

SECTION 4: ONLINE SURVEY RESULTS

In the summer of 2007, online surveys were conducted as a part of the development of this Plan. The survey was not intended to be a statistically valid. Instead, it was to take the place of the normal open house where only a small number of participants might be able to take part. Two surveys were available, one for pedestrians and one for cyclists. Respondents indicated their top three attributes for prioritizing construction of new facilities. They were also asked how often they cycled and walked by purpose. By asking questions about the best and worst places to walk and cycle, information about preferences and needs for improvement were obtained. This information is described below. More details about the survey are located in Appendix A.

PEDESTRIAN SURVEY

In the pedestrian survey respondents were asked:

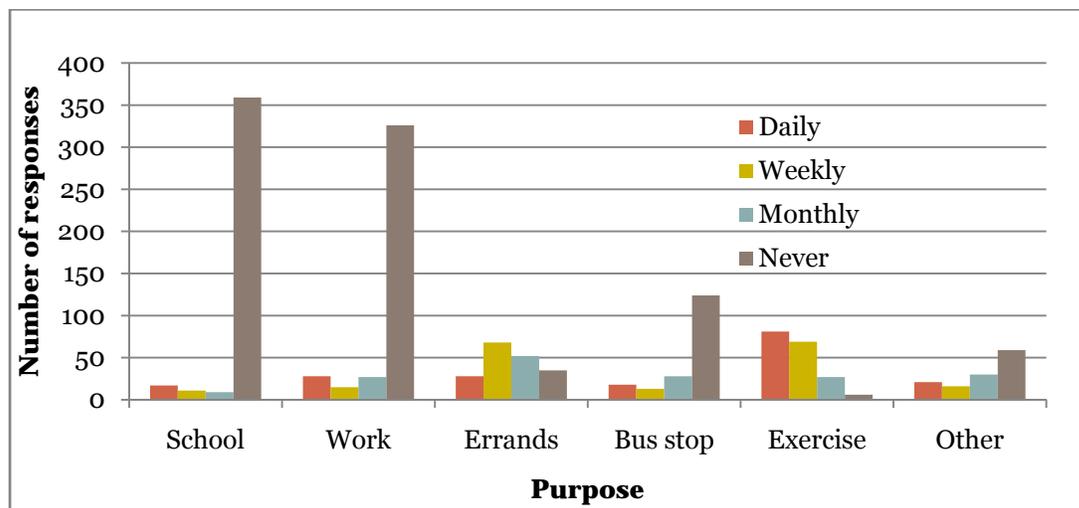
How often do you walk/run in Kirkland? For each purpose below indicate the frequency that BEST describes how often you walk. Here are some examples: if you do an activity on weekdays only, choose daily. If you do an activity 3 times a month, choose monthly. If you do an activity once or twice a week, choose weekly.

Respondents were asked to select *daily, weekly, monthly* or *never* for each of the following walking trip types:

- all the way to school
- all the way to work
- to run errands like shopping, etc.
- to the bus stop for work or school
- for exercise/fitness/pleasure
- other

Results for this question are shown in Figure 32. Among those who responded to the survey, Exercise/fitness/pleasure is by far the most common trip type. Note that walking to perform errands is also an important trip type for survey respondents.

Figure 32 Frequency of walking trip by purpose as reported by survey respondents



Those responding to the walking survey were also asked:

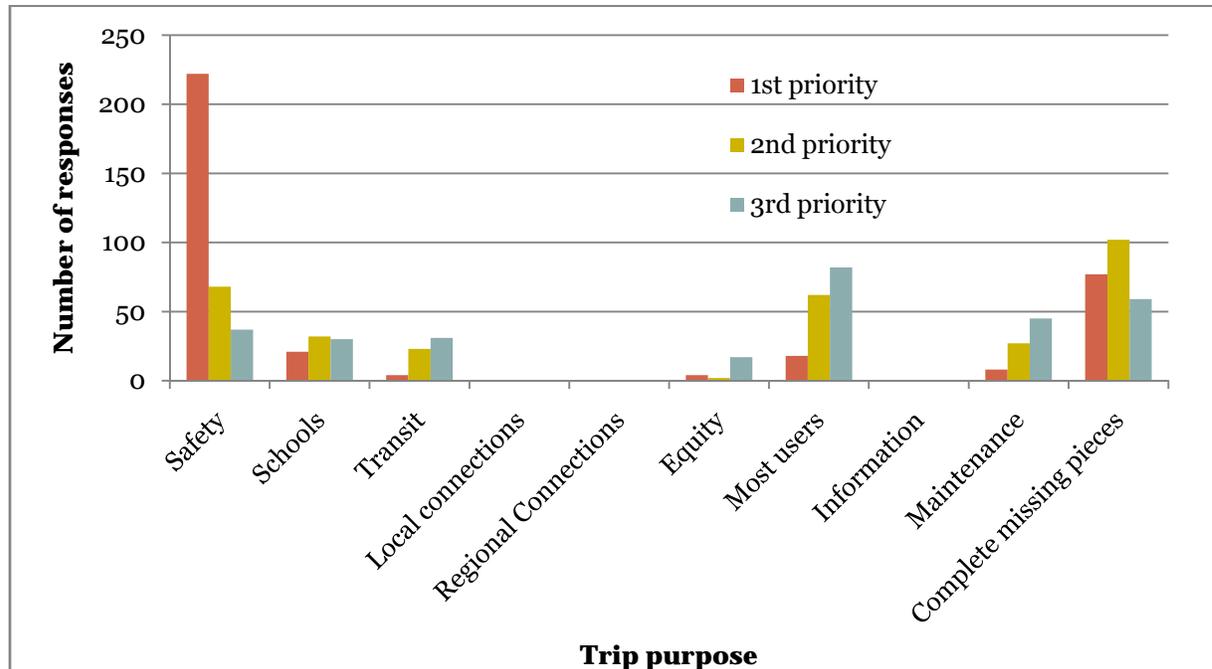
What factors should be used to prioritize construction of pedestrian improvement projects? Indicate how highly each factor should rank when determining funding priorities

