

## N 34<sup>th</sup> St Mobility Improvements Project Online Survey #1 Summary

### Overview

N 34<sup>th</sup> 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 34<sup>th</sup> 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.

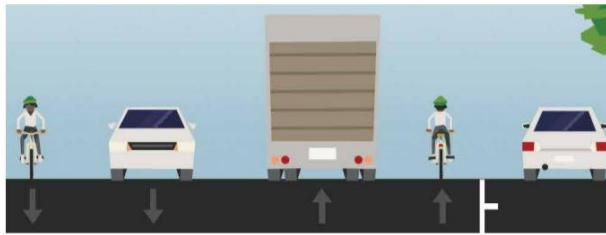
To get the community's input on which street design concepts for N 34<sup>th</sup> St work best, and to help us determine a corridor-wide design, we shared an online survey with the greater Fremont community. The survey was advertised on the project webpage, distributed via the project email listserv, 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

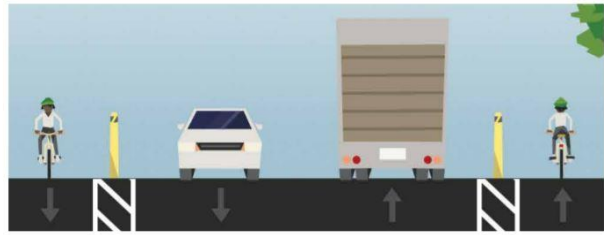
This survey focused on helping us gain a better understanding of how people move around N 34<sup>th</sup> St, for what reasons, and how people would prefer to travel along the corridor in the future.

The survey asked respondents to identify their preferred design alternative. The results show a high interest in improved bike facilities on N 34<sup>th</sup> 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.*

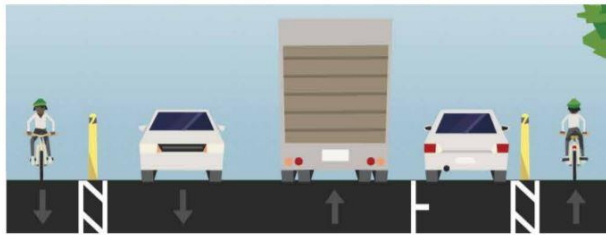
**Existing**



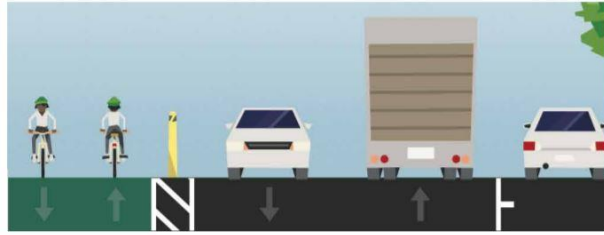
**Alternative 1 – No Parking / Wide Lanes**



**Alternative 2 – Protected Bike Lanes / Preserve Parking**



**Alternative 3 – Protected Bike Lanes / Preserve Parking**



N 34 <sup>th</sup> Alternative Design Concepts	
Design Concept:	Percent of survey respondents who preferred each alternative
Alternative 1- No parking/Wide vehicle travel lanes	16%
Alternative 2- Preserve parking	26%
Alternative 3- PBLs on one side	46%
No Change	>10%

The top 3 modes of travel along N 34<sup>th</sup> St among respondents were walking, personal automobile, and bus in that order. Interestingly, when asked how they would like to travel along N 34<sup>th</sup> 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 34<sup>th</sup> St. *For the full results see Appendix, questions 10 and 11.*

Top 3 barriers to <b>walking</b> along N 34 <sup>th</sup> St	Top 3 barriers to <b>biking</b> along N 34 <sup>th</sup> St
1) Crossing busy streets	1) Crossing busy streets
2) Narrow sidewalks	3) Lack of adequate bike facilities
4) Lack of ADA accessibility	5) 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 34<sup>th</sup> 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

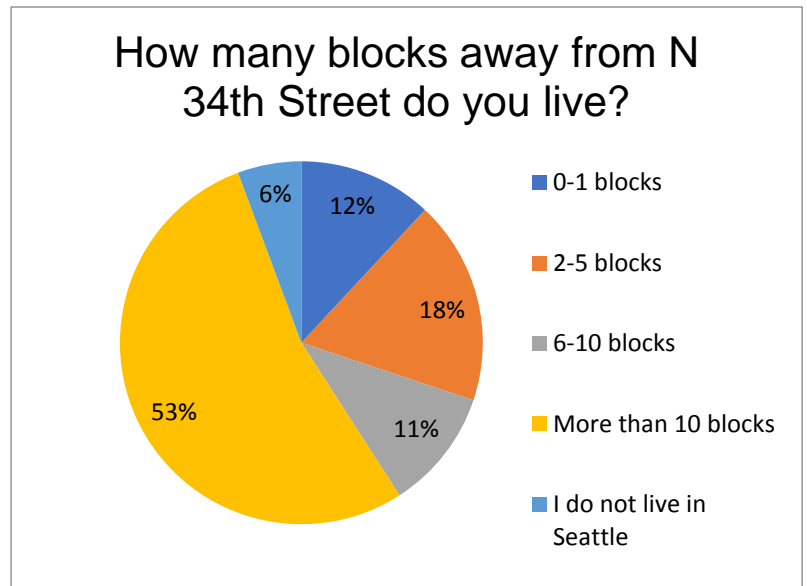
**Question 1: What Seattle neighborhood do you currently live in?**

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%)

