



Route 44



Route 44

Transit-Plus Multimodal Corridor

ROUTE 44
30% Design Outreach Report
OCTOBER 2020

Table of Contents

SUMMARY	2
PROMOTIONS	3
ONLINE PRESENTATION	5
SURVEY OVERVIEW	6
SURVEY RESPONSES	9
Travel patterns	9
Ballard improvement concepts.....	11
Phinney/Wallingford improvement concepts.....	17
University District improvement concepts.....	23
Sidewalk improvements.....	28
APPENDIX A: PROMOTIONAL MATERIALS	32

SUMMARY

Project background

King County Metro's Route 44 has historically been one of the highest ridership routes in Seattle, serving over 9,300 daily weekday riders. It is a 10.7-mile east-west trolley bus route in North Seattle that serves the Ballard, Wallingford, and University District neighborhoods, including the University of Washington and University of Washington Medical Center. It also provides important connections to several current and future major north-south transit routes. Over 35,000 people live within a quarter mile of the corridor and over 32,000 people work within a quarter mile of the corridor.

Since 2019, the Seattle Department of Transportation (SDOT) has been working with King County Metro to identify the improvement projects that will move forward into design. In fall 2019, we hosted drop-in sessions and conducted a survey to learn about community priorities and receive feedback on several specific concepts. (See our Fall 2019 Outreach Summary on our webpage for more information about the community feedback we received during the planning phase of the project.)

30% design outreach

We've completed the planning phase and are currently in the 30% design phase. During this phase of outreach, we've collected feedback from the community on the corridor improvements that have been selected to move forward into design. These improvements will reach final design in 2021 and then move into construction, with work scheduled to be complete in 2022.

Two of the concepts, an eastbound business access and transit (BAT) lane on NE 45th St between 9th Ave NE and 15th Ave NE and a southbound BAT lane along 15th Ave NE between NE 40th St and NE 45th St, will be constructed in 2021 to support the opening of the U District Link light rail station and Metro's North Link Connections Mobility Project.

Online presentation

To get feedback on the improvement concepts at the 30% design milestone, SDOT hosted a live online public presentation. The presentation took place via the Microsoft Teams platform on Thursday, September 10, from 5:30 to 7 PM.

During the online presentation, community members were able to:

- Learn about how this project will reduce peak transit time and improve service reliability
- Learn about the project schedule and what to expect during the design phase
- Get an in-depth look into the improvement concepts included in the project
- Submit written questions to SDOT and Metro project staff during a moderated panel discussion

Survey

The Route 44 team also developed and promoted a survey for the community to give feedback on the corridor improvement concepts at the 30% design milestone. Community input, in addition to technical review, will help the design team refine and finalize these concepts as they progress through design. The survey also asked participants to share information about their travel patterns and demographics.

Key survey findings

The majority of the survey-takers were in favor of the 9 improvement concepts proposed for the Route 44 corridor. The University District concepts received the most support, with strong interest in seeing BAT lanes. The community was also happy to see new and realigned crosswalks, sidewalk repairs, and other improvements that prioritize pedestrian safety and accessibility. However, some respondents noted that they would like to see even more improvements for people walking and biking. Bus stop removals in Phinney, restricting right turns from Green Lake Way N onto eastbound N 46th St, removing the left turn on eastbound N 46th St at Fremont Ave N, and removing general purpose lanes for the University District concepts were the least popular design elements. Respondents were also interested in seeing more enforcement of BAT lanes once they are installed.

PROMOTIONS

Social media (Facebook and Twitter)

The Route 44 outreach team created content for a social media campaign, which was cross posted on the SDOT Facebook and Twitter and the King County Metro Facebook and Twitter. King County Metro also created a Facebook event for the online presentation. The campaign achieved the following post engagement:

- Survey and online presentation announcement, August 31, 2020:
 - Twitter
 - 5,807 impressions (may include multiple views for each user)
 - 2 likes
 - 6 retweets
 - Facebook
 - 2,341 reached
 - 2 shares
 - 11 likes
 - 5 comments
- Online presentation and survey reminder, September 10, 2020:
 - Twitter
 - 8,109 impressions (may include multiple views for each user)
 - 13 likes
 - 6 retweets
 - Facebook
 - 1,833 reached
 - 2 shares
 - 21 likes
 - 1 comment
- Recorded online presentation announcement and survey reminder, September 15, 2020:
 - Twitter
 - 3,959 impressions (may include multiple views for each user)

- Facebook
 - 1,428 reached
 - 3 shares
 - 8 likes
 - 2 comments

Email blasts

The Route 44 outreach team sent two emails informing listserv contacts of the online presentation and survey.

- An invite email, with information about the survey and online presentation, was sent out the day the survey launched, August 31. The invite email had 462 recipients.
- A thank you email, with a link to the recorded presentation, was sent out on September 14. The thank you email had 463 recipients.

Targeted emails

Several key stakeholders were identified for targeted outreach earlier this spring. These groups included:

- Phinney Ridge Community Council
- Central Ballard Residents Association
- Wallingford Community Council
- U District Mobility
- Seattle Transit Advisory Board
- UW Transportation

The Route 44 outreach team invited community stakeholder groups to attend the online presentation, take the survey, and forward the information to their organizations (if appropriate). Emails were sent via the Route 44 inbox on August 31, 2020.

King County Metro rider alerts

King County Metro sent a rider alert to Route 44 bus riders encouraging them to take the survey. 3,471 rider alerts were delivered, of which 419 were opened.

Earned media

Local media outlets also promoted the Route 44 survey and online presentation.

- *My Ballard* posted [an article](#) on September 1 highlighting the 30% design concepts and promoting the survey and online presentation.
- *The Urbanist* posted [an article](#) on September 3 featuring the Route 44 project and the 30% design concepts.

See Appendix A for detailed information on promotional methods and efforts.

ONLINE PRESENTATION

Details

The online presentation, hosted live on Microsoft Teams, took place on Thursday, September 10, from 5:30 to 7 PM. Presentation panelists included:

- Janet Loriz (Mayer), SDOT Project Manager
- Caylen Beaty, SDOT Project Developer
- Virginie Nadimi, King County Metro Transportation Planner
- Andrew Natzel, SDOT Transportation Engineer
- Darrell Bulmer, SDOT Communications and Outreach Lead

The purpose of the presentation was to give attendees an opportunity to learn about how this project will reduce peak transit time and improve service reliability, understand the project schedule and what to expect during the design phase, get an in-depth look into the improvement concepts included in the project, and submit written questions to SDOT and King County Metro project staff during a moderated panel discussion.

Activity report

The project team provided multiple ways for people to engage with the online presentation. A short, prerecorded presentation was posted to YouTube and was accessible via the survey prior to the event, which provided background information on the 9 concepts. Participants could participate in the online presentation with moderated Q+A panel in real-time on September 10, 2020. The live presentation was also recorded and shared after the event via YouTube. As of September 24, 2020:

- Prerecorded presentation (posted with survey): 140 views
- Live online presentation: 17 attendees, of whom:
 - 5 had known agency staff emails (only visible for those who joined via browser)
 - 10 joined via desktop application
 - 7 joined via internet browser
- Recorded live online presentation (posted after event): 68 views

Q&A summary

During the event, attendees submitted questions about the following concept elements:

- **N 46th St between Phinney Ave N and Fremont Ave N**
 - One attendee asked why the project team is replacing the westbound through-lane with a two-way left-turn lane at N 46th St and Fremont Ave N.
 - One attendee suggested adding a second westbound lane and shifting lanes south on N 46th St between Aurora Ave N and Fremont Ave N.
 - One attendee asked a question about sidewalk improvements: *“Is there any room to make the north sidewalk between Aurora and Linden Ave a little more comfortable? There are poles in the middle of an already very narrow sidewalk.”*
- **NW Market St between 15th Ave NW and 14th Ave NW**
 - One attendee suggested adding a westbound BAT lane instead of extending left-turn lanes.

SURVEY OVERVIEW

Details

The survey was open from August 31 through September 21, 2020 and was completed by 317 respondents. The typical time spent on the survey was 10 minutes and 40 seconds.