A list of possible choices was shown in a drop down menu for each of the first, second and third highest priorities. The choices for priorities were explained in the survey as:

- **Safety** - Address locations where crashes have occurred. This includes street lighting improvements.
- **Complete missing pieces** - Create longer continuous walkways
- **Most users** - Build facilities that will serve the most users
- **Connections** - Facilitate pedestrian travel to shopping, restaurants and other services
- **Equity** - Spend similarly in various neighborhoods
- **Transit** - Increase easy walking access to Metro bus stops
- **Schools** - Build projects near schools and that access school bus stops
- **Maintenance** - Maintain existing pedestrian facilities

Figure 33 shows that by far safety is the most important criteria by which projects should be ranked. Respondents also felt strongly about constructing projects that fill in gaps in the sidewalk, and the criteria with the highest number of votes for the third priority was projects that serve the most users.

Figure 33 Priorities for selecting criteria by which pedestrian improvement construction projects should be evaluated



For the optional question:

Where are the most problematic locations for walking in Kirkland? Be as specific as possible.

Figure 34 shows the major categories respondents chose to answer this question. These responses when looked at in combination with responses in Figure 35 to the question:

Tell us more about anything that would make walking in Kirkland easier for you. Subjects could include:

- Any walking/running issues you've always wanted to comment about.
- Questions or comments about walking facilities or programs.
- Things that you've seen elsewhere that you would like to see in Kirkland.

show that general concerns about sidewalks and crosswalks in a variety of areas are of most concern to pedestrians. In general, there was a strong desire for more sidewalks in all areas of the City. Other areas where there were a group of similar concerns included:

- The intersection of NE 116th Street/Juanita Drive and 98th Avenue NE
- Crossings of I-405 on NE 85th Street and NE 124th Street.
- Clearing of obstructions such as trees and leaves on sidewalks
- Policy for requiring construction of sidewalk along street frontages of new homes.

Figure 34 Responses to the question: Where are the most problematic locations for walking in Kirkland? Sorted by major category

