N 34th St Mobility Improvements Project
Online Survey #1 Summary

Overview
N 34th St is both a desirable location for freight movement and for people to bike because of its proximity to the Fremont Bridge, connections to local businesses, and direct access to the Burke-Gilman Trail. Since January, SDOT has worked with the Fremont community to improve transportation in the neighborhood as a whole. The N 34th Mobility Improvements Project is underway to enhance safety for all modes of travel with an emphasis on preserving freight access through the important business corridor and adding a protected bike facility to connect the Burke-Gilman Trail and the Fremont Bridge.

To get the community’s input on which street design concepts for N 34th St work best, and to help us determine a corridor-wide design, we shared an online survey with the greater Fremont community. The survey was advertised on the project webpage, distributed via the project email listserv, provided to the Fremont Neighborhood Council and Fremont Chamber of Commerce, and highlighted in a mailer sent to 640 recipients, and at drop-in session hosted at Fremont Brewing (see appendix B for materials). The survey was available from January 6 to March 6, 2018. The survey received 516 responses.

Summary of Survey Results
This survey focused on helping us gain a better understanding of how people move around N 34th St, for what reasons, and how people would prefer to travel along the corridor in the future.

The survey asked respondents to identify their preferred design alternative. The results show a high interest in improved bike facilities on N 34th St but with varied preferences for the specific design. The alternatives also indicated a preference for maintaining parking. See appendix, question 12 for complete results.
The top 3 modes of travel along N 34th St among respondents were walking, personal automobile, and bus in that order. Interestingly, when asked how they would like to travel along N 34th St, walking, biking, and taking transit became the preferred modes rather than personal automobile. See appendix, questions 4 and 5 for detailed results.

Below is a snapshot of the barriers respondents felt severely affected their experience biking or walking. These responses provide us with important information as we begin assessing alternatives that provide safer, more convenient connections for all modes of travel along N 34th St. For the full results see Appendix, questions 10 and 11.

### N 34th Alternative Design Concepts

<table>
<thead>
<tr>
<th>Design Concept:</th>
<th>Percent of survey respondents who preferred each alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1- No parking/Wide vehicle travel lanes</td>
<td>16%</td>
</tr>
<tr>
<td>Alternative 2- Preserve parking</td>
<td>26%</td>
</tr>
<tr>
<td>Alternative 3- PBLs on one side</td>
<td>46%</td>
</tr>
<tr>
<td>No Change</td>
<td>&gt;10%</td>
</tr>
</tbody>
</table>

The top 3 barriers to walking along N 34th St:

1. Crossing busy streets
2. Narrow sidewalks
3. Lack of ADA accessibility

The top 3 barriers to biking along N 34th St:

1. Crossing busy streets
2. Lack of adequate bike facilities
3. Lack of lighting
Next Steps
The substantial number of responses we received via the survey and drop-in session at Fremont Brewing will help our team as we begin to discuss new design proposals for the N34th corridor. We are currently reviewing existing conditions, studying the feasibility of alternatives 2 and 3, and investigating intersection treatments before we present more detailed design strategies. Later this year we will develop a preferred street design concept and gather feedback to inform design.

We expect to select a design concept in mid/late 2018 and design the improvements in 2019 with implementation in 2020. The project is funded by a grant from the Puget Sound Regional Council, which dictates the project schedule.

Survey Outline
Please see Appendix A for the entire survey results including several questions concerning safety for all modes of travel. The NE 34th St Mobility Improvements survey is divided into four key thematic areas:

1. General Information
2. Safety-related questions
3. Cross-section Preference Questions
4. Optional Demographic information
APPENDIX A: Survey Results

General Information Questions

Question 1: What Seattle neighborhood do you currently live in?

The five neighborhoods with the highest percentage of responses were:

1. Fremont (34%)
2. Wallingford (19%)
3. Ballard (15%)
4. I do not live in Seattle (7%)
5. Queen Anne (6%)
6. Green Lake (6%)

Question 2: How many blocks away from N 34th Street do you live?

1. 0-1 block away: 12%
2. 2-5 blocks away: 18%
3. 6-10 blocks away: 11%
4. More than 10 blocks away: 53%
5. I do not live in Seattle: 6%
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Question 3: Please indicate if you live or work in the neighborhoods adjacent to N 34th Street. (Select all that apply.)

1. Work (51%)
2. Live (41%)
3. Visit (40%)
4. Own business/Commercial property (2%)

Overall, survey respondents had a wide range of personal connections to the N34th corridor. 51% of respondents work in the Fremont area, 41% live in the area, and 40% noted that it’s a corridor they visit. With that said, the vast majority of respondents do live in Seattle (7% noted that they live outside of Seattle).