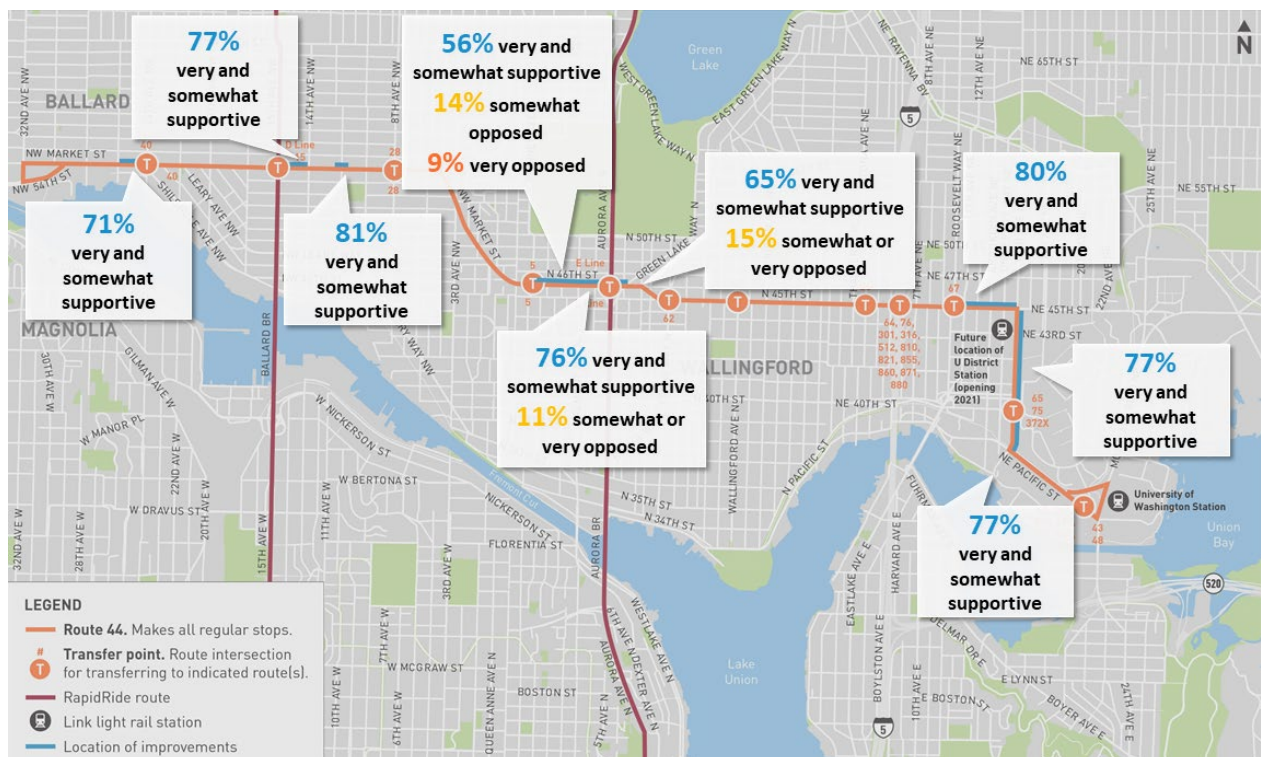
Methods

The following report captures qualitative and quantitative data from survey respondents. The survey included 27 questions that addressed:

- Travel patterns
- Level of support for the 9 design concepts, organized by neighborhood
- Sidewalk improvements
- Survey respondent demographics

All questions were optional. Not all respondents answered every question. Some questions allowed respondents to select more than one answer. In this report, questions with more than one possible answer do not use percentage to calculate any total value or representation.

Key findings



A summary of the key findings outlined in the Survey Responses section below.

Travel patterns

- The majority of survey-takers are/were frequent riders of the Route 44 bus. Before the COVID-19 pandemic, most respondents took the Route 44 bus a few times a month (34%) or several days a week (29%), while 19% rode the bus a few times a year and 17% indicated that they rode the bus every day. Only 1% never rode the bus.
- The vast majority of respondents live in a neighborhood along the Route 44 corridor. 40% of respondents live in Ballard, 19% in Wallingford, 11% in Fremont, 7% in the U District, and 7% in Phinney Ridge. Only 16% live in another neighborhood.

Ballard improvement concepts

- For the **NW Market St between 26th Ave NW and 24th Ave NW** concept, there is overall support (71% very or somewhat supportive) for reducing traffic congestion at this intersection by extending turn pockets. However, several respondents noted that they'd prefer a BAT lane. While some people expressed concern about parking removal, others said that parking removal was worth improving transit travel times.
- **NW Market St and 15th Ave NW** turn lane and traffic signal changes were well supported (77% very or somewhat supportive). While several respondents indicated that they would prefer a BAT lane, there was general support for adding left-turn restrictions to and from the Safeway driveway and left-turn signals at 14th Ave NW. Respondents also suggested that a physical barrier to prevent left turns to and from Safeway might be necessary to change driver behavior here, which is part of current roadway improvement plans.
- Of the 3 Ballard concepts, survey respondents were most supportive of the **NW Market St and 11th Ave NW** pedestrian and bicycle crossing improvements; 81% were very or somewhat supportive, with respondents noting their strong support for increasing the safety of pedestrians and bicyclists.

Phinney improvement concepts

- Opinion regarding the **N 46th St and Fremont Ave N** concept was more divided, with 56% of respondents supportive (29% very supportive and 27% somewhat supportive) and 23% somewhat or very opposed. Opposition to the concept is related largely to the proposed bus stop removal on N 46th St. Several survey-takers expressed concern about replacing the westbound through-lane with a two-way left-turn lane and eliminating the left turn at Fremont Ave N for those traveling east on N 46th St.
- 76% of respondents were very or somewhat supportive of the concept at **N 46th St and Aurora Ave N**. The bus stop removal was controversial, but there is support for the new pedestrian measures here.
- 38% were very supportive, 27% were somewhat supportive, and 15% were somewhat or very opposed to the **N 46th St and Green Lake Way N** improvements. Respondents were generally in support of the realigned sidewalk but would like to see more improvements for people biking. Some survey-takers were opposed to the right-turn restriction from Green Lake Way N onto N 46th St and widening the roadway to add an extra eastbound lane between Aurora Ave N and Green Lake Way N.

University District improvement concepts

- There was overall support for all 3 University District concepts. More than 55% of all respondents were very supportive of each of the concepts.
- For the improvements on **NE 45th St between 9th Ave NE and 15th Ave NE**, 80% were very or somewhat supportive. Most of the respondents were strongly in favor of the proposed BAT lane. Several respondents commented that they'd also like to see a westbound BAT lane.
- 77% were very or somewhat supportive of the concepts on **15th Ave NE between NE 45th St and NE Pacific St** and at **15th Ave NE and NE Pacific St**. Most survey-takers were very supportive of the BAT lanes in both locations, and some respondents would like to see more improvements for people walking and biking.

Sidewalk improvements

- There is very strong support for sidewalk repairs. Several comments included requests for upgrades to bike infrastructure in addition to sidewalks and a priority on upgrading curb ramps.
- In addition to expressing support for sidewalk spot improvements, several survey-takers stated that current sidewalks in some locations are too narrow and that sidewalk obstructions, such as utility poles, should be removed if possible.

Demographics

- Many of the survey-takers who answered the demographics questions (224 respondents) identified within the 25-34 (34%) or 35-44 (23%) age groups. The third largest age group was 65 and older (14%), while 19 and younger was the smallest age group (1%).
 - In neighborhoods served by Route 44, this compares to 9% who are under 18, 18% who are 20-24, 28% who are 25-34, 12% who are 35-44, 8% who are 45-54, 7% who are 55 to 64, and 7% who are over 65.¹
- Most respondents (189) identified as White or Caucasian. 15 survey-takers identified as Asian or Asian-American, 6 as two or more ethnicities, and 6 as Hispanic or Latino.
 - In the project area, 79% of residents identify as white, 22% as Asian or Pacific Islander, 6% as two or more ethnicities, 5% as Hispanic or Latino, 2.7% as Black, and 1.7% as American Indian or Alaska Native.
- 52% of respondents identified as male, 42% as female, 2% as non-binary, and 0.5% as other.
 - This compares to 50.4% of people who identify as male and 49.6% of people who identify as female in the project area.
- Most of the survey respondents speak English at home. This compares to 77% corridor wide.

Other comments

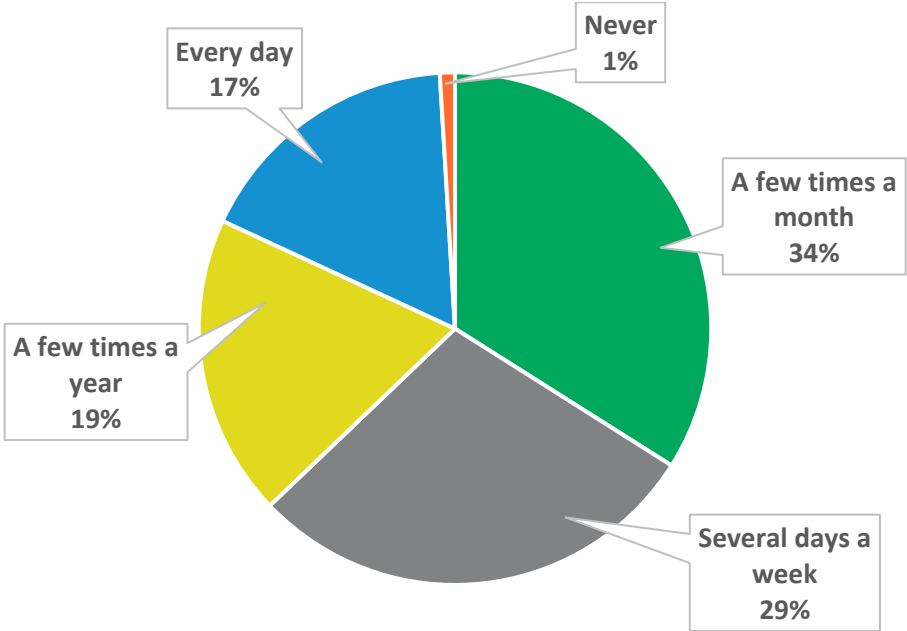
- Several comments expressed a desire for Route 44 to extend to Golden Gardens/Shilshole.

¹ All data from U.S. Census Bureau. Data shown is from 2018 for tracts 32, 34, 47, 48, 49, 50, 51, 52, 53.01, 53.02.