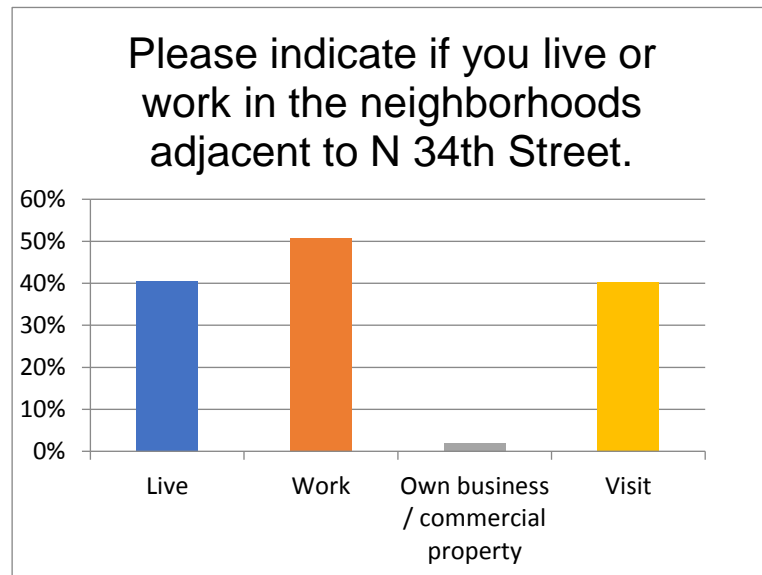
**Question 2: How many blocks away from N 34th Street do you live?**

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%



**Question 3: Please indicate if you live or work in the neighborhoods adjacent to N 34th Street. (Select all that apply.)**

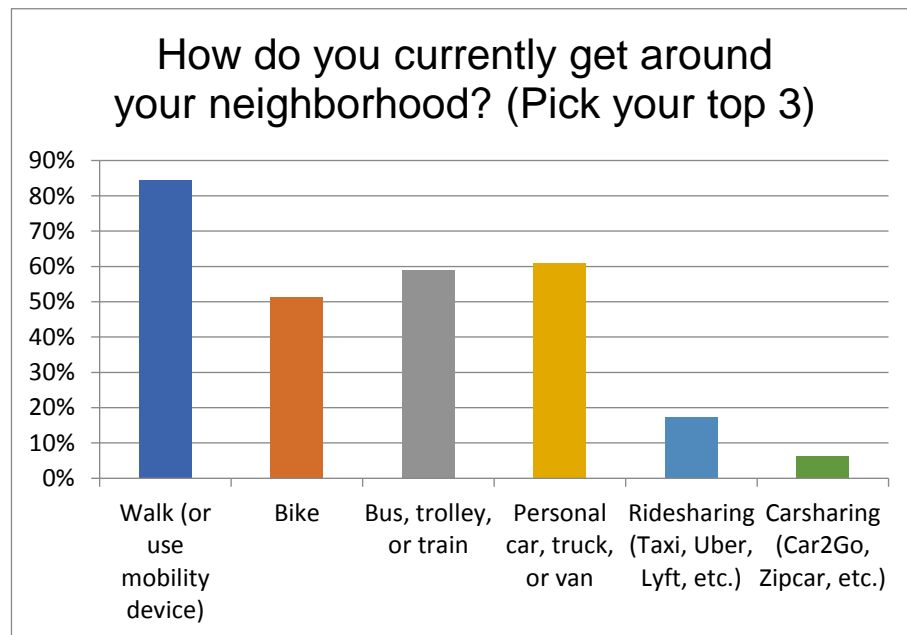
1. Work (51%)
2. Live (41%)
3. Visit (40%)
4. Own business/Commercial property (2%)



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)?**

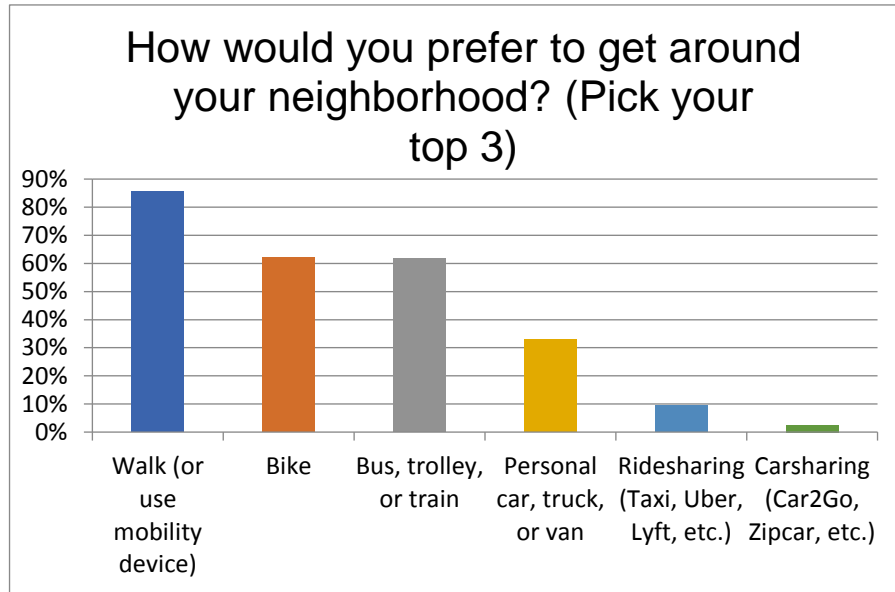
1. Walk (or use mobility device) (85%)
2. Personal car, truck, or van (61%)
3. Bus, trolley, or train (59%)
4. Bike (51%)
5. Ridesharing (Taxi, Uber, Lyft) (17%)
6. Car-sharing (Car2Go, Zipcar) (6%)



