

Mr. Kevin Desmond
General Manager, DOT/Transit
King Street Center
201 S Jackson St., Rm 415
Seattle, WA 98104-3856

December 5, 2014

Relocation of Bus Route No.16

Dear Mr. Desmond

We, the residents and homeowners (see attached list of 72 signatures and letters from residents), who reside on and adjacent to Meridian Ave. N, Kirkwood Place N and Woodlawn Ave. N from N 64th St. to N 56th Street ("Bottleneck Zone"; see map), are requesting that Metro move Bus Route No.16 off our residential street to a route more suitable for bus traffic (see map). The reasons for this request are:

- Streets in our neighborhood are too narrow (i.e., 24-ft wide) and are not designed to support safe two-way traffic and high-frequency transit with large-heavy-buses (see attached picture).
- Engine noise from buses is loud most of the time and wakes many residents at night due to the close proximity of homes to the street.
- Home foundations often shake and car alarms are frequently set-off when the heavy articulated buses rumble down this old street.
- Speeding is common on this thoroughfare and is extremely dangerous for pedestrians (especially children), bicyclists, and pets because of the obstructed views (see map) at turns, narrow streets, and dense street-side parking. Pets have been killed or injured by fast moving traffic in the bottleneck.
- Damage to parked cars by buses and other traffic is common. Residents have had their cars side-swiped, dented, mirrors broken off, and bumpers ripped off by the bus every year.
- The proposal to increase transit frequency in 2015 will exacerbate the problems described above and further degrade the residential quality of our neighborhood.

We support bus transit and will work with Metro to promote sensible solutions that provide rider access and maintain our residential neighborhoods. Many who signed this petition use metro and some don't live on the affect streets. However, all of the signers support the petition because they recognize the importance of neighbor connectivity and are willing to accept an alternative route to minimize impacts and promote a stronger/safer community.

We are a neighborhood on a residential street. We value and care for our old and young residents and take pride in our neighborhood, our families and our homes. To that end, we encourage Metro to evaluate options for moving Route 16 to other streets in the area that are wider, safer, and better suited for bus transit (see map).

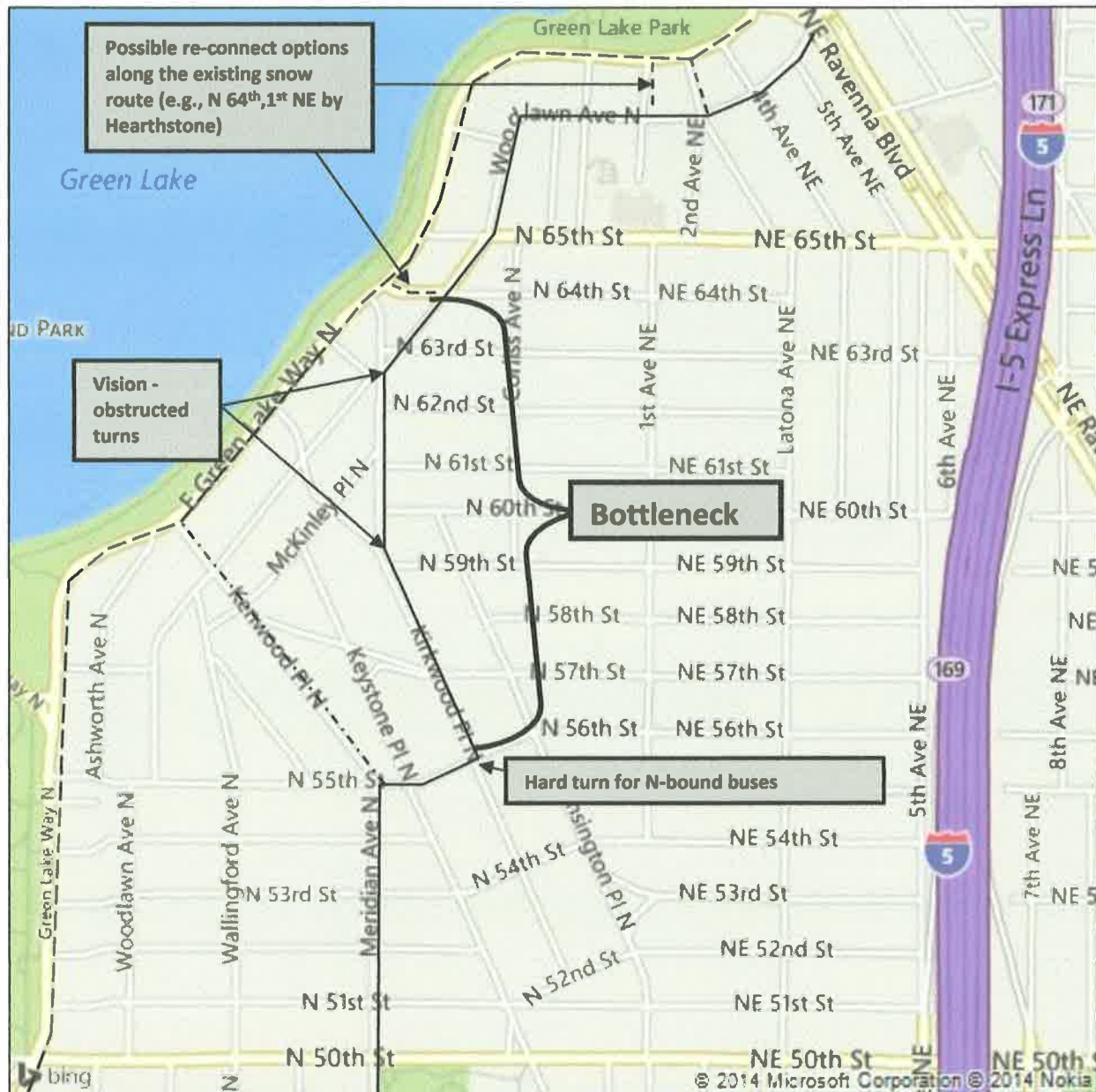
We would like to meet with you to discuss our request. We appreciate your interest and timely cooperation in resolving this important issue. You may contact us at doug@martinenv.com

Sincerely,
Doug and Judy Martin (neighborhood representatives)



cc: Tom Rasmussen, Seattle City Council Chair of Transportation Committee
Mike O'Brien, Seattle City Council Co-chair of Transportation Committee
Scott Kubly, Director, Seattle Department of Transportation

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Map showing exist Route 16 (solid line) and bottleneck zone. Streets in bottleneck are narrow (24 ft. wide), have obstructed vision for drivers, and do not allow two-way traffic for buses. Bus route alternatives that could avoid the Bottleneck include: the existing Snow Route 16 along East Green Lake Way with options for re-connecting to existing route (dashed lines) or a direct Green Lake-Meridan Ave. connection along Kenwood Pl. N. (dash-dot line). All of the alternative routes are located on wider streets which support two-way traffic and have unobstructed vision for drivers. Also, all options could provide service to the Hearthstone Home (e.g., connect to Woodlawn via 1st NE) and the Kenwood Pl option would maintain service to Tangle Town.