Question 4: How do you currently get around your neighborhood (Please select your top 3)?

1. Walk (or use mobility device) (85%)
2. Personal car, truck, or van (61%)
3. Bus, trolley, or train (59%)
4. Bike (51%)
5. Ridesharing (Taxi, Uber, Lyft) (17%)
6. Car-sharing (Car2Go, Zipcar) (6%)
Question 5: How would you prefer to get around your neighborhood? (Pick your top 3)

Many respondents stated that they most regularly travel along N 34th St in a personal vehicle but a high percentage of respondents noted that they would rather walk, bike or use transit along this corridor.

1. Walk (or use mobility device) (86%)
2. Bike (62%)
3. Bus, trolley, or train (62%)
4. Personal vehicle (33%)
5. Ridesharing (Taxi, Uber, Lyft) (9%)
6. Car-sharing (Car2Go, Zipcar) (3%)

Question 6: In your opinion, what are the biggest safety problems on N 34th Street? (Pick your top 3)

1. Failure to yield right of way to people walking or biking (48%)
2. Congestion on streets (36%)
3. Lack of quality sidewalks (32%)
4. Distracted driving (29%)
5. Lack of quality bicycle facilities (28%)
6. Speeding/aggressive driving (28%)
7. Other (21%)
8. Unclear or lack of signage (15%)
9. Lack of quality street surfaces (12%)
10. Lack of lighting (11%)
11. Inadequate facilities for delivery or freight vehicles (10%)
12. Driving under the influence (2%)
Question 7: How safe do you feel crossing and traveling on N 34th Street as a person walking or biking?

- Very Safe (9%)
- Somewhat safe (42%)
- Neither safe nor unsafe (15%)
- Somewhat unsafe (30%)
- Very unsafe (4%)

Question 8: How safe do you feel crossing and traveling on N 34th Street as a person driving?

- Very Safe (28%)
- Somewhat safe (38%)
- Neither safe nor unsafe (19%)
- Somewhat unsafe (13%)
- Very unsafe (2%)
Question 9: What do you think the chances are of someone getting injured in traffic while walking or biking on N 34th Street?

Very likely (19%)
Somewhat likely (46%)
Neither likely nor unlikely (21%)
Somewhat unlikely (10%)
Very unlikely (3%)

Question 10: What do you consider barriers to walking in the Fremont neighborhood?

<table>
<thead>
<tr>
<th></th>
<th>Not a Barrier</th>
<th>Partial Barrier</th>
<th>Significant Barrier</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing busy streets</td>
<td>82 (19%)</td>
<td>198 (46%)</td>
<td>151 (35%)</td>
<td>431</td>
</tr>
<tr>
<td>Narrow sidewalks</td>
<td>134 (31%)</td>
<td>187 (44%)</td>
<td>107 (25%)</td>
<td>428</td>
</tr>
<tr>
<td>Not knowing where to find bus stops</td>
<td>294 (71%)</td>
<td>97 (23%)</td>
<td>24 (6%)</td>
<td>415</td>
</tr>
<tr>
<td>Using a wheelchair or mobility device</td>
<td>146 (39%)</td>
<td>139 (37%)</td>
<td>94 (25%)</td>
<td>379</td>
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<tr>
<td>Lack of lighting</td>
<td>178 (43%)</td>
<td>184 (44%)</td>
<td>54 (13%)</td>
<td>416</td>
</tr>
</tbody>
</table>

What do you consider barriers to walking in the Fremont neighborhood?

- Crossing busy streets
- Narrow sidewalks
- Not knowing where to find bus stops
- Using a wheelchair or mobility device
- Lack of lighting
Question 11: What do you consider barriers to bicycling in the Fremont neighborhood?

<table>
<thead>
<tr>
<th>Barriers to Bicycling</th>
<th>Not a Barrier</th>
<th>Partial Barrier</th>
<th>Significant Barrier</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing busy streets</td>
<td>62 (16%)</td>
<td>180 (46%)</td>
<td>152 (39%)</td>
<td>394</td>
</tr>
<tr>
<td>Lack of adequate bicycle facilities</td>
<td>111 (29%)</td>
<td>170 (44%)</td>
<td>102 (27%)</td>
<td>383</td>
</tr>
<tr>
<td>Not knowing where to find bus stops</td>
<td>317 (85%)</td>
<td>45 (12%)</td>
<td>9 (2%)</td>
<td>371</td>
</tr>
<tr>
<td>Lack of lighting</td>
<td>159 (43%)</td>
<td>149 (40%)</td>
<td>62 (17%)</td>
<td>370</td>
</tr>
<tr>
<td>Do not own a bike</td>
<td>240 (72%)</td>
<td>46 (14%)</td>
<td>47 (14%)</td>
<td>333</td>
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</tbody>
</table>
Question 12: Which alternative do you prefer?