SURVEY RESPONSES

Travel patterns

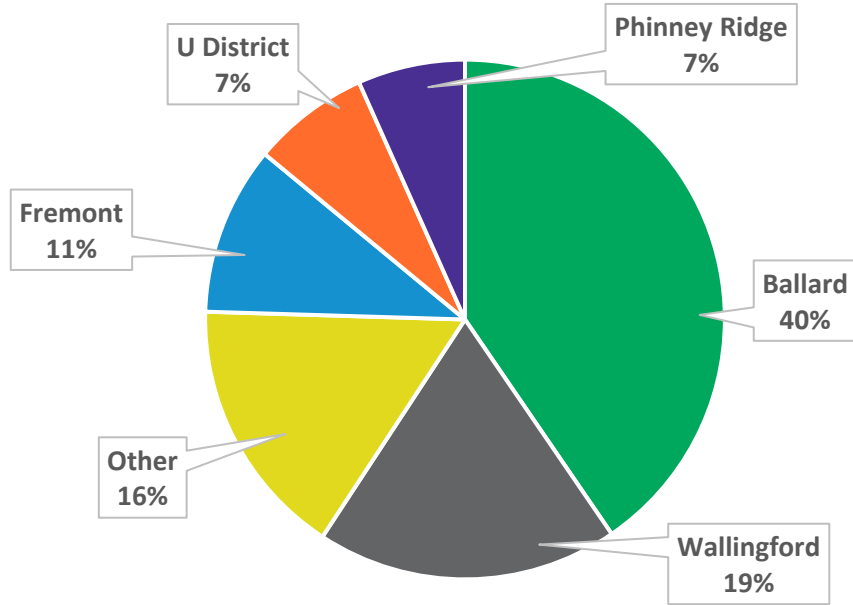
Question 3 | We realize that the COVID-19 pandemic has impacted travel patterns for many people. Previously, how frequently did you typically ride the Route 44 bus?



Answers	Tally	Percentage
A few times a month	107	34%
Several days a week	91	29%
A few times a year	60	19%
Every day	54	17%
Never	3	1%

Total respondents | 315

Question 4 | Which neighborhood do you live in?

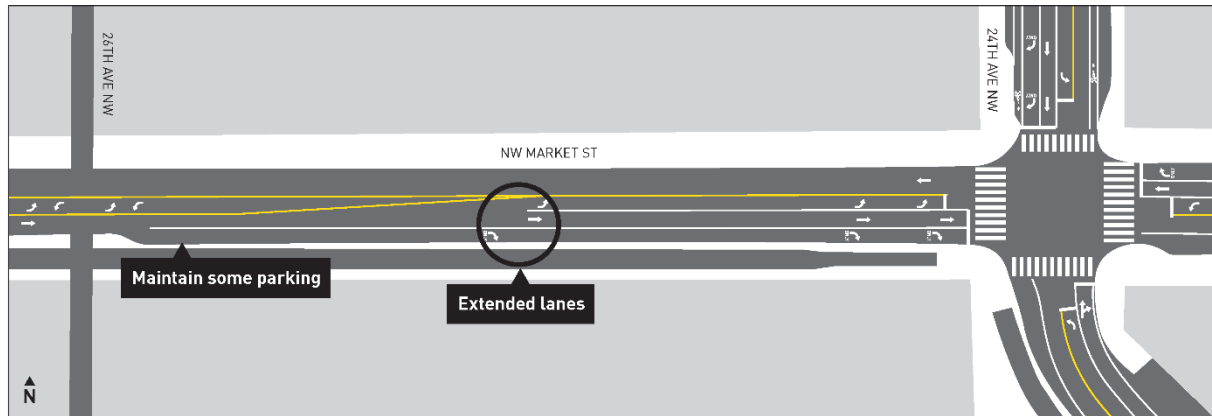


Answers	Tally	Percentage
Ballard	127	40%
Wallingford	59	19%
Other	51	16%
Fremont	33	11%
U District	23	7%
Phinney Ridge	21	7%

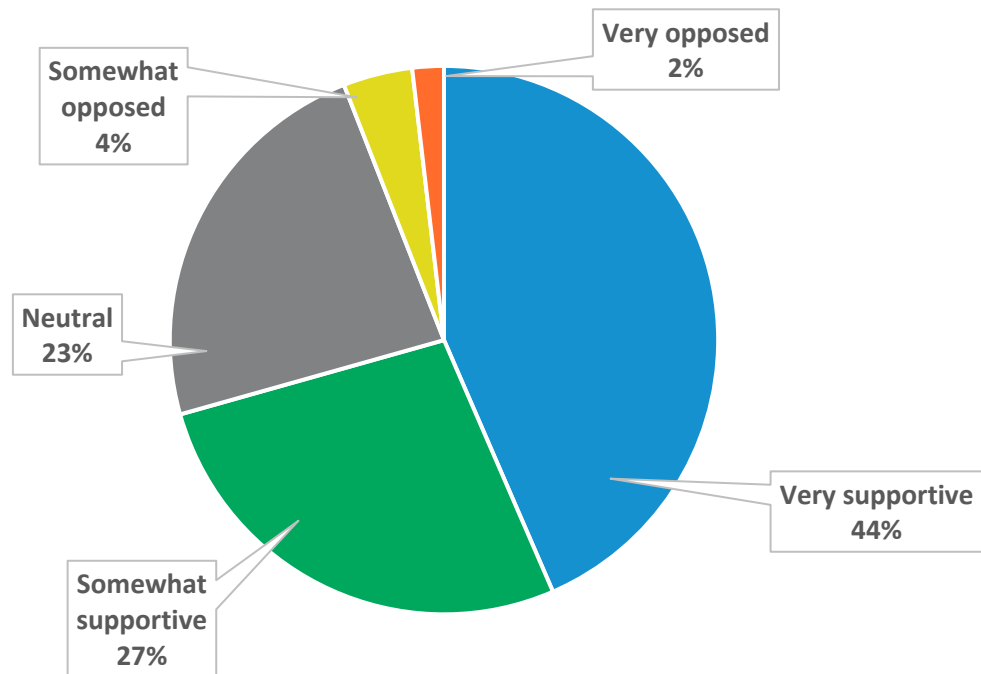
Total respondents | 314

Ballard improvement concepts

NW Market St between 26th Ave NW and 24th Ave NW



Question 5 | Overall, do you support these improvements on NW Market St between 26th Ave NW and 24th Ave NW?



Answers	Tally	Percentage
Very supportive	117	44%
Somewhat supportive	73	27%
Neutral	63	23%
Somewhat opposed	11	4%
Very opposed	5	2%

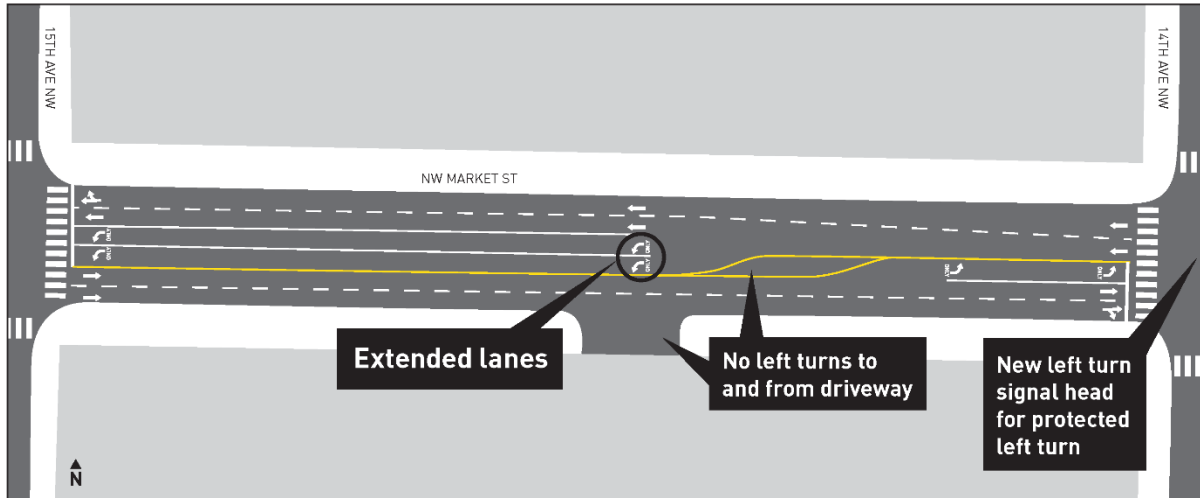
Total respondents | 269

Question 6 | Please tell us more about your thoughts on this concept.