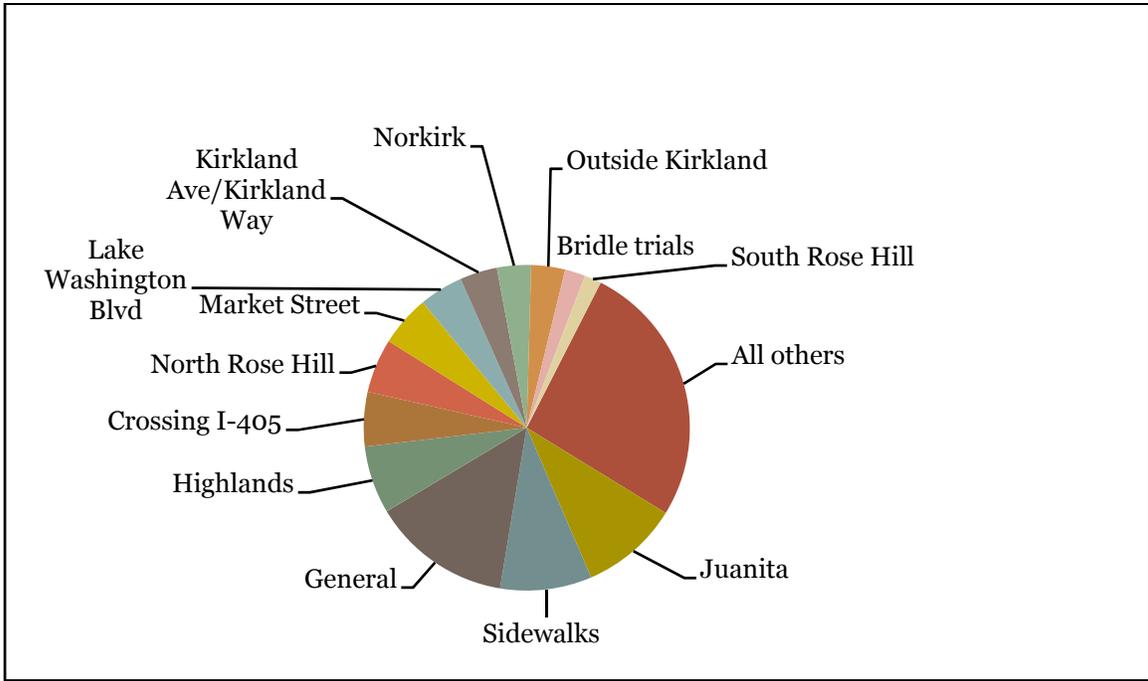
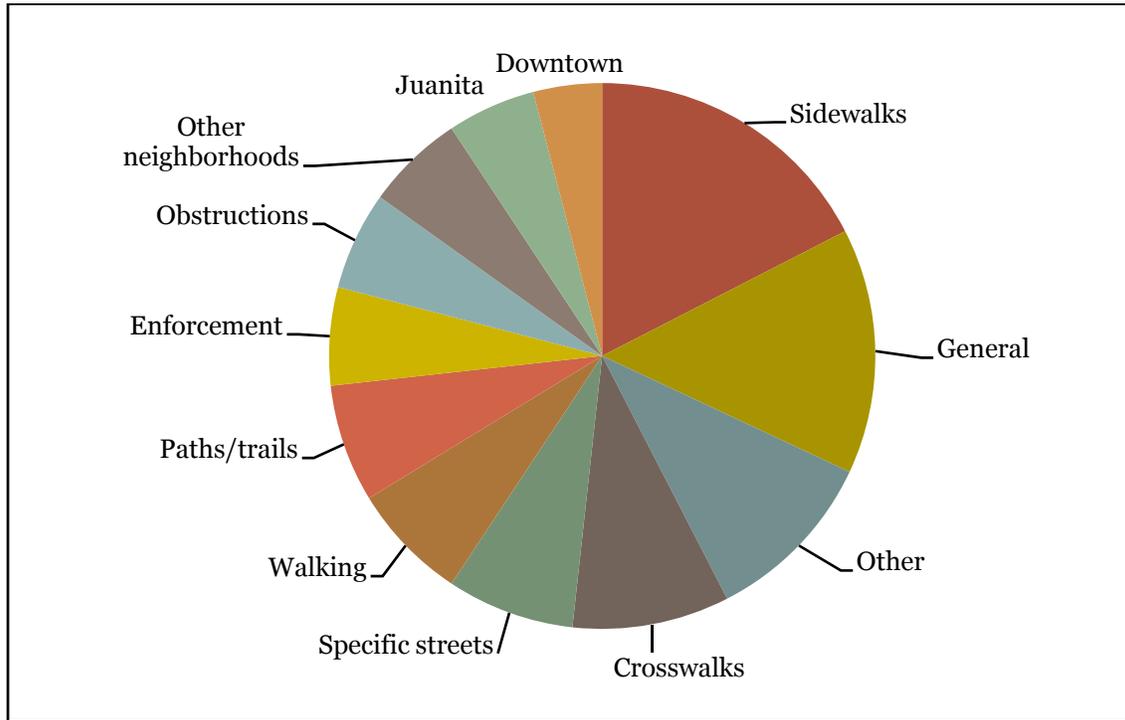


Figure 35 Responses to the question: Tell us more about anything that would make walking in Kirkland easier?



Responses to the question:

Where is an excellent location for walking in Kirkland? Be as specific as possible.

were the clearest of any of the questions asked. Combining the number of responses choosing the Lakefront, downtown and Parks accounts for over 60% of the total responses as shown in Figure 36.

As mentioned above, the on-line survey was not intended to be statistically valid but to serve as option to an open house with the hope that access would be greater. As can be seen in Figure 37, about twice as many woman responded to the pedestrian survey as did men. Statistically valid surveys show that nationally, woman and men make walking trips at about the same rate. Relative to national statistics¹⁸, respondents to the survey fall disproportionately in the 30-49 year old age group. Nationally, about the same amount of walking takes place among all ages from 16 to 64.

The results of the survey shaped the prioritization system for sidewalk construction projects as well as the programmatic elements of the Plan. Prioritization is discussed further in Section 5.

