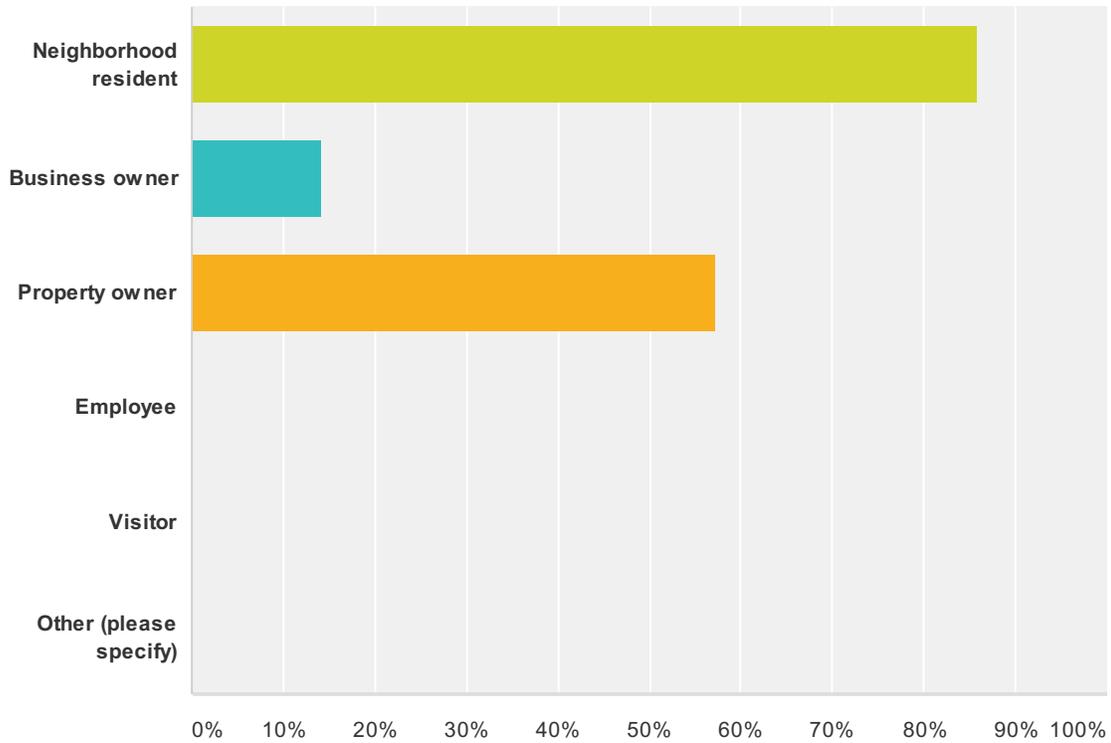


**Q5 How would you describe yourself (in terms of the study area)? (check all that apply)**

Answered: 7 Skipped: 0

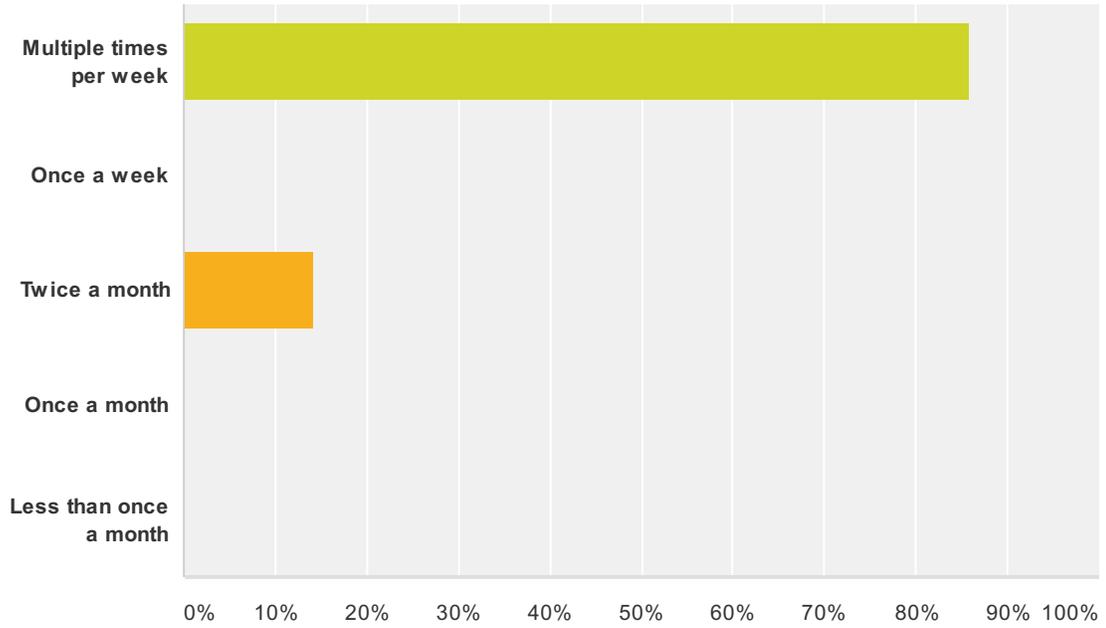


Answer Choices	Responses
Neighborhood resident	85.71% 6
Business owner	14.29% 1
Property owner	57.14% 4
Employee	0.00% 0
Visitor	0.00% 0
Other (please specify)	0.00% 0