**Question 5: How would you prefer to get around your neighborhood? (Pick your top 3)**

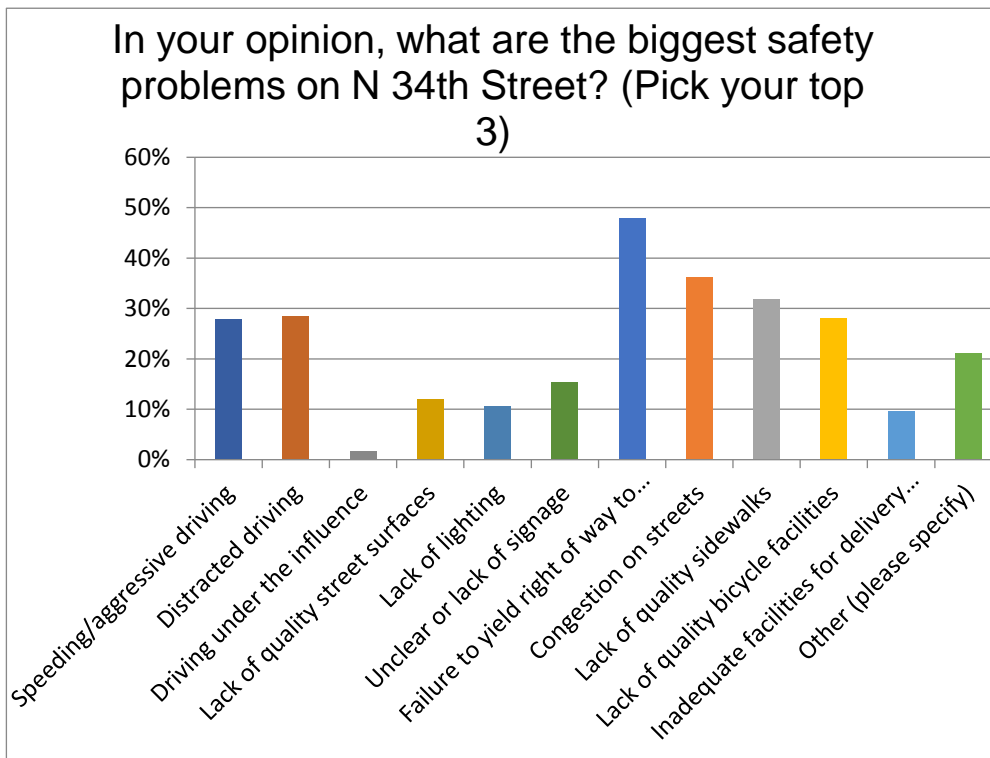
Many respondents stated that they most regularly travel along N 34<sup>th</sup> St in a personal vehicle but a high percentage of respondents noted that they would rather walk, bike or use transit along this corridor.

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%)



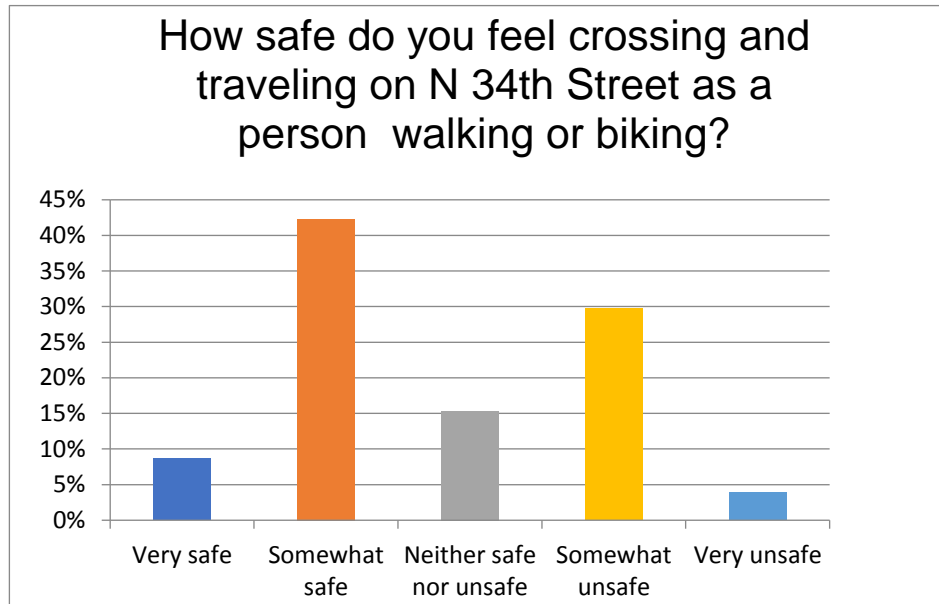
**Question 6: In your opinion, what are the biggest safety problems on N 34<sup>th</sup> Street? (Pick your top 3)**

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%)



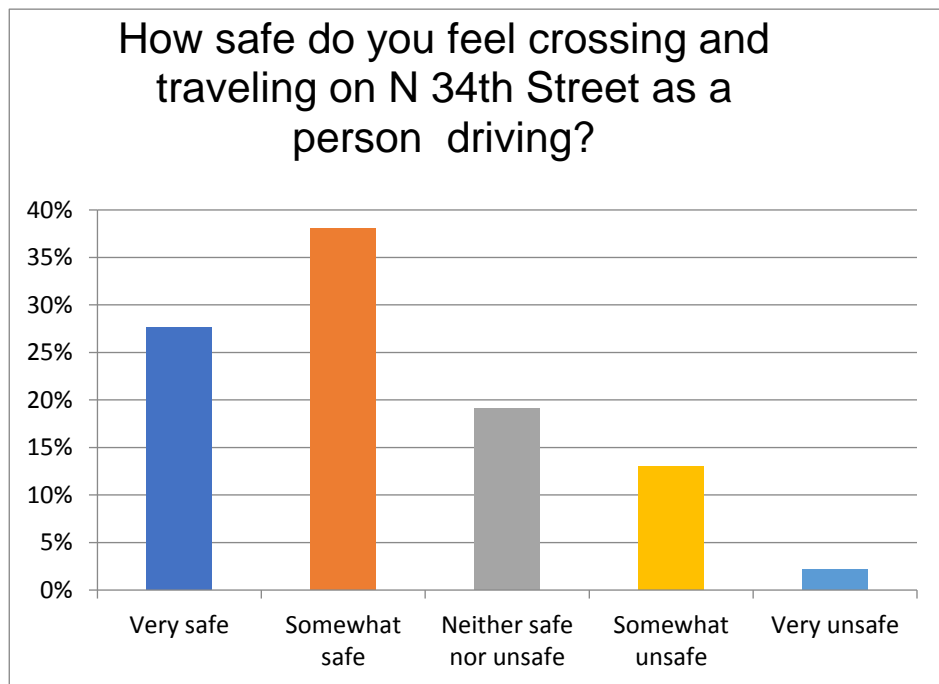
**Question 7: How safe do you feel crossing and traveling on N 34th Street as a person walking or biking?**

