stop

### Existing Elements:

-  Existing buildings
-  Residential
-  Existing trees to remain
-  Street lights

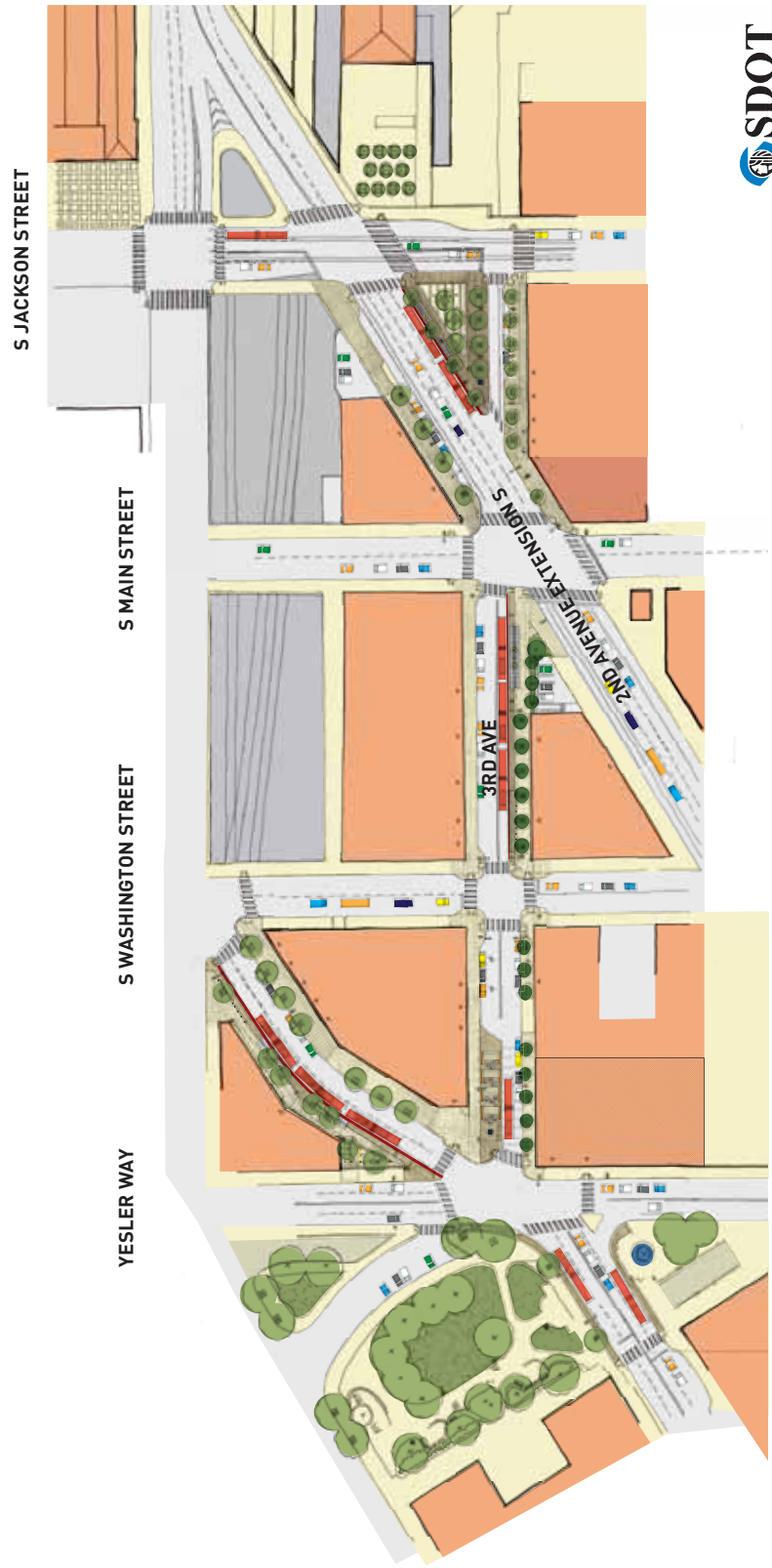
-  Awnings
-  Entrances
-  ITS Kiosk



# THIRD AVENUE TRANSIT CORRIDOR IMPROVEMENTS

## Pioneer Square

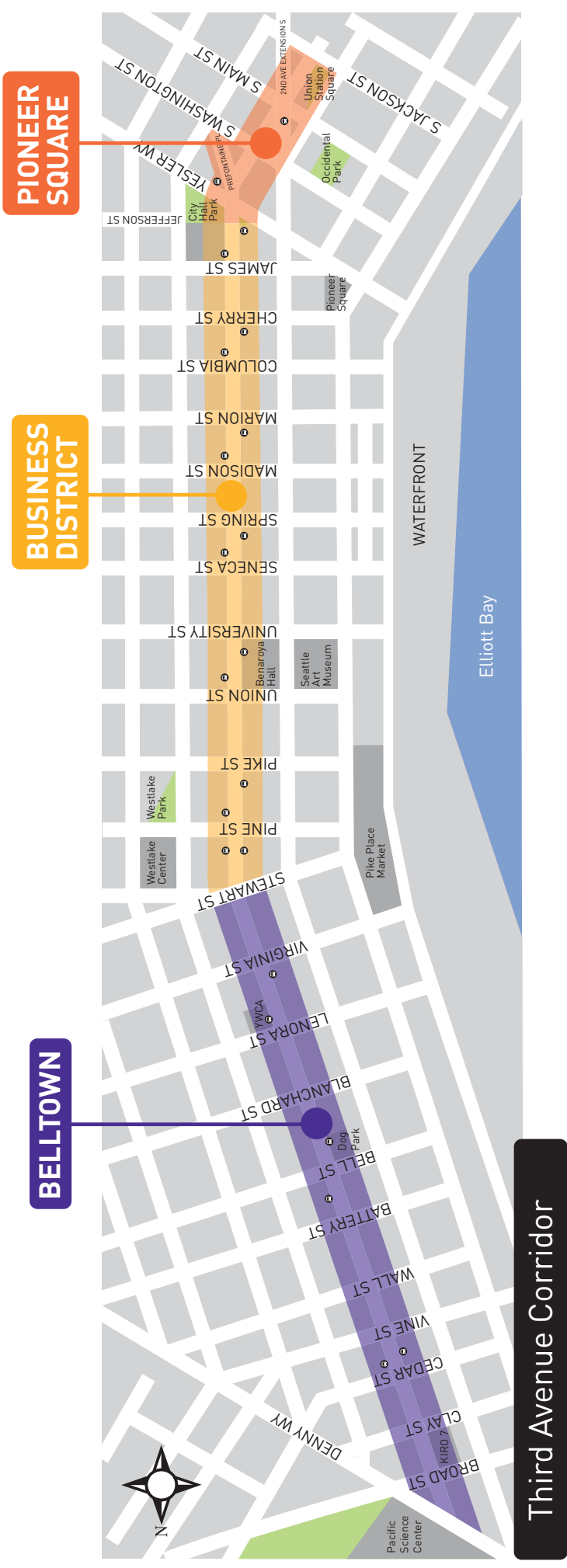
- New Elements:**
- Future development
  - Trees to infill
  - Rolled curb with bollards
  - Future ITS Kiosk
  - Feature pavers
  - 2'-0" concrete curb
  - 2'-0" red concrete curb (bus zone)
  - Identity Columns
  - Transit Canopy
  - Corridor
  - Bus Stop
  - Existing buildings
  - Residential
  - Existing trees to remain
  - Street lights
  - Awnings
  - Entrances
  - ITS Kiosk



# THIRD AVENUE TRANSIT CORRIDOR IMPROVEMENTS

## What do you want to see on Third Avenue?

As the Seattle Department of Transportation and King County Metro Transit work to make Third Avenue a more inviting place, we'd love to hear from you! Please grab a note and show us what you care about along Third Avenue.