¹⁸ National survey of Bicyclist and Pedestrian Attitudes and Behavior, Volume 1 Summary Report, August 2008, National Highway Traffic Safety Administration.

Figure 36 Responses to the question: Where is an excellent location for walking in Kirkland? Grouped by location.

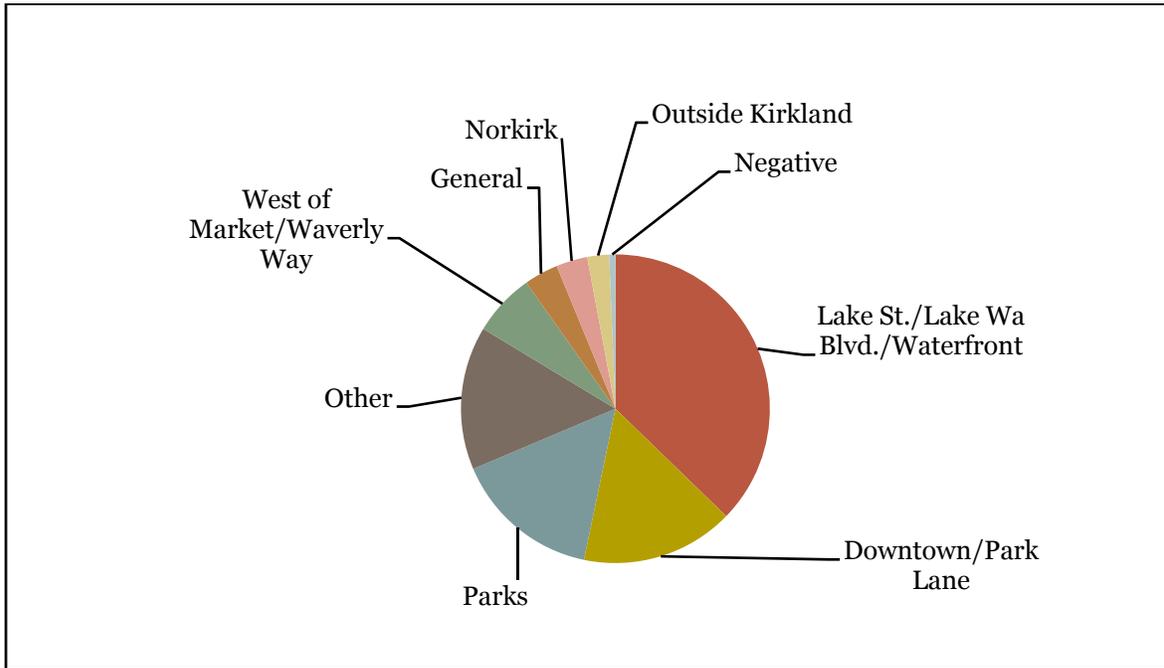
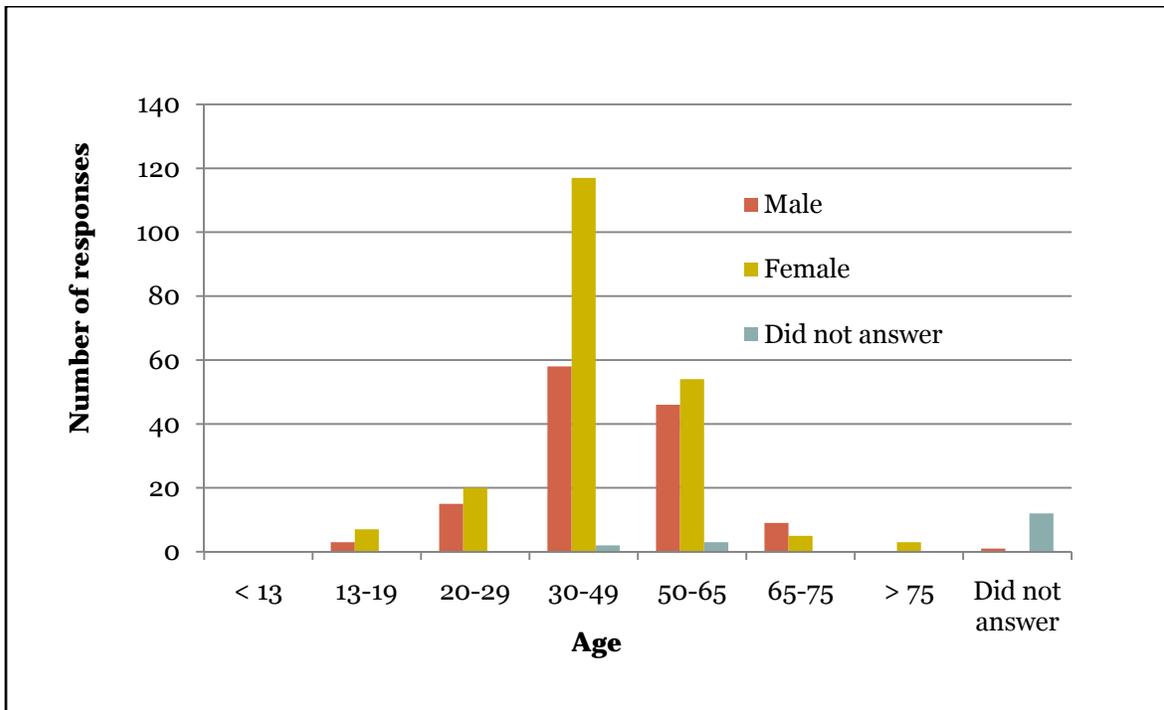