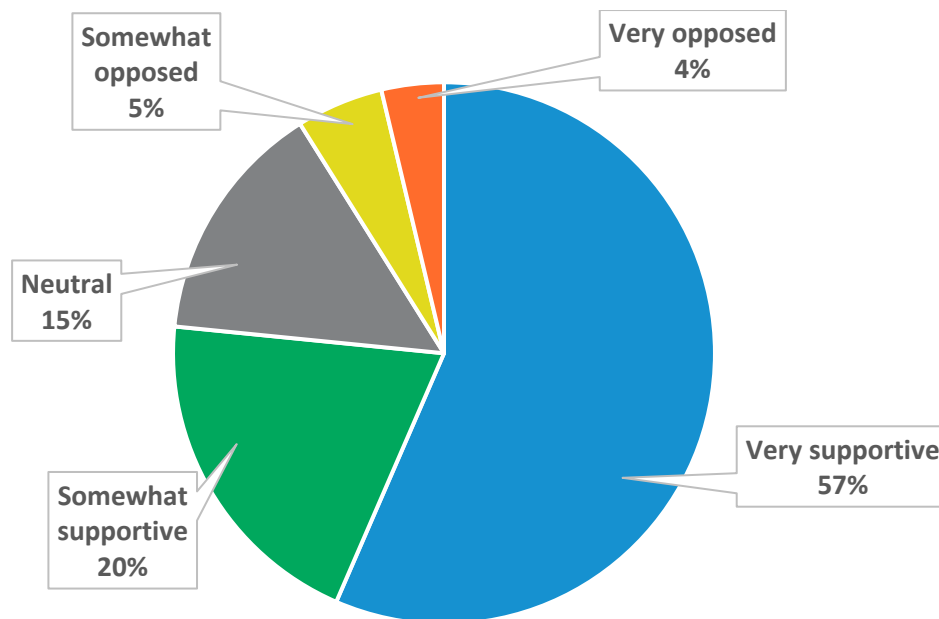
There is overall support for reducing traffic congestion at this intersection by extending turn pockets. Comments focused on the following items:

- A large number of those who commented expressed support for **turn lane changes** if they improve transit travel times but wondered why the concept did not include a BAT lane. Several people noted that they would support full **parking removal** if this would further reduce transit wait times: *“As someone who also drives from Sunset Hill, this intersection is constantly congested. The parking is ‘nice to have’ but not necessary to stretch all the way to 24th.”*
- An equal number expressed concern about the impact of parking removal or future construction on businesses; however, some noted that maintaining a loading zone or allowing parking only at non-peak times could be helpful for area businesses: *“Maintained parking should prioritize short-term access for restaurants and retail over longer-term car parking.”*
 - (Note: Though not pictured in the graphic shared in the survey, current plans for this concept allow for off-peak loading in the portion of the extended right-turn pocket closest to 26th Ave NW.)
- There were also comments about ensuring that extending vehicular lanes does not negatively impact people biking and walking, for instance by increasing vehicular speeding.

NW Market St between 15th Ave NW and 14th Ave NW



Question 7 | Overall, do you support these improvements at NW Market St and 15th Ave NW?



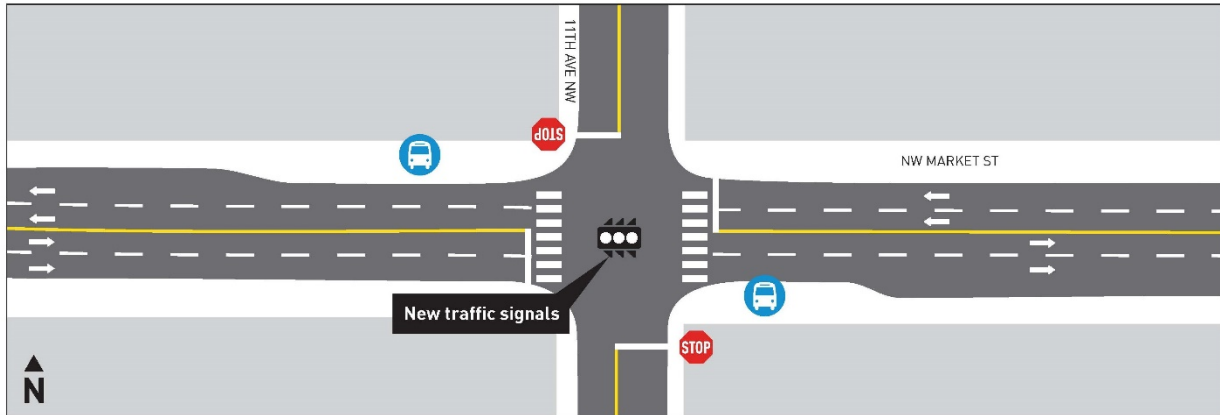
Answers	Tally	Percentage
Very supportive	152	57%
Somewhat supportive	54	20%
Neutral	39	15%
Somewhat opposed	14	5%
Very opposed	10	4%

Total respondents | 269

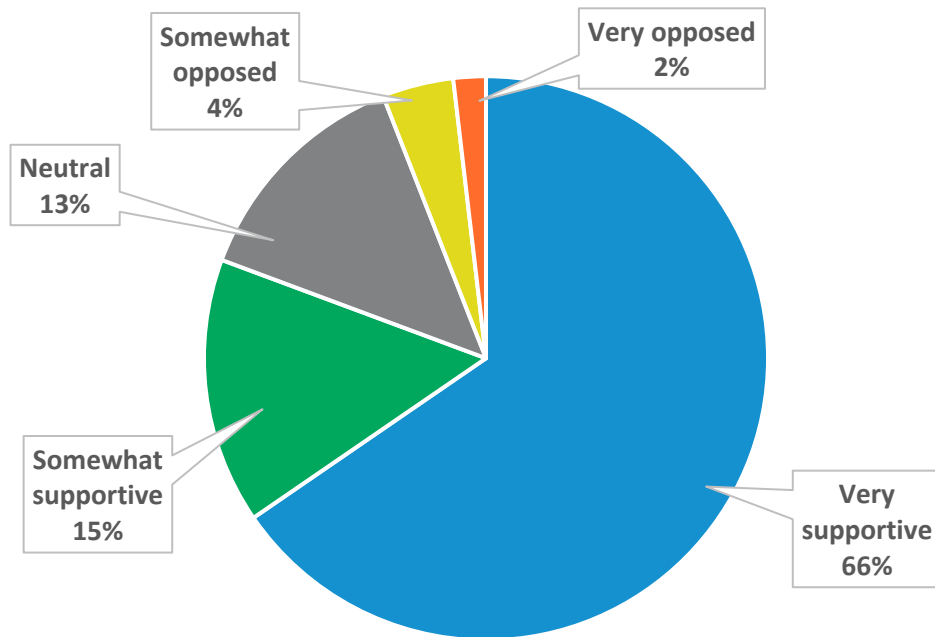
Question 8 | Please tell us more about your thoughts on this concept.

- Most survey-takers were supportive of the **left-turn restrictions to and from the Safeway driveway**, though a handful were concerned that this would increase illegal turns. A significant number of comments on this concept suggested that a curb or barrier would be needed to effectively stop left turns at this driveway: *“Unless there is a physical barrier, cars will definitely still try to turn left to and from the grocery store driveway regardless of the pavement markings.”*
 - (Note: While this design feature was not indicated in the graphic that was shared on the survey, SDOT roadway plans include a physical barrier to limit left turns to and from the Safeway driveway.)
- There is general support for the **left-turn signals at 14th Ave NW**, with several comments noting that protected turns onto southbound 14th Ave NW will be especially important with the new left-turn restrictions at the Safeway driveway.
- Several comments referenced the transit delays in both directions caused by **right-turning traffic waiting for pedestrians to cross at 15th Ave NW**: *“Typically, there are a lot of pedestrians that back up the right-hand lane (westbound). It would be great if that could be a turn-only lane or an all-walk crosswalk.”*
- Several comments also favored more transit priority in this stretch of the corridor by including a BAT lane or improving signal timing. Some comments also noted a preference for including a bike lane or other pedestrian safety improvements.

NW Market St and 11th Ave NW



Question 9 | Overall, do you support these improvements at NW Market St and 11th Ave NW?



Answers	Tally	Percentage
Very supportive	176	66%
Somewhat supportive	41	15%
Neutral	36	13%
Somewhat opposed	11	4%
Very opposed	5	2%

Total respondents | 269

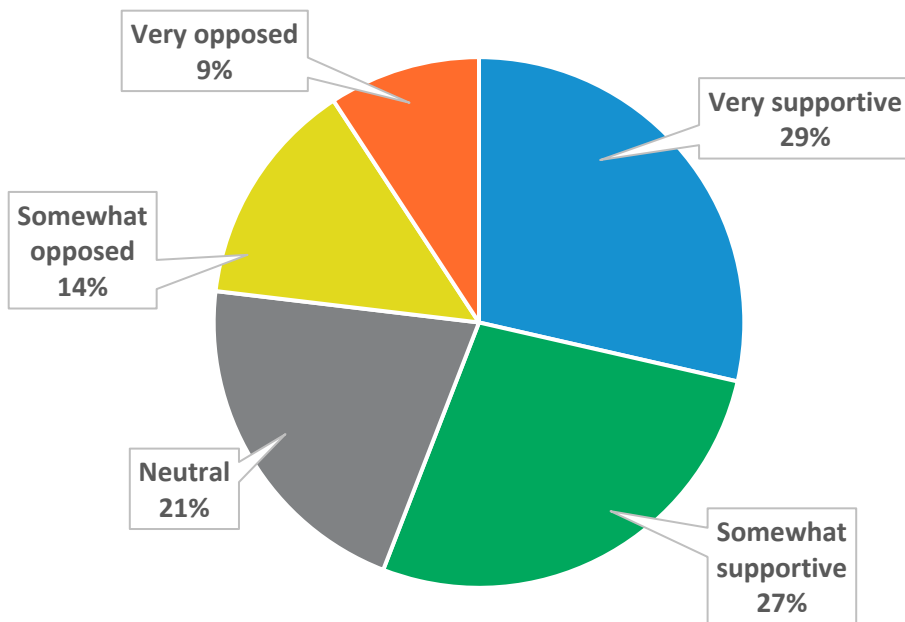
Question 10 | Please tell us more about your thoughts on this concept.