# SDOT/Metro - Third Ave Transportation Corridor - Communications (30 Total)



## **Communication ID: 94308**

**Communication ( 10/9/2014 )**

Anonymous Comment Card

- No pedestrian seating at 3rd/Lenora-no business to have 'eyes' on. The opposite corner is an attractive nuisance.
- If protection rail installed around tree wells, ensure that landscaping can be maintained, planted.
- No bus/cars on Bell—it's a park.
- Lighting should be down lit
- No paver grates for tree wells; does not allow planting

**Communication Category:** Lighting, Plantings, Seating

**Design Phase:** 10% Design

**Communication Type:** Comment form

**Neighborhood:** Belltown

**Reports:** External

**Block:** Bell/Blanchard, Blanchard/Lenora

## **Communication ID: 94310**

**Communication ( 10/9/2014 )**

Anonymous Comment Form

More porous concrete where possible

**Communication Category:**

**Design Phase:** 10% Design

**Communication Type:** Comment form

**Neighborhood:** Belltown

**Reports:** External

**Block:**

**Communication ID: 94311****Communication** ( 10/9/2014 )

Anonymous Comment Form

More trash cans and recycling

**Communication Category:** Health**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Belltown**Reports:** External**Block:****Communication ID: 94333****Communication** ( 10/9/2014 )

Anonymous Comment Form

Lights!

Take away parking on Third Ave.

Make Third bus only

**Communication Category:** Lighting, Bus only lanes, Parking**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Belltown**Reports:** External**Block:**

**Communication ID: 94338****Communication ( 10/9/2014 )**

Anonymous Comment Form

- 1) Bell street was proposed 3 years ago to reorganize a BOULEVARD for walking without cars. But now the intensity of transport is much higher than before.
- 2) Restaurant Acquabar cut off a large part of the walking place and moreover organize a transport stops.

**Communication Category:** Pedestrians**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Belltown**Reports:** External**Block:** Bell/Blanchard**Communication ID: 94339****Communication ( 10/11/2014 )**

Anonymous Comment Form

- Pike/Pine
- Would like bus stop to go away: Property manager can't enforce private property rights because of transit.
  - Need to absolutely enforce laws and private property rights.

**Communication Category:** Bus stops**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:** Pine/Pike

**Communication ID: 94340****Communication** ( 10/9/2014 )

Anonymous Comment Form

Something to cover ORCA card swipe areas from bird droppings

**Communication Category:** ITS kiosks, Bus stops**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Belltown**Reports:** External**Block:****Communication ID: 94343****Communication** ( 10/9/2014 )

Anonymous Comment Form

Social Service issues between Battery St. and Bell St. are an issue, especially during the early morning.

MID staff have been a huge help, but we can always use more.

**Communication Category:** Drug use & crime**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Belltown**Reports:** External**Block:** Battery/Bell

**Communication ID: 94344**

**Communication** ( 10/9/2014 )

Anonymous Comment Form

3rd Ave = Bus, pedestrian, and bicycles only

**Communication Category:** Bus only lanes

**Design Phase:** 10% Design

**Communication Type:** Comment form

**Neighborhood:** Belltown

**Reports:** External

**Block:**

**Communication ID: 94345**

**Communication** ( 10/9/2014 )

Anonymous Comment Form

Use classical music along the corridor.