Figure 37 Age and gender of respondents to the pedestrian survey



CYCLIST SURVEY RESULTS

In the bicycle survey respondents were asked:

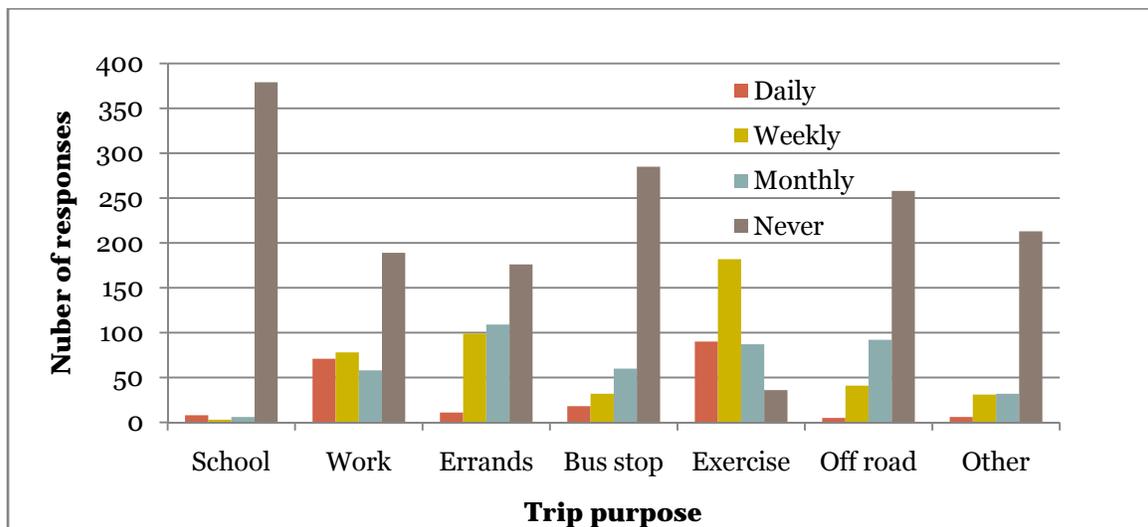
How often do you bicycle in Kirkland? For each purpose below indicate the frequency that BEST describes how often you bicycle. Here are some examples: if you do an activity on weekdays only, choose daily. If you do an activity 3 times a month, choose monthly. If you do an activity once or twice a week, choose weekly.

Respondents were asked to select *daily*, *weekly*, *monthly* or *never* for each of the following walking trip types:

- all the way to school
- all the way to work
- to run errands like shopping, etc.
- to the bus stop for work or school
- for exercise/fitness/pleasure
- Mountain bike/off road
- other

Results for this question are shown in Figure 38. Respondents indicated that exercise, errands and work are the most important trip types. This suggests a need for both local access for errands and regional access for longer work and exercise trips.

Figure 38 Frequency of bicycling trip by purpose as reported by survey respondents



Those responding to the bicycle survey were also asked:

What factors should be used to prioritize construction of bicycle improvement projects? Indicate how highly each factor should rank when determining funding priorities

A list of possible choices was shown in a drop down menu for each of the first, second and third highest priorities. The choices for priorities were explained in the survey as:

- **Safety** - Address locations where crashes have occurred. This includes projects that improve lighting.
- **Regional Connections** - Projects that connect to regional trails/other cities
- **Most Users** - Build facilities that will serve the most users
- **Local Connections** - Connect to shopping, restaurants, other services
- **Equity** - Spend similarly in various neighborhoods
- **Transit** - Increase easy bicycle access to Metro bus stops
- **Schools** - Build projects near schools and that access school bus stops
- **Information** - Mark bicycle routes and add other information like distances to key destinations
- **Maintenance** - Maintain existing bicycle facilities

Figure 39 shows that, by far, safety is the most important criteria by which projects should be ranked. Respondents also felt strongly about completing connections, with regional connections more important than local connections. Judging from the responses to the question about things that can be done to make biking easier (Figure 41) maintenance concerns center on sweeping bicycle lanes and making sure that bicycles can activate traffic signals.

