

NE 40th Street Corridor Study

Online Survey Results

Executive Summary

Public comments about potential pedestrian and bicycle improvements along the NE 40th Street Corridor were solicited by the City of Redmond via an online survey that was open to responses from May 6 - 27, 2009. During this period there were 415 respondents took part in the survey. Please note that some respondents did not answer every survey question (only select questions). The survey was posted on the City's website and advertised in two locations; a link was sent to an e-mail list of over 100 Overlake Stakeholders and Microsoft included a link on its internal website. The purpose was to gather data on modes of travel and patterns of direction that these modes are using. The results will be used to help formulate project ideas incorporated into the NE 40th Corridor Study. The following is an executive summary of the responses to each question. More detailed information regarding responses is available as appendix to this memorandum.

What mode of travel do you use most on NE 40th Street?

Modal travel on NE 40th is diverse. The highlight to note in the answer to this question is that 55% are multimodal. The responses to this question showed that a fairly high percentage of people bicycle, walk, and ride transit on NE 40th compared to other metropolitan areas in the Puget Sound Region. While driving was the most commonly mentioned mode at 45 percent, 27 percent of the respondents said they bicycled most on NE 40th, 16 percent said they walked, and 12 percent said they rode transit., for a total of 55% multimodal.

This answer alone naturally leads to the need of providing good transit, pedestrian and bicycle facilities.

Do you travel along NE 40th Street during the day (8-5), other than getting to work (e.g. to move between campuses, to go get lunch)?

Slightly more than half of the respondents stated that they traveled along the corridor during the day, other than for getting to work.

If yes, where do you go?

Movement within the Microsoft campus was noted most frequently, typically via the Microsoft shuttle system. Other destinations noted included local restaurants, shops, and fitness centers.

How often do you ride the bus?

Bus ridership among survey respondents was noted as typically occurring on a weekly basis. 43 percent of respondents stated that they ride between one and four times per week. 25 percent of respondents stated that they ride daily. 32 percent of respondents stated that they ride on a monthly or occasional basis.

Where do you exit the bus?

65 percent of respondents stated that they exit the bus at the Overlake Transit Center. 36 percent of respondents stated that they exit the bus at various stations along NE 40th Street.

Where do you go after exiting the bus?

The majority of respondents stated they go to the Microsoft campus after exiting the bus. 29 percent go to the main campus and 11 percent go to the west campus and 7 percent go to the north campus.

How often do you use the SR 520 bike trail?

Thirteen percent of the respondents stated that they typically use the bike trail on a daily basis. 27 percent stated they use the trail at least two to three times per week. Another 14 percent stated they use the trail at least one time per week. Twelve percent use the trail 1-3 times per month.

Where do you exit the trail?

67% of respondents stated they exit the SR 520 bike trail at NE 40th. 33 % continue north or south on the trail.

Would you use a pedestrian bridge over SR 520?

Everybody who took the survey responded to this question. 72 percent of respondents stated they would use a pedestrian bridge if it were available (299 out of 415 people).

Why or why not use a pedestrian bridge?

- 47 percent of respondents were supportive of a pedestrian bridge, noting that it would reduce their travel time by providing more direct access to west/main campus and the transit center, and by avoiding traffic lights.
- 23 percent of respondents noted that a pedestrian bridge would improve the safety for bicyclists and pedestrians traveling along the corridor.
- 20 percent of respondents stated they wouldn't use a pedestrian bridge because they do not travel that direction or they drive
- 5 percent stated they would not support the bridge because it would not shorten time or distance traveled significantly
- 5 percent responded "other" to this question

What improvements would you like to see for pedestrians along the NE 40th Street corridor between 148th Avenue NE and West Lake Sammamish?

Responses to this question were varied. 22 percent of the respondents requested that signal timing be improved for pedestrian use, with longer walk cycle times or signals that are more responsive to pedestrian use. 20 percent requested grade separation. Other requests included better striped, more distinct crosswalks, wider sidewalks, improved sidewalks (no cracks, clear of debris), improved safety, and better lighting/visibility, as well as various other types of improvements. Refer to the appendix for additional improvements requested by respondents.

What improvements would you like to see for bicycles along the NE 40th Street corridor between 148th Avenue NE and West Lake Sammamish?

Responses to this question also were varied, but the request to add bike lanes was by far the most stated improvement need for bicyclists suggested by respondents (61 percent of those responding requested either bike lanes or bike paths). Other requested improvements for bicyclists included improved signal timing, safety improvements, grade separation, and improved access to the SR 520 trail, to name a few. Refer to the appendix for additional improvements requested by respondents.

What improvements would you like to see for vehicles along the NE 40th Street corridor between 148th Avenue NE and West Lake Sammamish?

Respondents offered a diversity of suggestions for improvements for vehicles along the NE 40th Street corridor. These included improved traffic light timing (synchronized lights), improved traffic flow allowing right turn on red (use of right turn arrows), improving access to and from SR 520, and other recommendations. Refer to the appendix for additional requests submitted by respondents.

Issues to consider regarding pedestrian/bicycle facilities on NE 40th:

A variety of issues were listed by respondents, including the need for a better bicycling environment and bike lanes; the need for pedestrian signals/improved signal timing; and the need to improve safety for pedestrians and bicyclists along the corridor. Additional issues listed by respondents can be referenced in the appendix.