Add more green

**Communication Category:** Plantings

**Design Phase:** 10% Design

**Communication Type:** Comment form

**Neighborhood:** Belltown

**Reports:** External

**Block:**

**Communication ID: 94346****Communication** ( 10/9/2014 )

Anonymous Comment Form

- 1) Lower lights/columns must be below canopy of trees of course
- 2) Protective shelters, well lit! with thoughts of protection from elements and maybe then safety too, a design must come up with BOTH.
- 3) Changing murals -6 months perhaps- static murals perhaps in a few places too.
- 4) More on transit canopy - larger roof better
- 5) Yes seating! Noticed Bell St. this summer, the seating is massively used.
- 6) Well, I see all that is presented here as is mentioned, ELEMENTAL....nothing really systematic. Our city of the future? Really - all these cars still? I doubt it.
- 7) BIKE RACK! SAFETY!

**Communication Category:**

Design Elements: Art, Lighting, Seating, Transit canopies

**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Belltown**Reports:** External**Block:****Communication ID: 94356****Communication** ( 10/11/2014 )

Anonymous Comment Form

- Could you make the curbs higher so buses don't have to kneel? That would speed transit up.
- Long curbs that are red? What's the point? Knowing where the loading is would be more useful.

**Communication Category:** Curbs, Bus stops**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:**

**Communication ID: 94357****Communication ( 10/11/2014 )**

GW Comment Form(s) #1-3

1) Southbound 3rd Ave. needs left turn arrows at 3rd/James and 3rd/Spring for the #2,3,4 buses.

This combined with new bus only lane on Spring St. would help reliability of all these bus lines as well as unblocking 3rd Ave.

2) All intersections should have lit wayfinding poles w/maps, compass rose, and nearest bus stops. All stops need A LOT of lighting to deter crime as well as trashcans for garbage.

Stops should also have marked designated smoking areas w/canopy & ashtray to keep nonsmokers/smokers happy & separated.

**BAN SINGLE OCCUPANT VEHICLE CARS FROM 3RD AVE 24/7**

3) On Denny Way. EB curb lane should be right turn only using flex poles. Currently EB cars pull in front of buses @ stop and block all buses from turning right onto 3rd. Forcing this lane to be right only would stop delays for Rapid Ride and bus #'s 1,2,13, etc.

Move rt & stop to island east of Third so those buses don't get stuck behind flex poles..

Will improve flow for transit immeasurably.

**Communication Category:** Curbs, Lighting, Transit canopies, Bus only lanes, Drug use & crime, Safety, Smoking**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:** Denny/Broad, Seneca/Spring**Communication ID: 94358****Communication ( 10/11/2014 )**

Anonymous Comment Form

More buses. No more cuts!! Listen to the public and Metro employees. Thanks.

**Communication Category:****Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:**

**Communication ID: 94359****Communication** ( 10/15/2014 )

Anonymous Comment Form

Need more enforcement of no cars on Third between 9-6 and 3-6.

**Communication Category:** Bus only lanes**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:****Communication ID: 94360****Communication** ( 10/15/2014 )

Anonymous Comment Form

As a transit user, I really like the bus-only lanes. Keep them!

**Communication Category:** Bus only lanes**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:**



**Communication ID: 94361****Communication ( 10/15/2014 )**

Anonymous Comment Form

Way finding info:

-For example, to go to Federal Way, go to 2nd Ave....

-These stops have buses going south, etc.

**Communication Category:** Wayfinding**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:****Communication ID: 94362****Communication ( 10/15/2014 )**

Anonymous Comment Form

Are there ways to better prevent non-bus traffic during rush hour [on 3rd Ave.], Signs?

**Communication Category:** Bus only lanes**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:**

**Communication ID: 94364****Communication** ( 10/15/2014 )

Anonymous Comment Form

Eliminate bus on Seneca. Wrong uphill 1st to 3rd.  
-Hazard for pedestrians entering parking garage.

**Communication Category:** Safety**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:** Seneca/Spring**Communication ID: 94365****Communication** ( 10/15/2014 )

Anonymous Comment Form

Love the ITS kiosks

**Communication Category:** ITS kiosks**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:**

**Communication ID: 94366****Communication** ( 10/15/2014 )

Anonymous Comment Form

More transit police to respond to panhandling and other illegal activities on the bus (on board). More = quicker response to help bus drivers.