Figure 39 Priorities for selecting criteria by which bicycle improvement construction projects should be evaluated

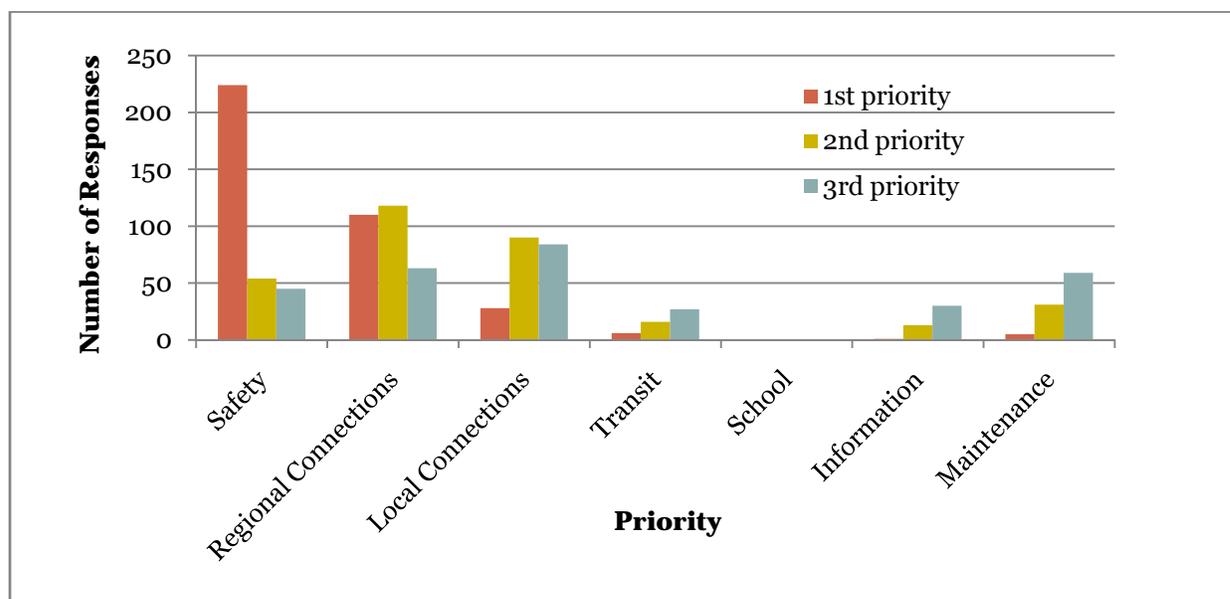


Figure 40 shows the major categories respondents chose to answer the optional question:

Where are the most problematic locations for biking in Kirkland? Be as specific as possible.

The high volume, higher speed, multilane streets NE 85th Street, NE 124th Street (along with their crossings of I-405) and the section of 100th Avenue NE north of NE 124th Street were, not surprisingly, all cited as locations where cycling is difficult. Lake Street between downtown and NE 60th Street was also mentioned fairly frequently, but bike lanes were striped on this section in the fall of 2008.

As illustrated in Figure 41, when cyclists responded to the question:

Tell us more about anything that would make biking in Kirkland easier for you. Subjects could include:

- *Any bicycling issues you've always wanted to comment about.*
- *Questions or comments about bicycle facilities or programs.*
- *Things that you've seen elsewhere that you would like to see in Kirkland.*

The single largest response was for additional bike parking, particularly in downtown Kirkland. There was also support for more bike lanes and for paths that are separated from traffic. The two main maintenance items were additional sweeping of bike lanes and marking traffic signals to be more easily activated by cyclists. Traffic speed and volume represents a small fraction of the problem areas, but when combined with the responses to problem locations, its clearer that traffic speed and volume are major contributors to cyclist dissatisfaction.

Figure 40 Responses to the question: Where are the most problematic locations for biking in Kirkland? Sorted by major category