<b>Total Respondents: 7</b>	

#	Other (please specify)	Date
	There are no responses.	

### Q6 How often do you visit this neighborhood retail area?

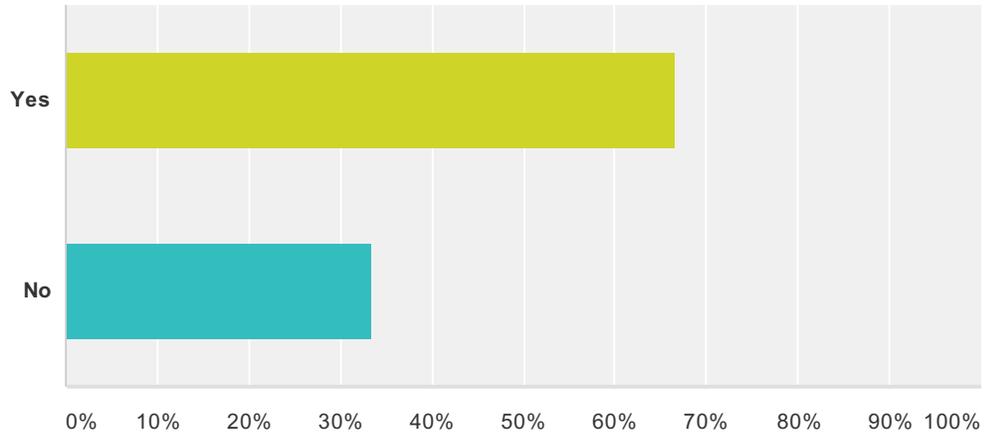
Answered: 7 Skipped: 0



Answer Choices	Responses	
Multiple times per week	85.71%	6
Once a week	0.00%	0
Twice a month	14.29%	1
Once a month	0.00%	0
Less than once a month	0.00%	0
<b>Total</b>		<b>7</b>