**Communication Category:** Drug use & crime, Safety**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:****Communication ID: 94367****Communication** ( 10/15/2014 )

Anonymous Comment Form

Weather protection should be at all transit stops in the corridor!

**Communication Category:** Bus stops**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Business District**Reports:** External**Block:**

**Communication ID: 94368****Communication ( 10/16/2014 )**

Anonymous Comment Form

Metro Feedback:

- Don't cut lines
- Please bring some free transit paid for by taxpayers

**Communication Category:****Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Pioneer Square**Reports:** External**Block:****Communication ID: 94369****Communication ( 10/16/2014 )**

Anonymous Comment Form

More covered areas around bus stops for protection from the rain & seating for the waiting time.

More lighting around stops as well.

I have a friend that has trouble walking long distances so more seating would DEFINITELY be a plus.

**Communication Category:** Lighting, Seating, Transit canopies, Bus stops**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Pioneer Square**Reports:** External**Block:**

**Communication ID: 94370****Communication** ( 10/16/2014 )

Anonymous Comment Form

Fill pot holes quicker. Bus traffic is great-the roads they use could be repaired quicker for cars.

**Communication Category:****Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Pioneer Square**Reports:** External**Block:****Communication ID: 94371****Communication** ( 10/16/2014 )

Anonymous Comment Form

- No smoking areas @ bus stops.
- Less panhandling.
- Less aggressive panhandling.
- No loitering/sleeping at businesses and bus stops.
- Sign w/fares so ready when bus arrives.

**Communication Category:** Drug use & crime, Smoking**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Pioneer Square**Reports:** External**Block:**

**Communication ID: 94372****Communication ( 10/16/2014 )**

Anonymous Comment Form

Will buses/traffic flow be impacted during construction?

Please don't let new construction drive out low income people.

City hall park and this low income building are our biggest problem-drug dealing.

**Communication Category:** Drug use & crime**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Pioneer Square**Reports:** External**Block:** Yesler/Washington**Communication ID: 94373****Communication ( 10/16/2014 )**

Anonymous Comment Form

Third between Yesler & James is so unsafe. I don't walk there and I live just down the block. Is there anything that can be done?

If you build up curbs, it's harder for emergency vehicles to pass through.

**Communication Category:** Curbs, Safety**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Pioneer Square**Reports:** External**Block:** James/Yesler

**Communication ID: 94374****Communication** ( 10/16/2014 )

Anonymous Comment Form

Turn City Hall Park (or at least part of it) into a dog park. Dogs that live downtown need a place to go and it gives legitimacy to being in the park for community members.

**Communication Category:****Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Pioneer Square**Reports:** External**Block:** James/Yesler**Communication ID: 94375****Communication** ( 10/9/2014 )

Anonymous Comment Form: One page print out with mark up.

3rd &amp; Pine

Suggestions

- Extend Pine St. configuration that exists between 5th and 4th to continue between 4th and 3rd.

- Provide outdoor seating in special designated areas similar to implementation on Bell St. per our new proposals you showed for 3rd Ave.-potentially for retail on both sides of the street (currently McDonalds and Macy's Taste Bar Cafe).

Benefits:

- Improve pedestrian flow around tunnel entrances

- Decrease crime by creating a place where people dine (eyes on the street-specifically ones that remain there for awhile, rather than rush to/from the tunnel).

3rd Ave.

Suggestions:

- Provide transit signal priority-at least for Rapid Ride

- The seating areas from the proposal are great-the more the better

- Provide a wider walking area for pedestrians where possible

**Communication Category:** Curbs, Seating, Pedestrians**Design Phase:** 10% Design**Communication Type:** Comment form**Neighborhood:** Belltown**Reports:** External**Block:** Pine/Pike