- There is very strong support for **increasing safety for people biking and walking** at 11th Ave NW, with 70% of comments expressing support for the new crosswalk, half signal, and bicycle detection: *“Love this idea! NW Market is a busy street. And this section is quite long, which promotes faster driving. Slower speeds, via this signal, will be an improvement.”*
 - In addition to these changes, some people asked for neighborhood greenway improvements along 11th Ave NW, raised crosswalks for traffic calming and improved crossings for people using wheelchairs, and bus stop siting that ensures articulated buses do not block crosswalks when stopped.
 - Several commenters expressed interest in having timed lights (rather than push buttons) and/or a full four-way signalized intersection to serve the future neighborhood greenway and prioritize people walking.
 - A handful of comments expressed concern about the impact of the new light on arterial traffic flow, including to transit. Others emphasized that they feel the half-signal is a good compromise: *“Traffic signals for safe pedestrian crossing make sense. But I only support if that's the only time the signal is used. Cars from 11th can yield to traffic on Market Street.”*

Phinney/Wallingford improvement concepts
N 46th St between Phinney Ave N and Fremont Ave N



Question 11 | Overall, do you support the improvements at N 46th St and Fremont Ave N?



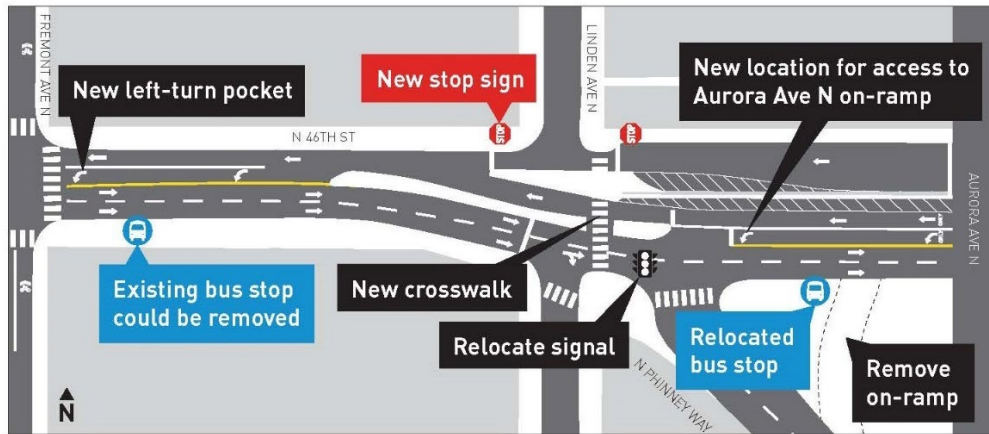
Answers	Tally	Percentage
Very supportive	68	29%
Somewhat supportive	65	27%
Neutral	50	21%
Somewhat opposed	33	14%
Very opposed	22	9%

Total respondents | 238

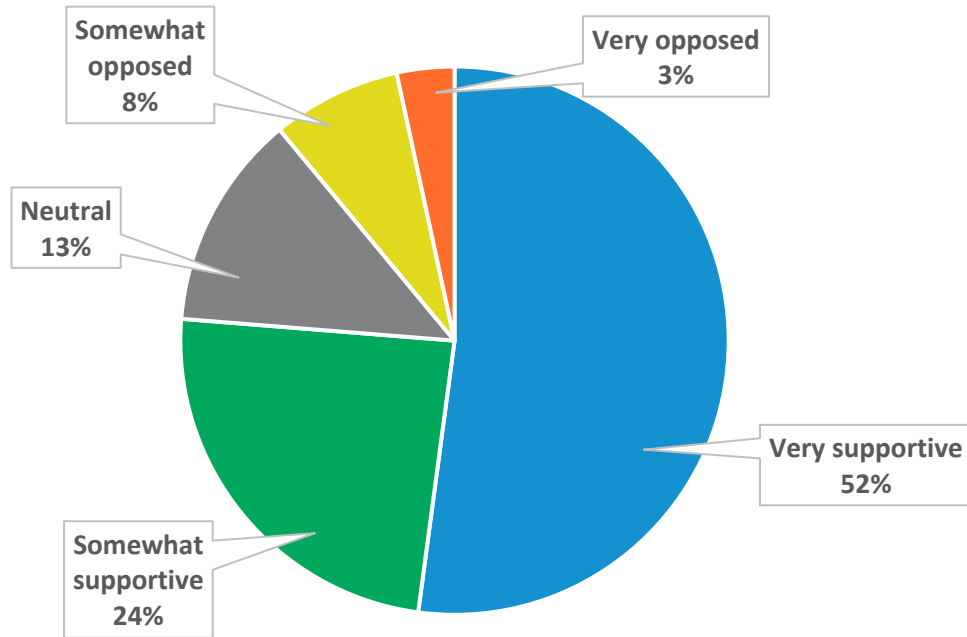
Question 12 | Please tell us more about your thoughts on this concept.

- There is general opposition to the **bus stop removal on N 46th St** (associated with bus stop consolidation at N 46th St and Aurora Ave N): *“Removal of bus stop would be terrible for those with disabilities.”*
 - (Note: As this concept has continued to move forward in the design process, the westbound bus stop removal is no longer under consideration.)
- Several survey-takers noted that they were concerned about **replacing the westbound through lane** with a two-way left-turn lane. Some people noted that this could increase congestion at this intersection, and others expressed concern about driver safety.
- Some survey-takers would prefer BAT lanes instead of left-turn lanes and pockets.
- Several survey-takers expressed concern about the **removal of the left turn at Fremont Ave N** for eastbound travelers on N 46th St, and a significant number of comments suggested that this left turn is heavily trafficked.

N 46th St and Aurora Ave N



Question 13 | Overall, do you support the improvements at N 46th St and Aurora Ave N?



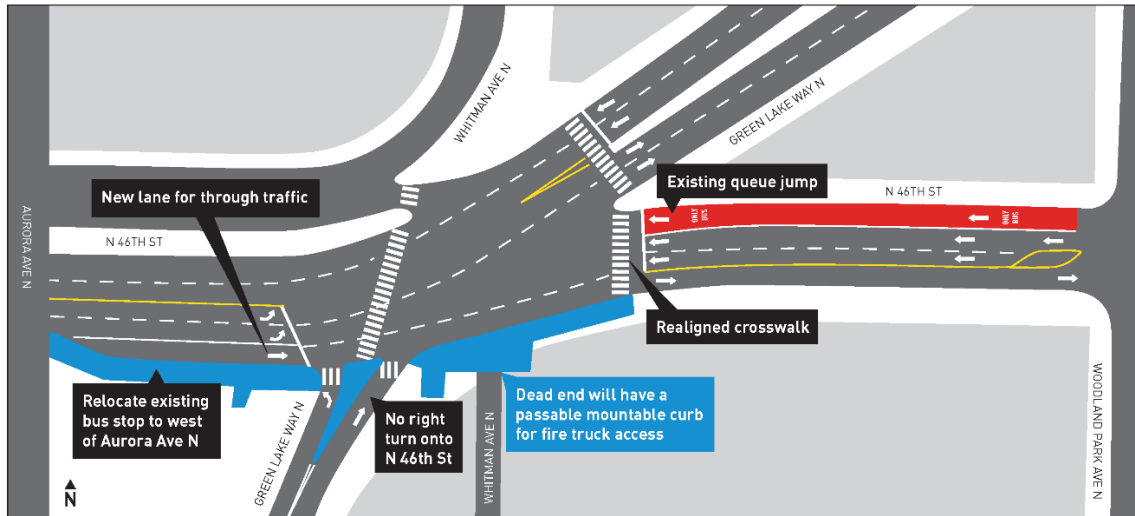
Answers	Tally	Percentage
Very supportive	123	52%
Somewhat supportive	57	24%
Neutral	30	13%
Somewhat opposed	18	8%
Very opposed	8	3%

Total respondents | 236

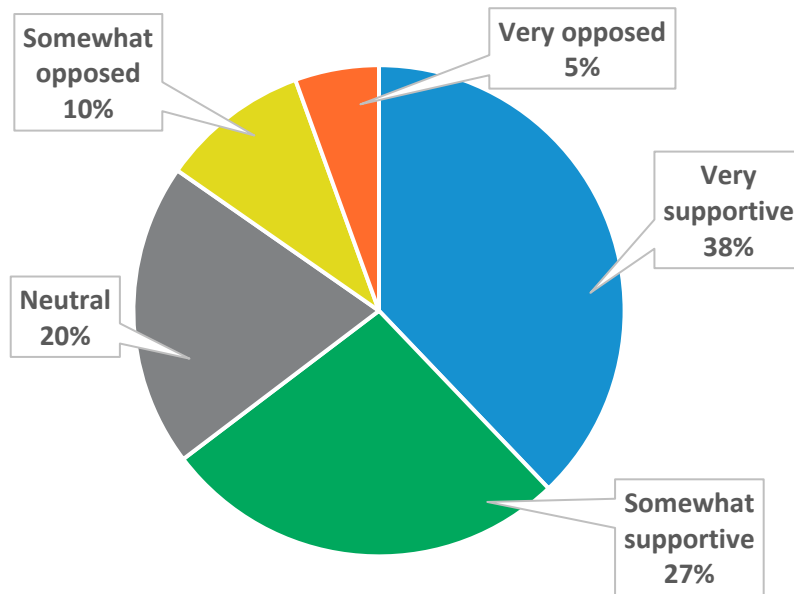
Question 14 | Please tell us more about your thoughts on this concept.