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



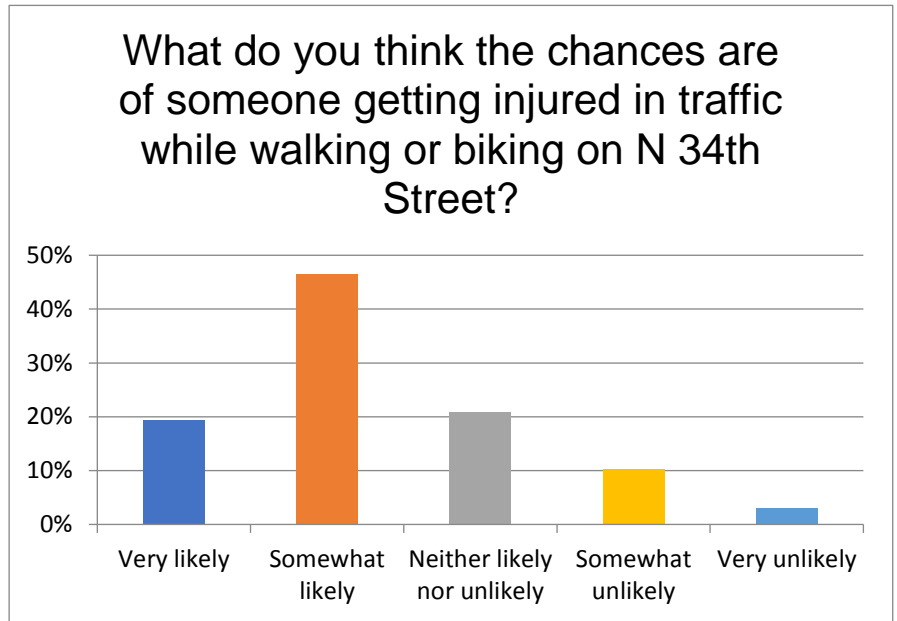
**Question 8: How safe do you feel crossing and traveling on N 34th Street as a person driving?**

Very Safe (28%)  
Somewhat safe (38%)  
Neither safe nor unsafe (19%)  
Somewhat unsafe (13%)  
Very unsafe (2%)



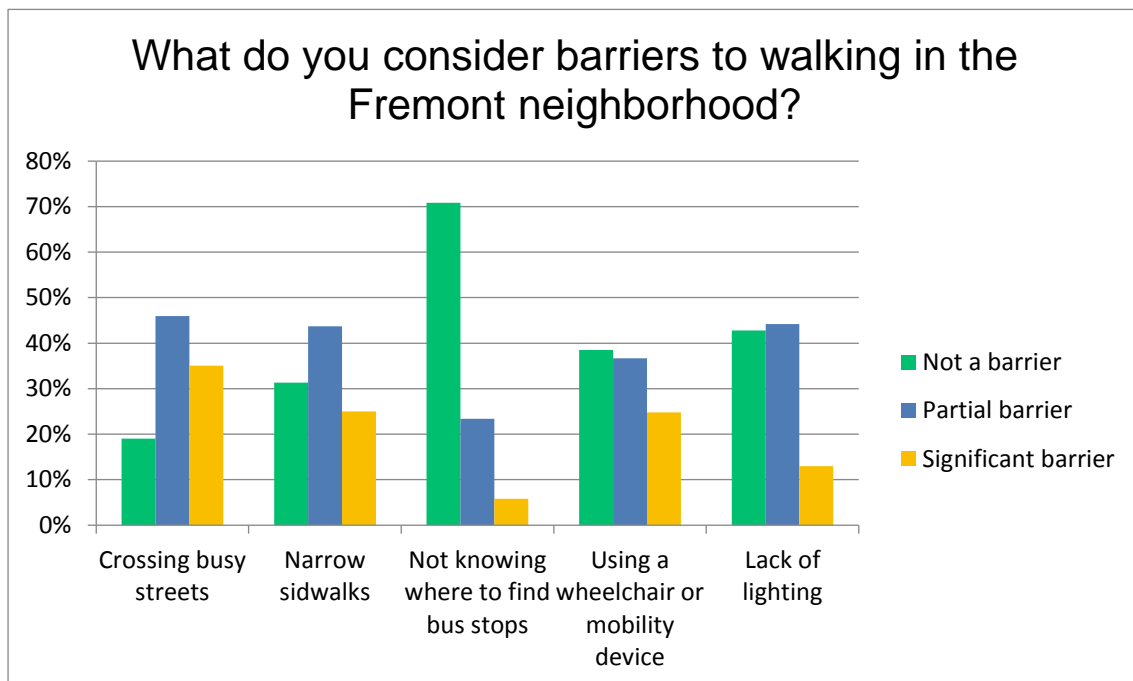
**Question 9: What do you think the chances are of someone getting injured in traffic while walking or biking on N 34th Street?**