1. Alternative 1 (16%)
2. Alternative 2 (26%)
3. Alternative 3 (46%)
4. Don’t know (1%)
5. Other (please specify) (11%)
Question 13: (Optional) Why do you prefer that cross-section?

For question 13 we received 530 open-ended responses. A few responses that captured overarching feelings were:

**Alternative 1 No parking/Wide Lanes**

In Favor: “As a bicyclist, I do not prefer the 2-way bike lanes and find that parking next to a bike lane is inherently dangerous.”

Against: “Wide lanes will encourage speeding, which is a problem at non-peak traffic hours. Two adjacent lanes of opposing bike lanes is Scary for pedestrians.”

**Alternative 2: Preserve parking**

In Favor: “Better delineates bike lanes. Parked cars provide buffer from traffic, especially cars who use bike lane to bypass a left turning vehicle.”

Against: “Parking shouldn’t be a priority on a busy and narrow street.”

**Alternative 3: PBL’s on one side**

In Favor: “I like alternative 3 because it continues the two-way cycle track that was recently installed to the west of Fremont Ave.”

Against: “Two bike lanes on one side are harder for drivers to predict bike traffic and cross.”

<table>
<thead>
<tr>
<th>All responses according to category</th>
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<tbody>
<tr>
<td># of responses</td>
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<tr>
<td>67</td>
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</table>
Question 15: What is your age?

- 19 or younger (1%)
- 20-24 (5%)
- 25-34 (42%)
- 35-44 (25%)
- 45-54 (9%)
- 55-64 (8%)
- 65 or older (5%)
- I would rather not say (5%)

Question 16: Do you have a disability?

- Mobility (1%)
- Vision (2%)
- Hearing (1%)
- Cognitive (1%)
- None (95%)
- Other (1%)
Question 17: What race/ethnicity best describes you?

- American Indian or Alaska Native (1%)
- Asian or Pacific Islander (6%)
- Black or African-American (1%)
- Hispanic or Latino (1%)
- White or Caucasian (72%)
- Two or More Races (3%)
- I’d rather not say (16%)
- Other (please specify) (1%)

Question 18: What gender do you identify with?

- Male (56%)
- Female (37%)
- Transgender (0%)
- I’d rather not say (7%)
- Optional self-identification (0%)
Question 19: What is your annual household income?

![Bar chart showing annual household income distribution.]

Question 20: How did you learn about this safety corridor project? (Pick all that apply)

1. Friend/Neighbor/Family member (31%)
2. Other (21%)
3. My Employer (13%)
4. Facebook (12%)
5. Blog (11%)
6. An organization I’m involved with (8%)
7. City of Seattle/SDOT mailer (6%)
8. Twitter (4%)
9. News media (3%)
10. City of Seattle/SDOT website (2%)
APPENDIX B: Notifications

Mailer & Mailing Radius
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APPENDIX C: Display Boards

Display Boards

N 34TH ST MOBILITY IMPROVEMENTS PROJECT

PROJECT GOALS
- Enhance safety for all modes of travel
- Maintain freight access to support Seattle's demand for goods and services
- Provide a comfortable and predictable bike connection between the Fremont Bridge and the Burke-Gilman Trail

SCHEDULE
Develop a project recommendation by the summer of 2019.

COLLISIONS IN THE LAST 5 YEARS (2012-2016)
For the last five years (2012-2016), there have been a total of 74 collisions along N 34th St between Fremont Ave N and Stone Way N. Within that period, there have been 2 serious injury collisions.
Seattle has a goal of zero traffic deaths or serious injuries by 2030.

The Bicycle and Pedestrian Safety Analysis identifies safety hotspots at three locations:
1. N 34th St and Fremont Ave N
2. N 34th St and Stone Way N
3. N 34th St and Stone Way N

TELL US WHAT YOU THINK

ONLINE SURVEY
Please visit our online survey to weigh in on potential street design concepts.
Survey Website: www.surveymonkey.com/61G4Mobility
Available until January 31

STAY INFORMED
You can sign up for the project mailing list on the project website:
www.seattle.gov/transportation/N34HMOI.htm

N 34TH ST FROM FREMONT TO STONE ALTERNATIVES (LOOKING WESTBOUND)

Alternative 1: No Parking / Wide Lanes

Alternative 2: Protected Bike Lanes / Preserve Parking

Alternative 3: Protected Bike Lanes / Preserve Parking

www.spsd-803.org/transportation/northside_arbor_jl.htm