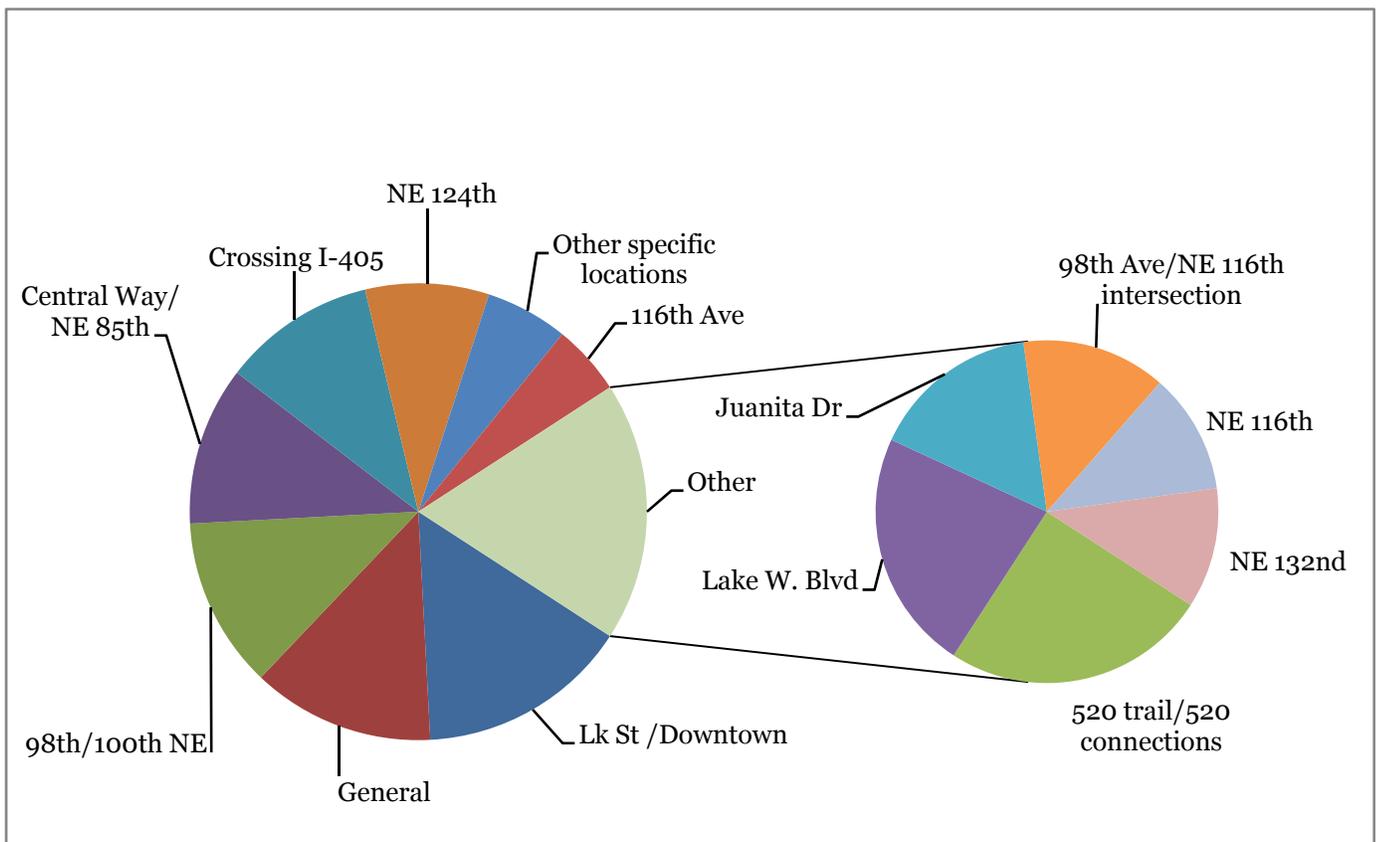


Figure 41 Responses to the question: Tell us more about anything that would make biking in Kirkland easier? sorted by group