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



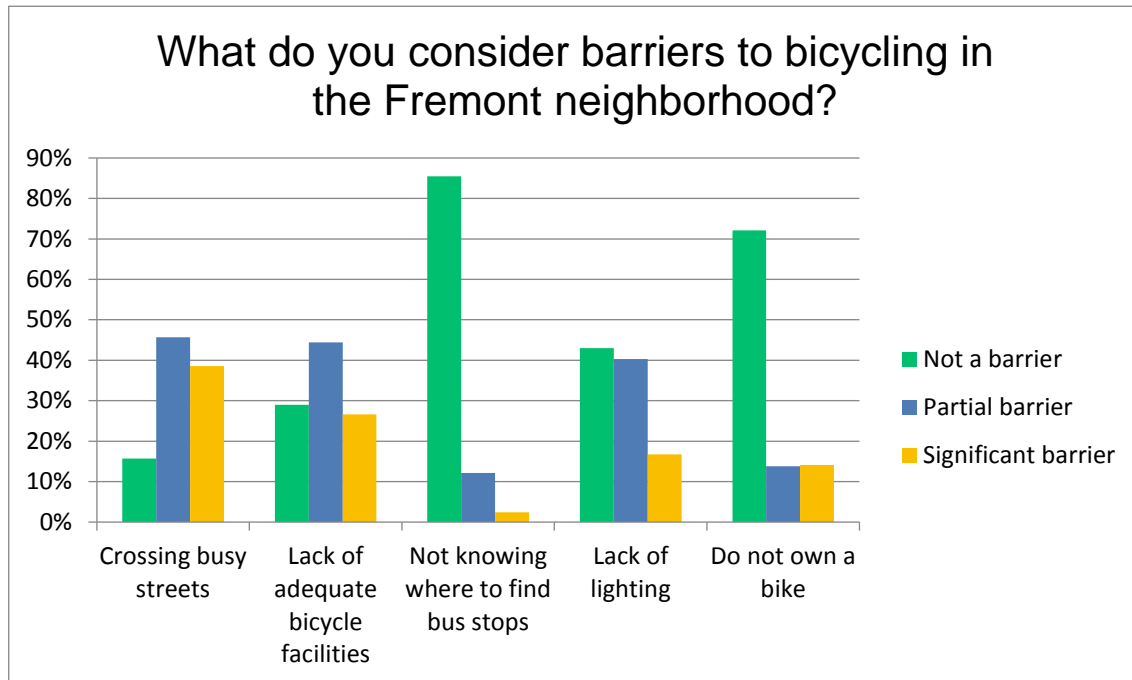
**Question 10: What do you consider barriers to walking in the Fremont neighborhood?**

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





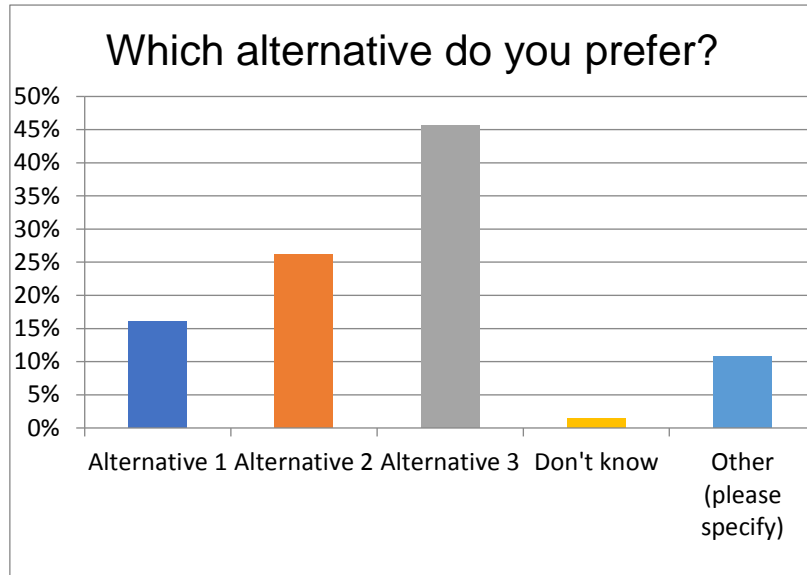
**Question 11: What do you consider barriers to bicycling in the Fremont neighborhood?**



	Not a Barrier	Partial Barrier	Significant Barrier	Total
<b>Crossing busy streets</b>	62 (16%)	180 (46%)	152 (39%)	394
<b>Lack of adequate bicycle facilities</b>	111 (29%)	170 (44%)	102 (27%)	383
<b>Not knowing where to find bus stops</b>	317 (85%)	45 (12%)	9 (2%)	371
<b>Lack of lighting</b>	159 (43%)	149 (40%)	62 (17%)	370
<b>Do not own a bike</b>	240 (72%)	46 (14%)	47 (14%)	333