**Q7 Do you feel there is an appropriate balance between commercial and residential uses within the area?**

Answered: 6 Skipped: 1



Answer Choices	Responses
Yes	66.67% 4
No	33.33% 2
<b>Total</b>	<b>6</b>

#	Comments:	Date
1	Very under developed with few active storefronts	3/11/2014 9:33 AM

---

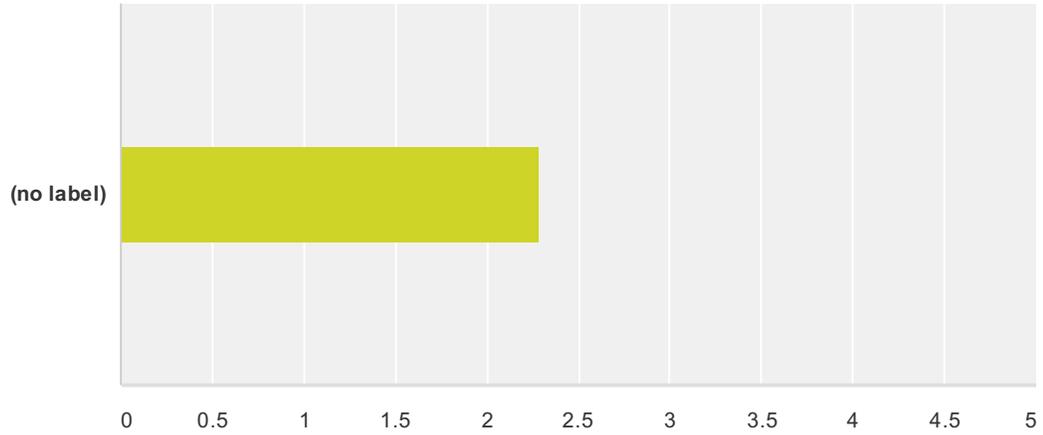
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree

Note: Questions 8-10 address requirements that currently apply in a pedestrian zone and questions 11 -14 address requirements that may be added to pedestrian zones.

**Q8 Uses should be prohibited that do not contribute to the desired pedestrian-oriented setting (for example, gas stations, and restaurants with drive-in lanes).**

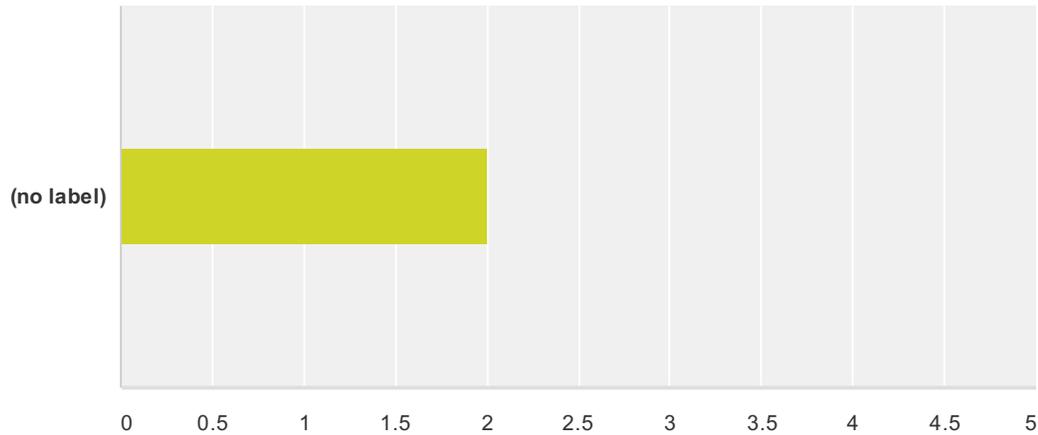
Answered: 7 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	14.29% 1	57.14% 4	14.29% 1	14.29% 1	0.00% 0	7	2.29

**Q9 Active commercial uses should be required at the street level on key streets and some side streets (for example, shops, restaurants, real estate offices, community services).**