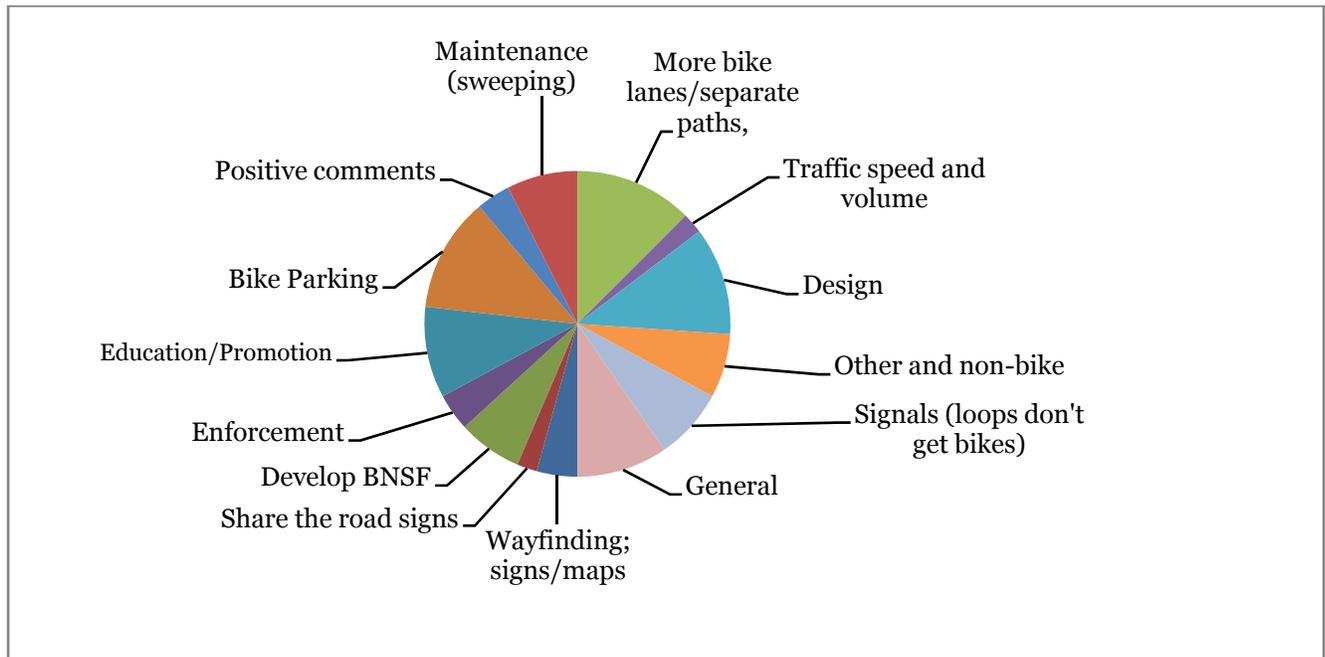


Figure 42 shows that responses to the question:

Where is an excellent location for cycling in Kirkland? Be as specific as possible

Confirmed the popularity of the Lake Washington Blvd./Market Street/Juanita Drive portion of the Lake Washington Loop Route. Other responses were divided among a number of locations.

According to one statistically valid national survey, males make about 68% of all bicycle trips and females make about 32% of all trips. Figure 43 shows a similar difference between male and female respondents to the bicycle survey.

The prioritization of bicycle improvements is discussed further in Section 6. It reflects the information gathered from the survey for both network improvements and programmatic elements.

Figure 42 Responses to the question: Where is an excellent location for biking in Kirkland? Grouped by location.

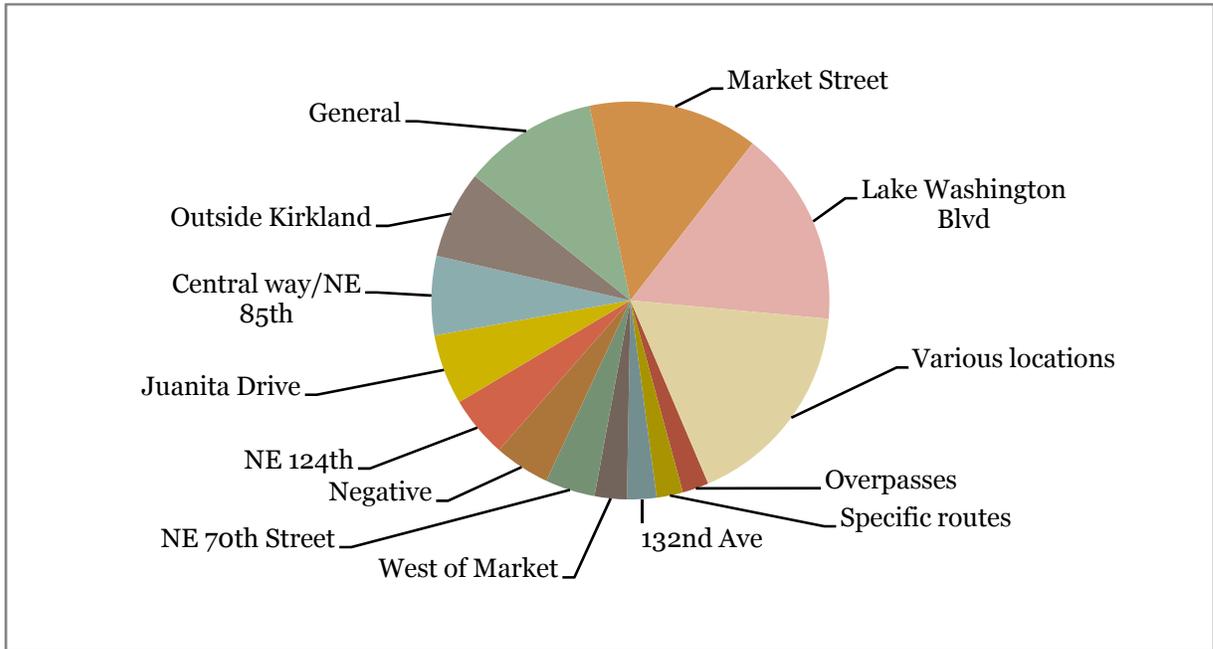


Figure 43 Age and gender of respondents to the bicycle survey