**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**

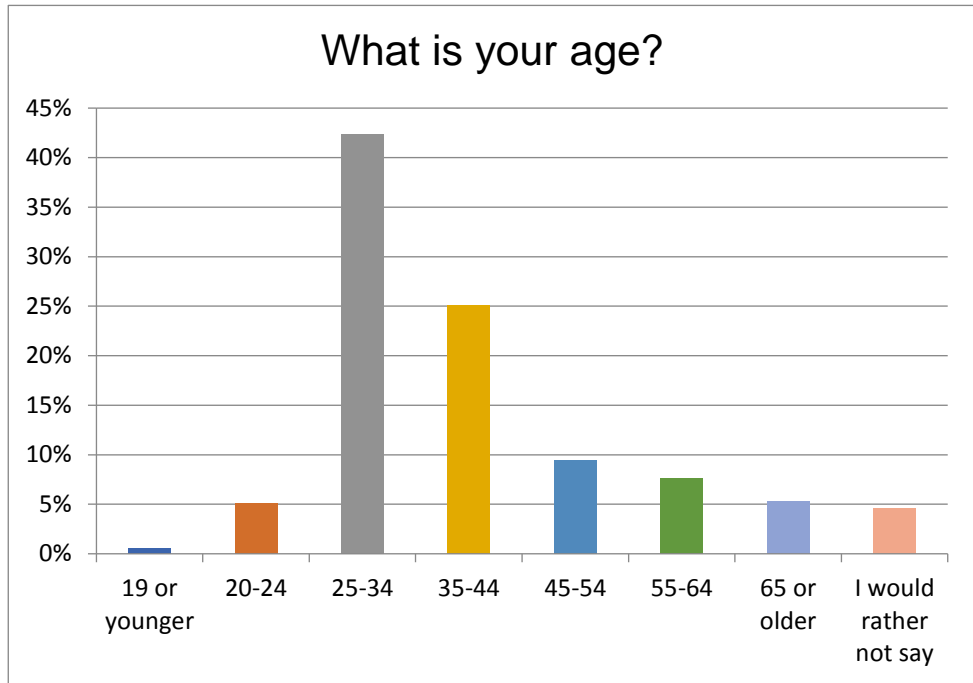
In Favor: “I like alternative 3 because it continues the two-way cycle track that was recently installed to the west of Fremont Ave.”

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

<b>All responses according to category</b>	
# of responses	Category
67	Two-way bike lane on one side
63	Keep parking
54	Improving Safety
43	One-way bike lane on each side of street
37	Install protected bike lanes on the whole corridor
28	Opposed to two-way bike lane
26	Discuss obstacles to protected bike lanes with parking visibility
25	Improving connections to existing PBLs west of Fremont Ave
24	Other
23	Upgrading connections to Burke-Gilman and Fremont Bridge
22	Improving pedestrian crossings and sidewalks:
18	Eliminate parking
17	Prioritizing bikes and bus traffic over cars
16	Recommend Parking next to bike lanes:
15	Opposed to widening lanes
12	Prioritizing automobile travel
10	Prefer no changes to street
8	More loading areas
7	Propose bike facilities on other streets
6	Adding passing lanes
5	Don't like any concepts
4	Dedicated turn signals

**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%)

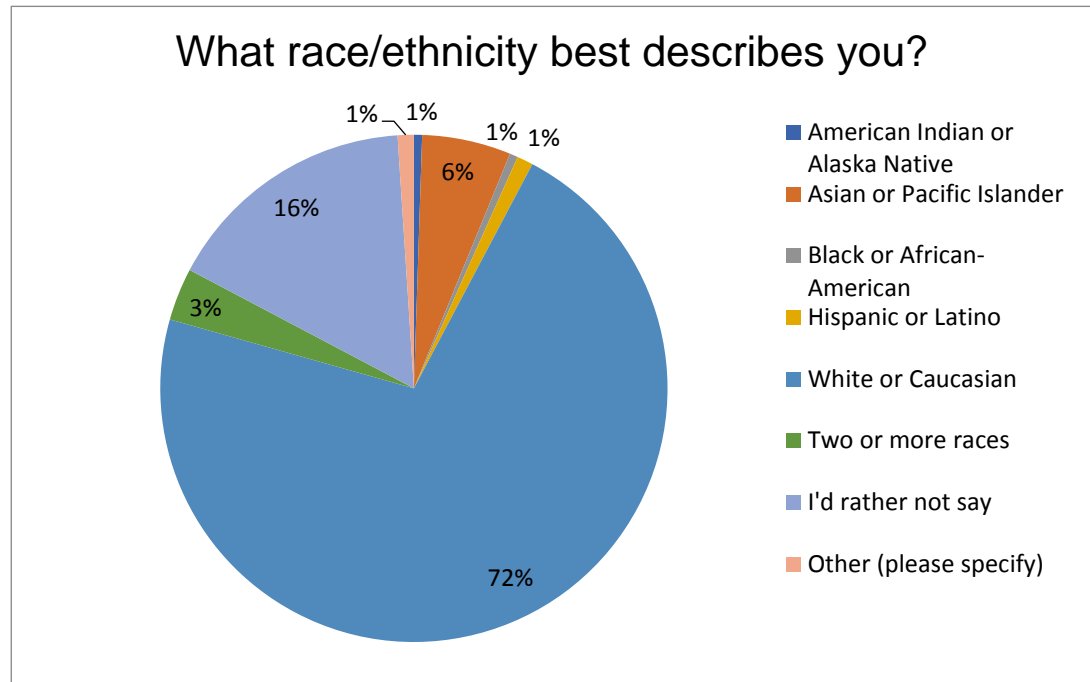


**Question 16: Do you have a disability?**

- Mobility (1%)
- Vision (2%)
- Hearing (1%)
- Cognitive (1%)
- None (95%)
- Other (1%)

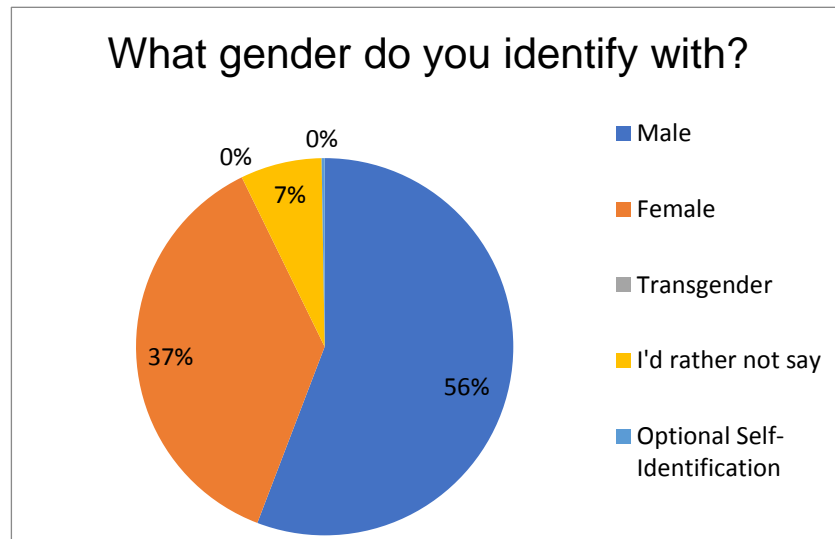
**Question 17: What race/ethnicity best describes you?**