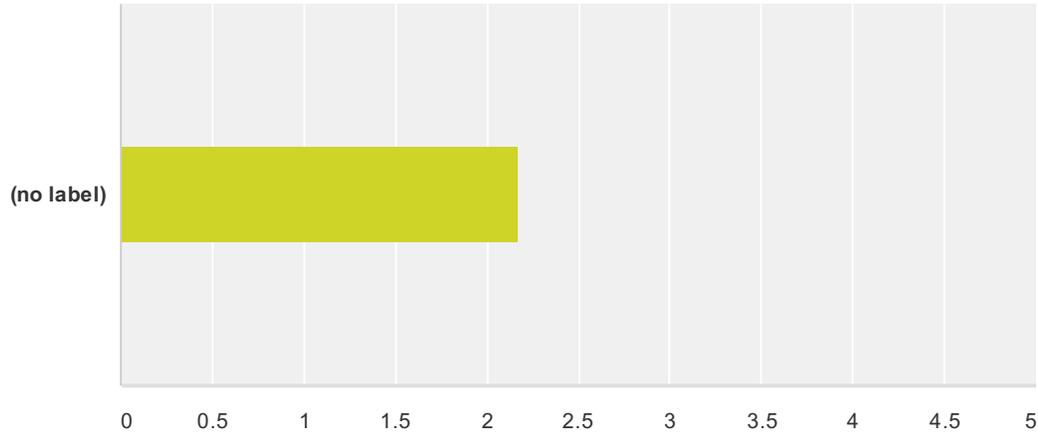
Answered: 6 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	33.33% 2	33.33% 2	33.33% 2	0.00% 0	0.00% 0	6	2.00

**Q10 In areas that have a minimum off-street parking requirement, some reduction in the number of parking spaces should be available to encourage businesses to move into the area.**

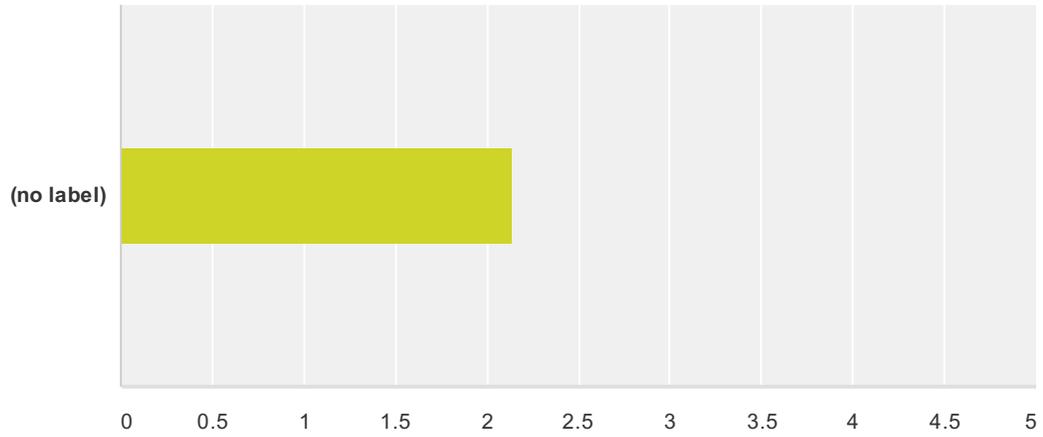
Answered: 6 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	16.67% 1	50.00% 3	33.33% 2	0.00% 0	0.00% 0	6	2.17