- The **bus stop removal** is controversial, with opinions split on whether this is a good idea; however, more comments were against removing the stop. One survey-taker said: *“Relocated bus stop will result in a frequently blocked 99 South entrance from 46th. Gridlock will be a regular occurrence.”* (It may be important to note that the survey graphic did not provide detailed information about the overall bus stop consolidation plans, which maintain stops at least every quarter mile. In addition, the survey graphic did not provide information about the improved amenities at the new bus stop, including ADA-accessible curb ramps, which will connect with the new signalized crossings at Linden Ave N.)
- There is strong support for pedestrian improvements, including the new crosswalks across N 46th St.
- Several survey-takers indicated that they would prefer other transit improvements, such as BAT lanes.
- A handful of comments expressed concern that the lane reduction to make space for the **new left-turn pocket at Fremont Ave N** would increase congestion; however, the survey graphic did not provide detailed information about signal timing planned for this intersection, which is projected to increase westbound traffic flow to offset the loss of one eastbound lane.

N 46th St and Green Lake Way/Whitman Ave N



Question 15 | Overall, do you support the improvements at N 46th St and Green Lake Way?



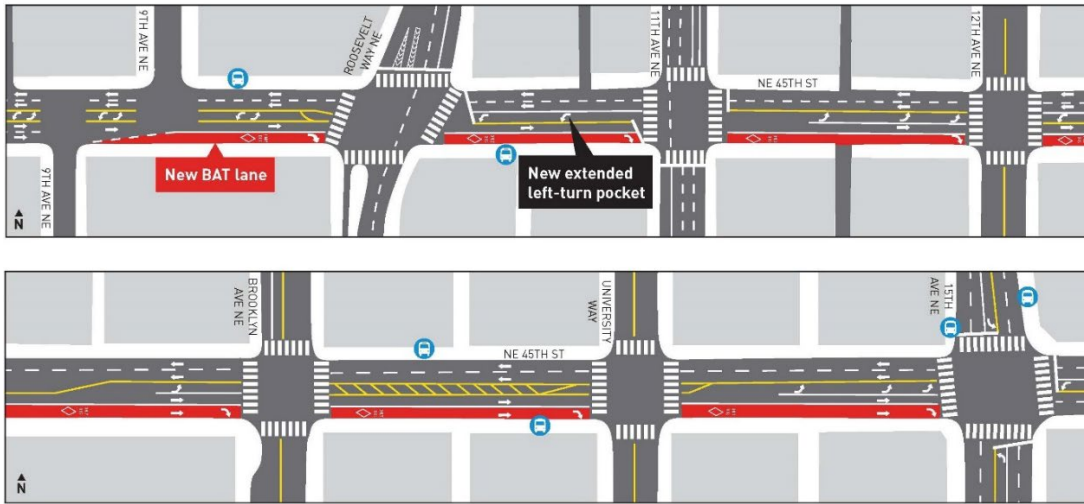
Answers	Tally	Percentage
Very supportive	89	38%
Somewhat supportive	63	27%
Neutral	47	20%
Somewhat opposed	23	10%
Very opposed	13	5%

Total respondents | 235

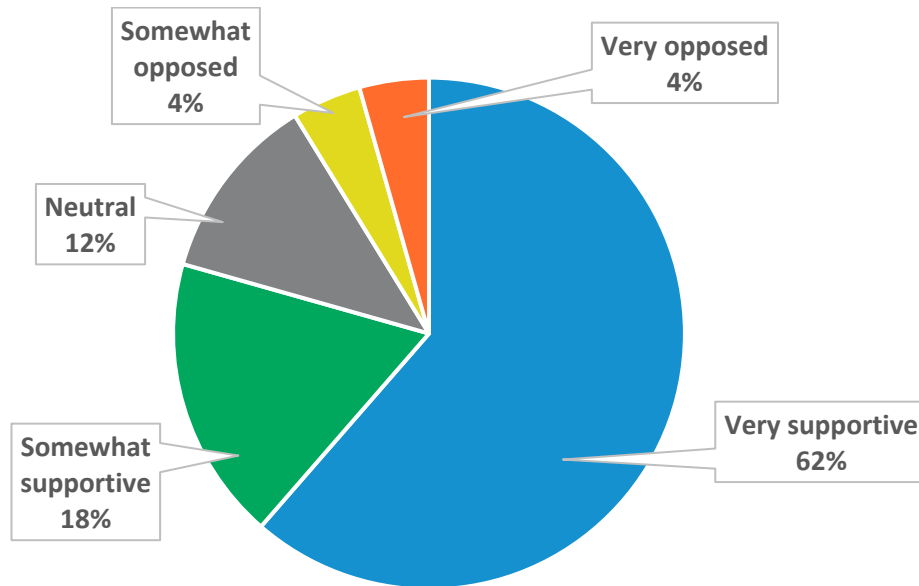
Question 16 | Please tell us more about your thoughts on this concept.

- Survey-takers were generally in support of the **realigned sidewalk** and happy to see pedestrian improvements.
- Several respondents expressed concern about the **right-turn restriction onto N 46th St from Green Lake Way N**.
 - It may be important to note that the survey graphic did not highlight the fact that right turns onto N 45th St, which is also an east – west arterial, will be maintained as part of this concept.
- The **road widening to add an extra eastbound lane between Aurora Ave N and Green Lake Way N** is controversial.
 - Some people were not in favor of road widening, stating that it may give more priority to cars: *“No road widening here. Why not make it a bus lane? The extra lane will just fill up with more cars to match the throughput of the intersection.”*
 - Other respondents supported the road widening, noting that it could reduce congestion through this intersection.
- Several comments indicated a preference for other transit improvements, including a BAT lane or transit-priority signal, at this location. A handful of respondents noted that they’d like to see more improvements for people biking.

University District improvement concepts
N 45th St between 9th Ave NE and 15th Ave NE



Question 17 | Overall, do you support the improvements between 9th Ave NE and 15th Ave NE?



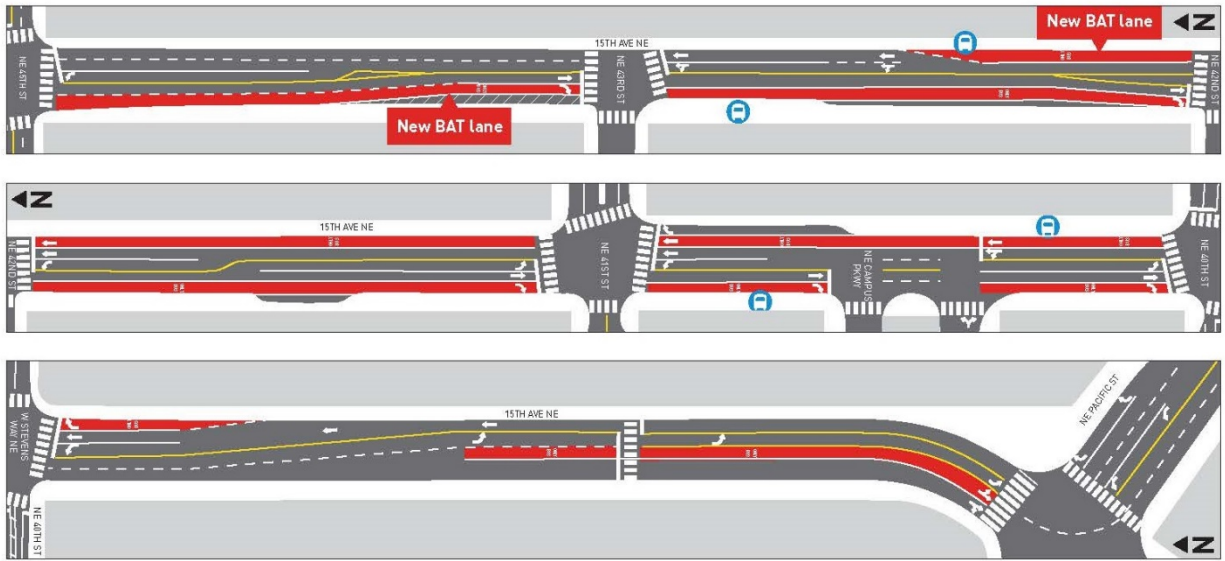
Answers	Tally	Percentage
Very supportive	140	62%
Somewhat supportive	41	18%
Neutral	27	12%
Somewhat opposed	10	4%
Very opposed	10	4%

Total respondents | 228

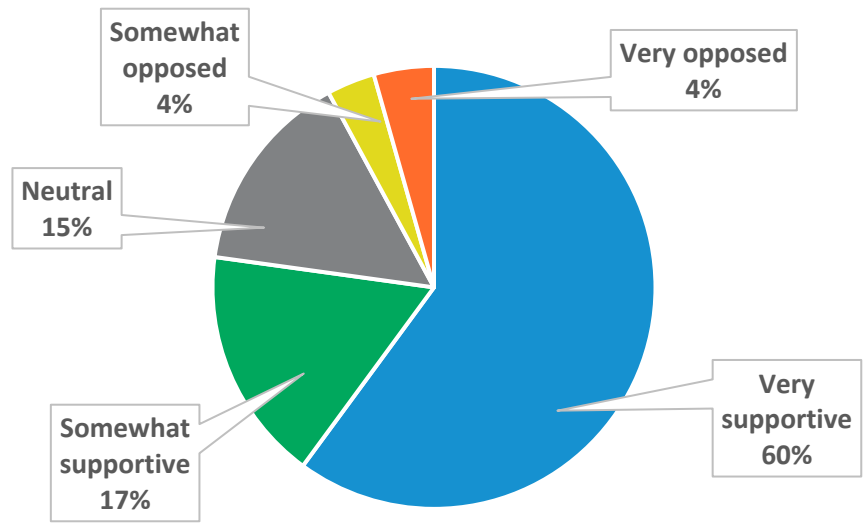
Question 18 | Please tell us more about your thoughts on this concept.