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%)

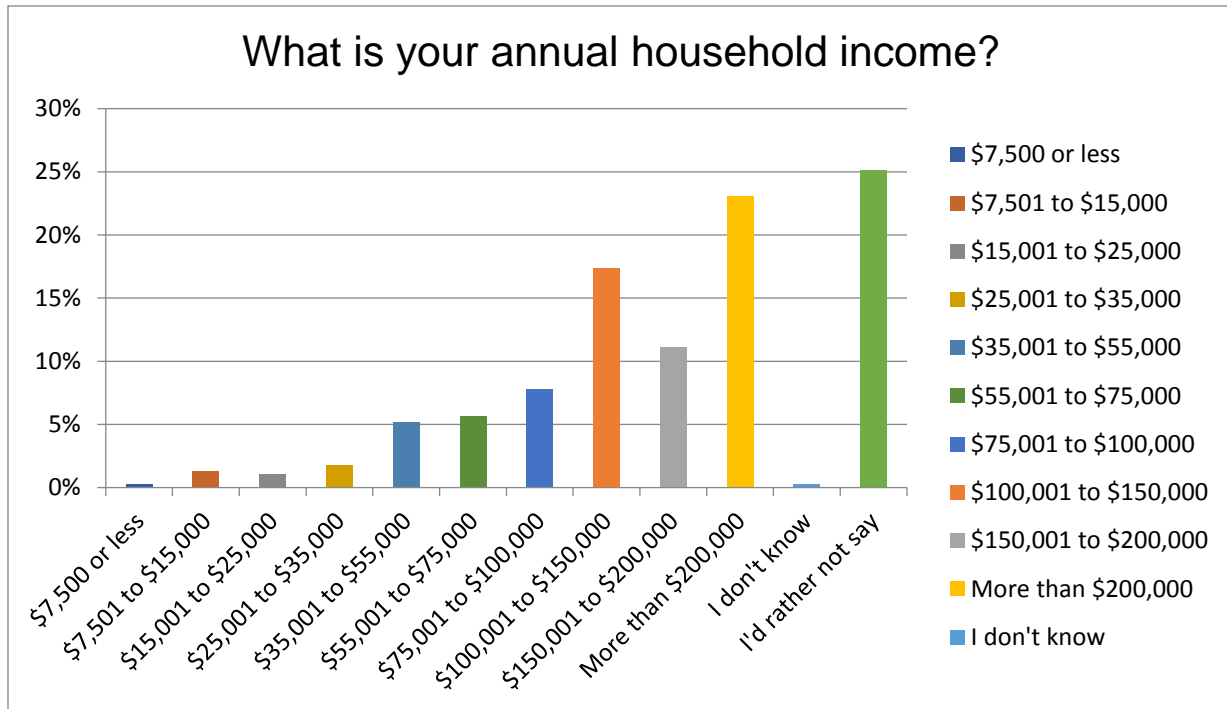


**Question 18: What gender do you identify with?**

Male (56%)  
Female (37%)  
Transgender (0%)  
I'd rather not say (7%)  
Optional self-  
identification (0%)

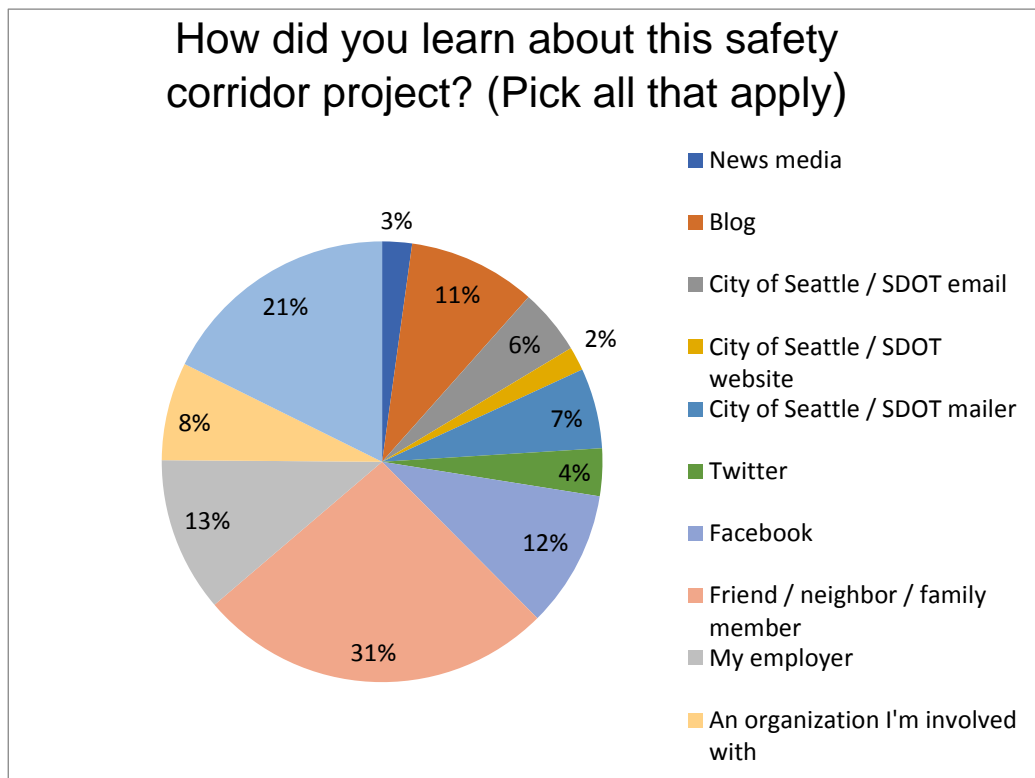


**Question 19: What is your annual household income?**



**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**



**YOU'RE INVITED**  
**N34th St Mobility Improvements**

**Share your feedback!**  
 Take our survey from now until Jan. 31, 2018  
[www.surveymonkey.com/r/N34Mobility](http://www.surveymonkey.com/r/N34Mobility)  
 Ask questions at our drop-in session on Jan. 23