**Q11 Require all new buildings in pedestrian zones to provide overhead weather protection along main streets.**

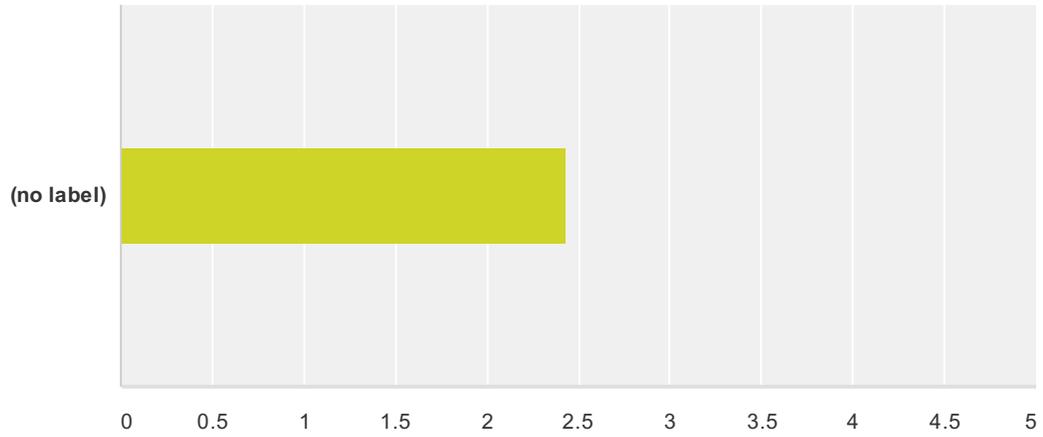
Answered: 7 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	28.57% 2	28.57% 2	42.86% 3	0.00% 0	0.00% 0	7	2.14

**Q12 Prohibit businesses with drive-in lanes on the periphery of pedestrian zones (not just in the pedestrian zone itself).**

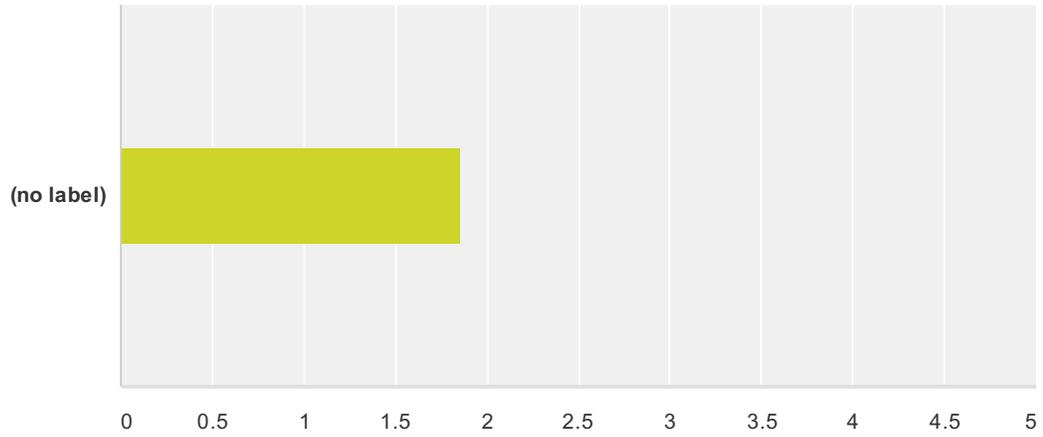
Answered: 7 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	14.29% 1	28.57% 2	57.14% 4	0.00% 0	0.00% 0	7	2.43

**Q13 Require wider than average sidewalks in pedestrian zones even if the extra width comes from the adjacent properties.**

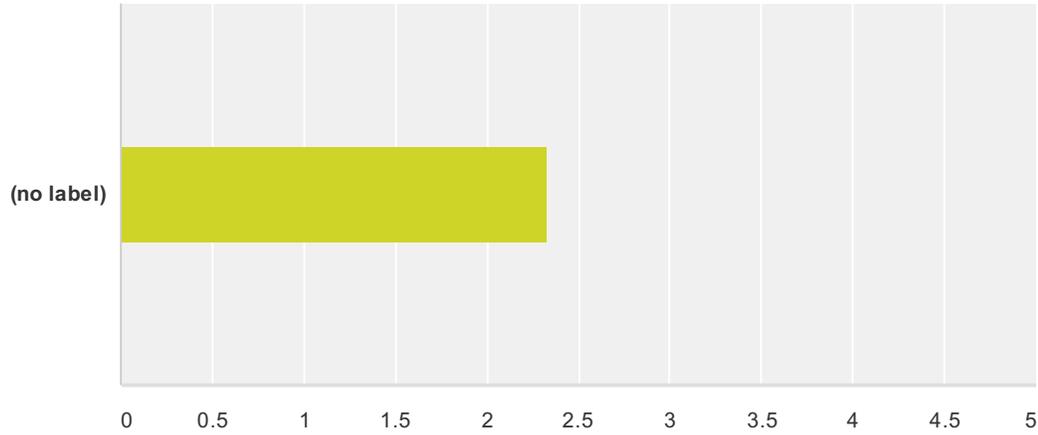
Answered: 7 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	42.86% 3	28.57% 2	28.57% 2	0.00% 0	0.00% 0	7	1.86