- There is very strong support for **the new eastbound BAT lane**: *“I love the bus-priority lanes for NE 45th Street in the U District.”*
 - Several survey-takers suggested adding a westbound BAT lane to improve congestion at peak afternoon hours.
- A handful of respondents opposed removing the eastbound general-purpose lane.
- Several respondents indicated that they would like to see more improvements for people walking.

15th Ave NE between NE 45th St and NE Pacific St



Question 19 | Overall, do you support the improvements between NE 45th St and NE Pacific St?



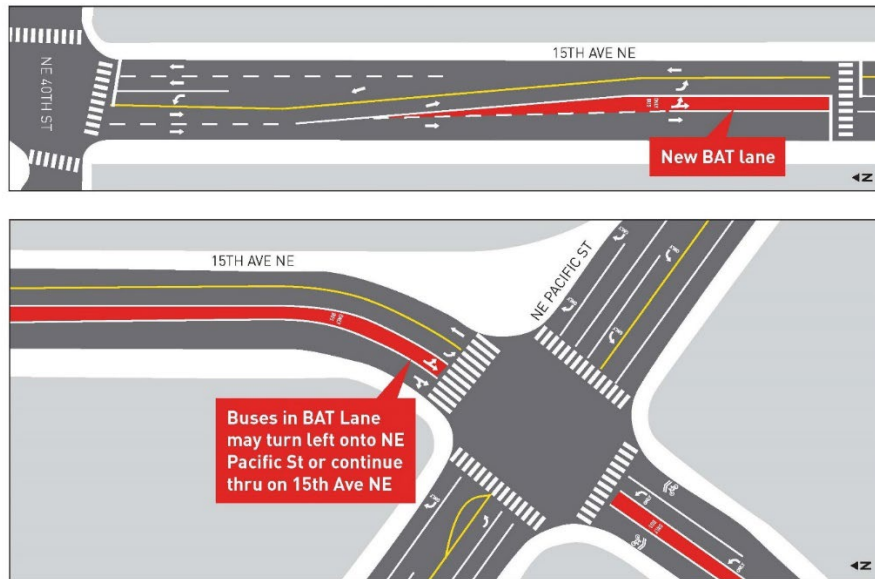
Answers	Tally	Percentage
Very supportive	137	60%
Somewhat supportive	39	17%
Neutral	34	15%
Somewhat opposed	8	4%
Very opposed	10	4%

Total respondents | 228

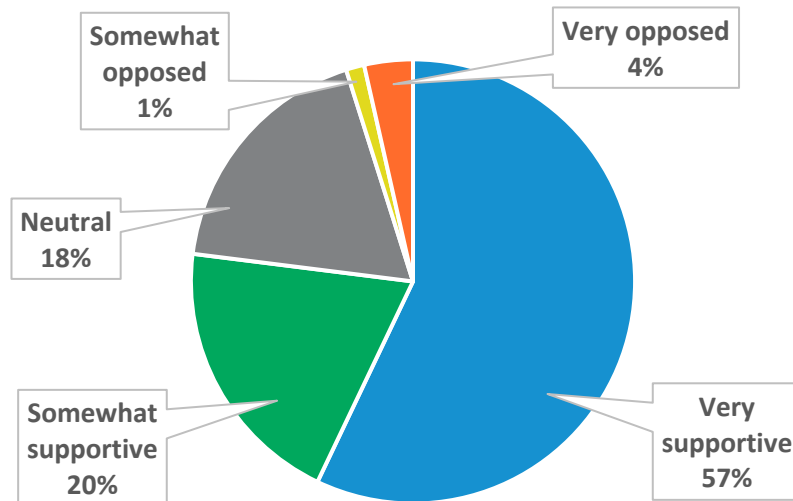
Question 20 | Please tell us more about your thoughts on this concept.

- There is very strong support for the proposed **BAT lanes**. However, a few of the respondents noted that they opposed the removal of the northbound and southbound general-purpose lanes, stating that it would be restrictive to car traffic and the lanes may be blocked by drivers turning right.
- Several respondents commented that they would like to see more improvements for people biking and walking, such as adding crosswalks at NE 45th St and NE Campus Parkway.

15th Ave NE between NE 45th St and NE Pacific St



Question 21 | Overall, do you support the improvements at 15th Ave NE and NE Pacific St?

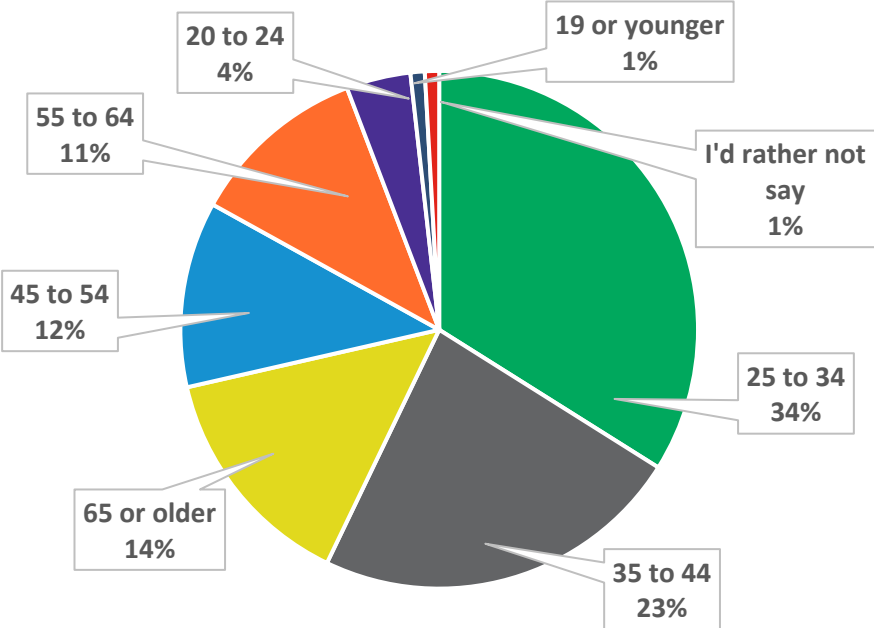


Answers	Tally	Percentage
Very supportive	129	57%
Somewhat supportive	45	20%
Neutral	41	18%
Somewhat opposed	3	1%
Very opposed	8	4%

Total respondents | 226

Demographics

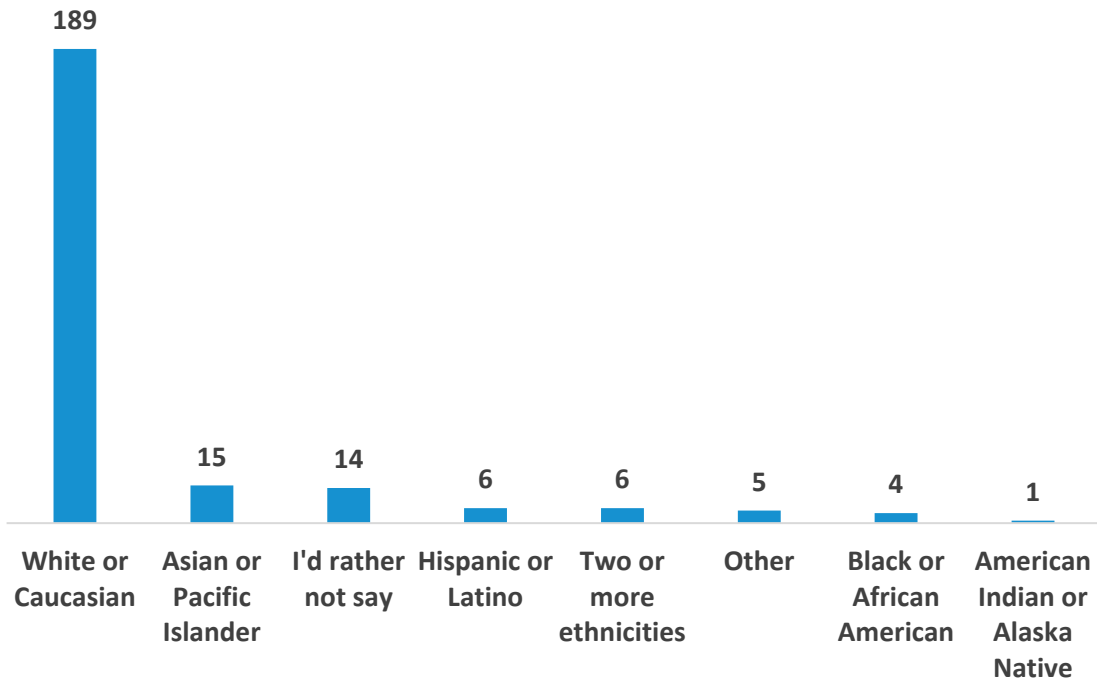
Question 24 | How old are you?