Translation and interpretation services available upon request.  
 Servicios de traducción e interpretación disponibles bajo petición (206) 684-4617.



**Seattle**  
 Department of  
 Transportation

P.O. Box 34996  
 Seattle, WA 98124-4996

This project is funded by the 9-year Levy to Move Seattle, approved by voters in 2015. Learn more about the levy at [www.seattle.gov/LevytoMoveSeattle](http://www.seattle.gov/LevytoMoveSeattle).

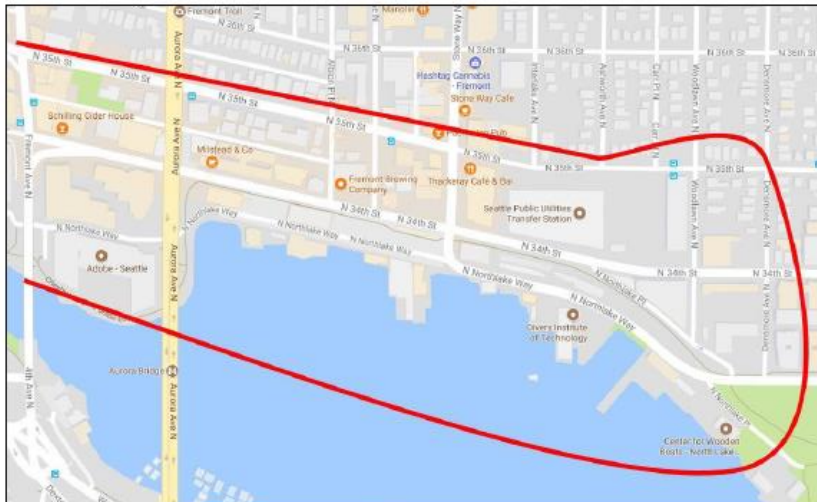
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 Seattle, WA  
 Permit No. 2871

**Overview**  
 In October we went door-to-door to local businesses to discuss upcoming transportation investments being planned for your neighborhood and to listen to your concerns and needs for getting around Fremont. We heard you, and we are ready to share our proposed street design concepts to enhance safety for all modes on N 34th St between Fremont Ave N and Stone Way N.

**Learn More & Tell us What You Think**  
 Review the proposed design concepts and share your feedback via our survey [www.surveymonkey.com/r/N34Mobility](http://www.surveymonkey.com/r/N34Mobility)

You can also join us at Fremont Brewing 11050 N 34th St, Seattle, WA from 4:30-6:00 PM Tuesday, January 23, 2018 to learn about the N 34th St Mobility Project, share your experiences, discuss ideas for improving safety and keeping people and goods moving. Drop in any time and together we'll determine the future of N 34th St. *This location is wheelchair accessible.*

**Questions or comments?**  
 SDDOT Project Manager: Jason Fialkoff  
 (206) 684-4617 | [N34Mobility@seattle.gov](mailto:N34Mobility@seattle.gov)  
[www.seattle.gov/transportation/N34Mobility.htm](http://www.seattle.gov/transportation/N34Mobility.htm)



**APPENDIX C: Display Boards**

**Display Boards**

## N 34TH ST MOBILITY IMPROVEMENTS PROJECT

**PROJECT GOALS**

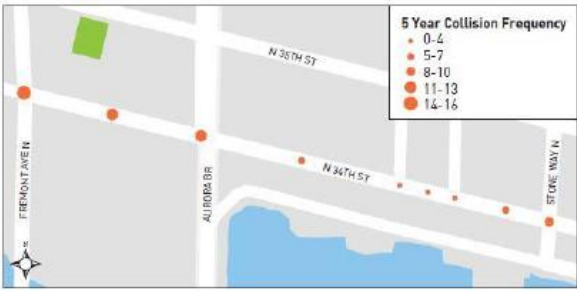
- Enhance safety for all modes of travel
- Maintain freight access to support Seattle's demand for goods and services
- Provide a comfortable and predictable bike connection between the Fremont Bridge and the Burke-Gilman Trail

**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.

**SCHEDULE**  
 Develop a project recommendation by the summer of 2018.  
 Design in 2019 and construct in 2020.



The Bicycle and Pedestrian Safety Analysts identifies safety hot spots at three intersections:

1. N 34th St and Fremont Ave N
2. N 34th St and Troll Ave 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/r/N34Mobility](http://www.surveymonkey.com/r/N34Mobility)


**Available:** Until January 31

**STAY INFORMED**  
 You can sign up for the project mailing list on our project webpage:  
[www.seattle.gov/transportation/N34Mobility.htm](http://www.seattle.gov/transportation/N34Mobility.htm)


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


**Existing**




**Alternative 1 – No Parking / Wide Lanes**




**Alternative 2 – Protected Bike Lanes / Preserve Parking**



**Alternative 3 – Protected Bike Lanes / Preserve Parking**



[www.seattle.gov/transportation/N34Mobility.htm](http://www.seattle.gov/transportation/N34Mobility.htm)



**VISION ZERO**

**TOGETHER WE CAN MOVE SEATTLE**