**Q14 Require new development meets a minimum size requirement (minimum floor area) in Urban Villages, Urban Centers and Station Area Overlay Districts.**

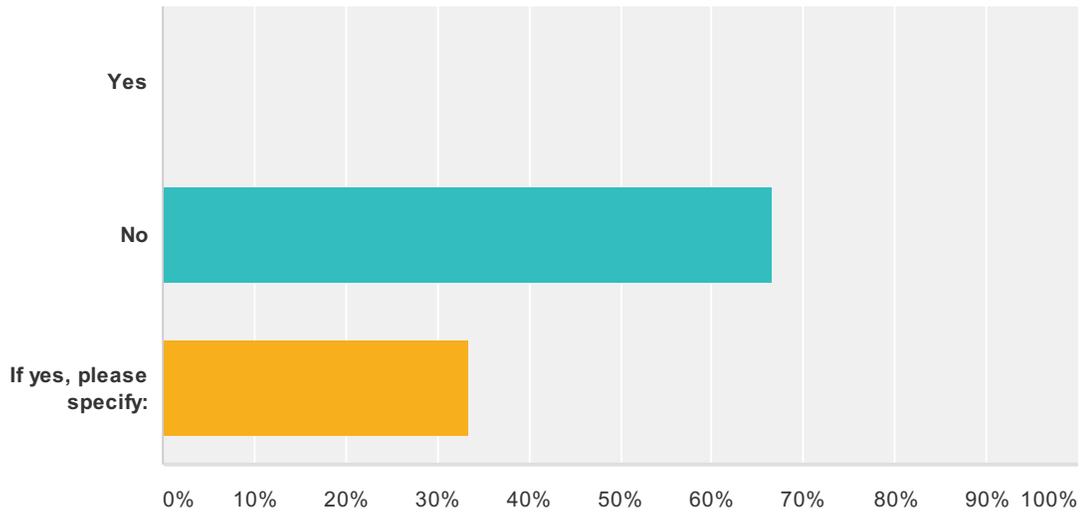
Answered: 6 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	33.33% 2	33.33% 2	0.00% 0	33.33% 2	0.00% 0	6	2.33