Answers	Tally	Percentage
25 to 34	76	34%
35 to 44	52	23%
65 or older	32	14%
45 to 54	26	12%
55 to 64	25	11%
20 to 24	9	4%
19 or younger	2	1%
I'd rather not say	2	1%

Total respondents | 224

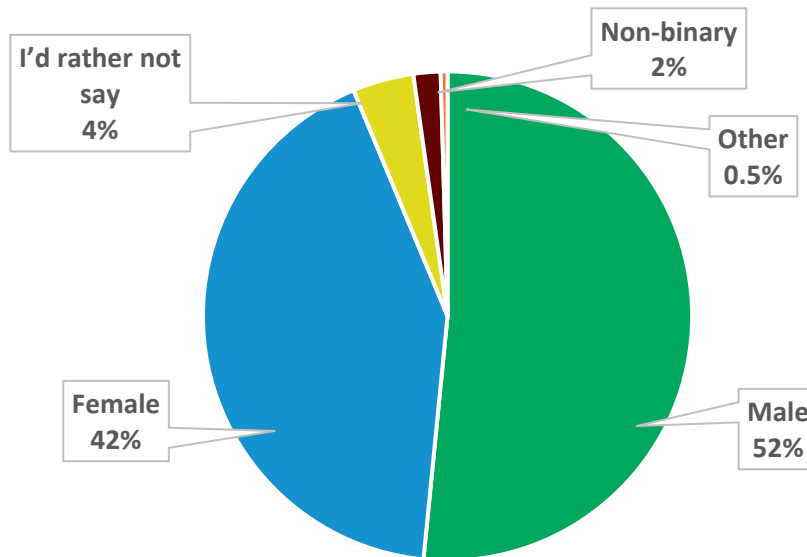
Question 25 | What racial identity best describes you? Please check all that apply.



Answers	Tally
White or Caucasian	189
Asian or Pacific Islander	15
I'd rather not say	14
Hispanic or Latino	6
Two or more ethnicities	6
Other	5
Black or African American	4
American Indian or Alaska Native	1

Total respondents | 222

Question 26 | What is your gender identity?



Answers	Tally	Percentage
Male	115	52%
Female	94	42%
I'd rather not say	9	4%
Non-binary	4	2%
Other	1	0.5%

Total respondents | 223

Question 27 | Which language(s) do you speak at home?

- The majority of the survey-takers speak English at home. Other languages included:
 - Spanish
 - Russian
 - Hebrew
 - German
 - Japanese
 - Tamil
 - Mandarin
- Several survey-takers indicated that they were bilingual or trilingual.

APPENDIX A: PROMOTIONAL MATERIALS

Facebook



Seattle Department of Transportation

August 31 at 10:00 AM · 🌐



Do you take the Route 44 bus or live along its corridor? We are working with [King County Metro Transit](#) to improve speed and reliability.

Take our survey and share your feedback (<https://fal.cn/3a30A>) by September 18! Interested in learning more? Join us for an online presentation from 5:30 to 7 PM September 10 (<https://fal.cn/3a30B>)



👍 2

1 Comment 2 Shares



Seattle Department of Transportation

September 10 at 10:02 AM · 🌐



If you ride the Route 44 bus, be sure to join us at tonight's online presentation! At 5:30 PM, we'll be live with [King County Metro Transit](#) to answer your questions about what we're doing to improve speed and reliability along the Route 44 corridor. Join us! (<https://fal.cn/3af4X>)



👍 🥰 6

2 Shares



Seattle Department of Transportation

September 15 at 1:20 PM · 🌐



Hey transit riders, don't forget to take the Metro Transit Route 44 survey and share your feedback on improvement concepts by September 18! <https://fal.cn/3al7F>

Thanks to those who joined us for the online presentation on September 10. In case you missed it, check out the presentation recording here: <https://fal.cn/3al7E>



👍 6

2 Comments 3 Shares

Twitter



seattledot @seattledot · Aug 31

Do you take the @kcmetrobus Route 44 bus or live along its corridor?

Take our survey and share your feedback (fal.cn/3a31n) by September 18!
Want to learn more? Join us for an online presentation from 5:30 to 7 PM
September 10 (fal.cn/3a31o)



6

2



seattledot @seattledot · Sep 10

If you ride the Route 44 bus, be sure to join us at tonight's online presentation! At 5:30 PM, we'll be live with @kcmetrobus to answer your questions about what we're doing to improve speed and reliability along the Route 44 corridor. Join us: fal.cn/3af4Y



6

13





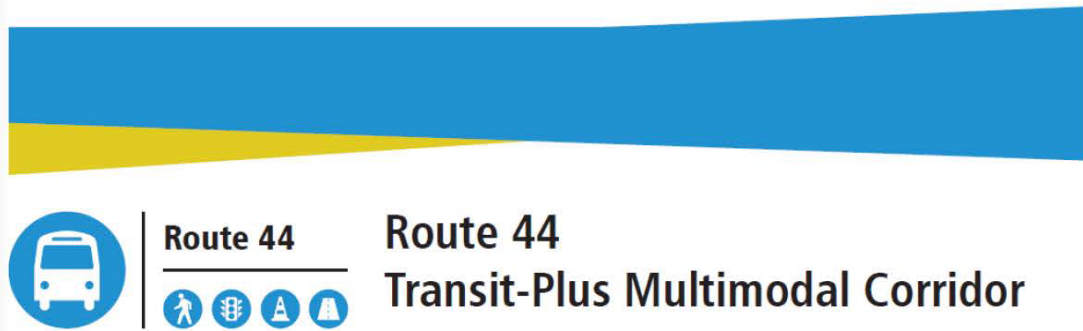
seattledot @seattledot · Sep 15

Hey transit riders, don't forget to take the Metro Transit Route 44 survey to share your feedback by September 18! fal.cn/3a17I

ICYMI, check out the recording of our online presentation: fal.cn/3a17H



Email Updates



Hello,

We're writing with two upcoming opportunities to share your feedback on the [Route 44 Transit-Plus Multimodal Corridor](#) (TPMC) project. Over the last year, we've studied a range of improvements to make bus trips faster and more reliable, and to improve safety along the Route 44 corridor. We're now in the early design phase of the project and are seeking your input on the improvement concepts.

Take the survey

We've developed a survey for you to give feedback on the corridor improvement concepts that are moving forward to design and eventual construction. [Take the survey](#) by **September 18**—it should take only 10 to 15 minutes to complete. From the survey page, you can watch a pre-recorded presentation outlining the improvement concepts.

The input you provide, in addition to technical review, will help the design team refine and finalize these concepts.

Join us for an online presentation

Join us for an online presentation on Wednesday, September 10 from 5:30 to 7 PM. During the online presentation, you'll be able to:

- Learn about how this project will reduce peak transit time and improve service reliability
- Learn about the project schedule and what to expect during the design phase
- Get an in-depth look into the improvement concepts included in the project
- Ask written questions to SDOT and Metro project staff during a moderated panel discussion

Thursday, September 10, 5:30 – 7 PM

Meeting access: [Join Microsoft Teams meeting](#)

Instructions for joining:

Click on the meeting link (above) at 5:30 PM to be taken to a page where you can choose to join on the web or download the desktop app. If you already have the Teams app, the meeting will open automatically.

Closed captioning will be available during the event to those joining the meeting on a desktop or

laptop computer. To request an interpreter, please contact (206) 256-5563 by Friday, September 4. We'll post a transcript of the presentation, in English and Chinese, to the [project webpage](#) before the event.

You can learn more about this project by [visiting our webpage](#). Were you forwarded this message? To receive project updates, [sign up for our email list](#).

Best,

Darrell Bulmer
Route 44 Outreach Team
Route44@seattle.gov
(206) 256-5563
www.seattle.gov/transportation/Route44

At the City of Seattle, we are continuing to follow guidance from federal, state, and local leaders and our public health partners regarding COVID-19. To keep our crews and the public safe, we have required all contractors to submit updated jobsite Health and Safety Plans to ensure that they comply with the safety and social distancing requirements in the Governor's Order.

If you need this information translated, please call (206) 256-5563.

Si necesita traducir esta información al español, llame al (206) 256-5563.

如果您需要此信息翻譯成中文 請致電 (206) 256-5563.

Kung kailangan mo ang impormasyon na ito na nakasalin sa Tagalog mangyari lamang na tumawag sa (206) 256-5563.

إذا اردت ترجمة هذه المعلومات، يرجى الاتصال بالرقم التالي
(206) 256-5563.

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Route 44



Route 44

Transit-Plus Multimodal Corridor

Hello,

Thanks to those who joined us for our online presentation last week! We appreciate your questions and input throughout the design process. In case you missed it, you can view the full recording of last Thursday's presentation by clicking [this link](#).

Take the survey

Don't forget to [take our survey](#) and share your feedback on the Route 44 TPMC concepts. The survey closes on **September 18!**

Since 2019, we've studied improvements to make bus trips faster and more reliable, and to improve safety along the Route 44 corridor. This survey provides an opportunity for you to give feedback on the concepts that are moving forward to design in the Ballard, Phinney Ridge/Wallingford, and University District neighborhoods. Your input, in addition to technical review, will help the design team refine the improvements as we progress through design. The [survey](#) should take only 10 to 15 minutes to complete.

You can learn more about this project by [visiting our webpage](#). Were you forwarded this message? To receive project updates, [sign up for our email list](#).

Best,

Darrell Bulmer

Route 44 Outreach Team

Route44@seattle.gov

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