### Q15 Are there other specific uses that should be allowed in pedestrian zones?

Answered: 6 Skipped: 1

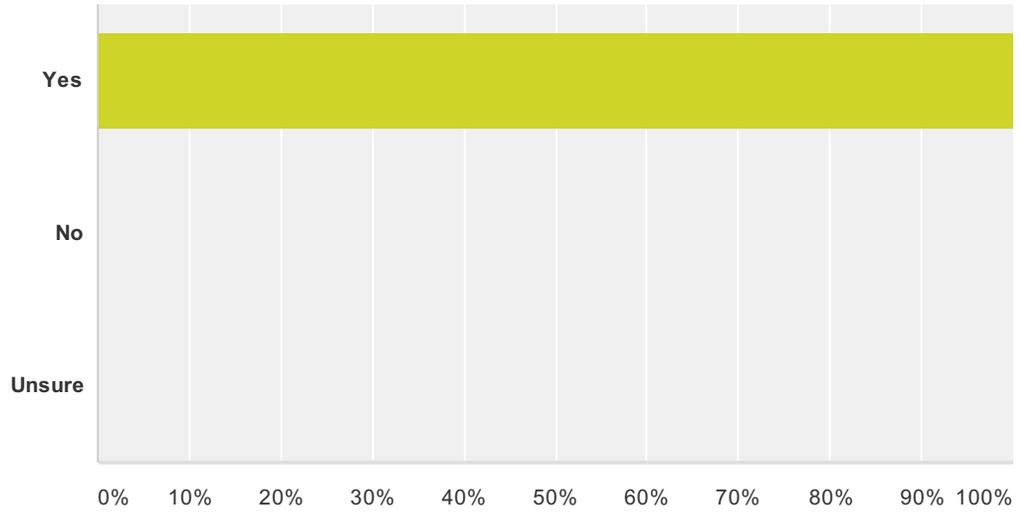


Answer Choices	Responses
Yes	0.00% 0
No	66.67% 4
If yes, please specify:	33.33% 2
<b>Total</b>	<b>6</b>

#	If yes, please specify:	Date
1	Perhaps more "Parklets" or some such, for pedestrians to relax?	4/30/2014 1:06 PM
2	RESTRICT THE WALL OF BUSES ON SW BARTON!!! This neighborhood has become entirely unsafe for walking because the buses line up the entirety of Barton south of the shopping center, blocking all visibility to and from the park and pedestrian zones. Crime has skyrocketed. Make Metro have designated "stop areas" to get back on schedule, take lunch breaks, etc where there are no end-to-end buses. One bus can park in that block of Barton, but the next needs to park on 29th, another on 25th, another on Trenton, etc rather than lining up nose to tail. It's completely unsafe!!	4/1/2014 9:01 AM

### Q16 Should this area be designated as a pedestrian zone?

Answered: 7 Skipped: 0



Answer Choices	Responses	Count
Yes	100.00%	7
No	0.00%	0
Unsure	0.00%	0
<b>Total</b>		<b>7</b>

## Q17 Additional Comments/Questions:

Answered: 3 Skipped: 4

#	Responses	Date
1	<p>Extra effort should also be taken to maximize pedestrian safety when it comes to crossing streets, especially when an Arterial is involved, such as plenty of signalized crossings, and VERY visible markings and signage at unsignalized crossings. Perhaps lower speed limits, and/or traffic calming. And strict enforcement of issues related to pedestrian safety, such as speed limits, failing to yield to pedestrians, and such, as SPD has the available resources to do so. One side note on traffic calming; although I'm greatly in favor of it, I do have issues with traffic circles, in that they can sometimes force vehicle traffic INTO the pedestrian crossing area. A perfect example, is the traffic circle at 17th SW &amp; SW Barton St, West Seattle. A pedestrian literally cannot cross, without a conflict between them and a vehicle traveling in the same direction, parallel to them, even with the safest vehicle operator using caution, and "hugging" the traffic circle. Theoretically, a pedestrian and vehicle, SHOULD be able to cross in that same direction/parallel scenario without conflict at a non-traffic circled intersection, or at most other traffic circled intersections I've observed, as long as they are both using due caution.</p>	4/30/2014 1:06 PM
2	<p>CRITICAL for all of West Seattle, STOP allowing builders to build living spaces with no parking. We currently have a severe traffic and parking problem, and Metro is cutting routes, not adding them. It makes no sense to add more cars parked on surface streets for the hundreds of condos and mini-apartments going in. The reality is that people in Seattle need cars because Metro SUCKS and takes over an hour to go a 5-mile commute to SODO. Stop with the no-parking waivers already. It's making it dramatically worse for pedestrians as drivers get gridlocked, frustrated, and start driving erratically.</p>	4/1/2014 9:01 AM
3	<p>This area is slowly coming a more inviting area for pedestrians. This area has a way to go before things really start to happen. I have off street parking for a few cars in front of my retail building that my customer really like. I would not be interested in losing that feature. This year we are going to be converting more of our paved over area to planting areas. We are working with the property owner just north of use to make our little part of Seattle be much more wonderful.</p>	3/11/2014 12:41 PM