



Public Attitude Survey of Bicycle and Pedestrian Planning

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Bellevue, Washington

May 2007

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EXECUTIVE SUMMARY

Introduction

This telephone survey of 400 residents of Washington State took place from April 5 to April 26, 2007. It was commissioned by Wilbur Smith Associates to determine public attitudes about bicycle and pedestrian planning. Results of the survey will be evaluated by the Washington State Department of Transportation in planning for the design and funding of facilities for bicycle and pedestrian users as part of the state highway network. The survey focused on these main objectives:

- Determine modes of transportation used during the past year
- Determine the prevalence, frequency and distance of walking and bicycling
- Explore the reasons for not walking or bicycling
- Understand respondents' sense of ease or difficulty in walking or bicycling in their communities
- Gather recommendations for increasing the ease of walking or bicycling
- Determine levels of support for additional state spending of transportation funds for improvements in walking and bicycling conditions
- Learn of reasons for support or opposition to increased spending of *already budgeted funds* for walking and bicycling improvements
- Learn of reasons for support or opposition to *additional taxes* for walking and bicycling improvements
- Determine levels of importance placed on state spending for various transportation projects
- Determine levels of influence of various factors in choice of transportation modes

Key Findings

- **Transportation Modes** – Most respondents (97%) said they drove their cars to get from place to place during the past year. Sixty percent (60%) said they carpooled or rode as a passenger, 59% said they walked, 34% used public transportation and 27% said they bicycled. One third of respondents (32%) indicated that traveled exclusively by personal motor vehicle (they did not walk, bicycle or use public transportation) during the past year to get from one place to another.
- **Walking and Biking for Any Reason** - Among respondents who said they walked, 92% said they walked at least 10 minutes during a usual week. Of those who said they biked, 37% said they biked at least 10 minutes during a usual week.
- **Frequency and Distance of Walking** - Among those who walk during a usual week, 24% walked every day during the past year and 49% walked more often than once a week, but less often than every day. The average distance walked across all respondents was 1.9 miles.
- **Reasons for Not Walking** - Among those who said they had not walked outdoors for at least 10 minutes during the past year, 65% said they had a *disability or other health impairment* and 3% said *don't want to/don't enjoy it*. In comparison, among those who don't walk during a usual week, 13% said they had a *disability or health impairment* and 33% said they *don't want to/don't enjoy it*.
- **Frequency and Distance of Bicycling** - Most respondents who bicycle said they rode less than once a week during the past year (57%). The average length of bike rides across all respondents was 6.5 miles, but among those who ride frequently, rides were longer (10.2 miles for those who ride 2 to 6 times a week).
- **Reasons for Not Bicycling** - *Don't know how to ride, or have no bicycle* was named as the top reason for not bicycling by respondents who have not biked for at least 10 minutes during the past year, and also by those who do not bicycle during a usual week (45%, each group). *Disability or other health impairment* was mentioned twice as often by those who have not bicycled for at least 10 minutes during the past year than by those who don't bicycle during a usual week (18% compared to 9%).
- **Opportunities for More Bicycling** - Respondents who said they had not bicycled during the past year were asked whether they would like to bicycle more. While a large majority (69%) said they *would not*, responses varied significantly by age. Among those who are 18 to 34, 77% said they would like to bicycle more. In comparison, just 23% of those age 35 and older said they would like to bicycle more.

- **Ease of Walking and Bicycling in Communities** – Respondents who walk were much more likely than respondents who bicycle to say it is *very easy* to walk in their communities (43% versus 21%). In a similar set of findings, results found respondents who have not walked during the past year more than twice as likely as those who have not bicycled during the past year to say it is *very easy* to walk in their communities (48% compared to 21%).
- **Walking Difficulties** - Respondents who said it was *somewhat* or *very* difficult to walk and bike in their communities were asked to give reasons. Among those who walk in a usual week, most (57%) mentioned *no sidewalks* as a reason, and 23% said *roads are too busy/too much traffic*. Among those who have not walked during the past year 71% named *no sidewalks*.
- **Bicycling Difficulties** - Among respondents who said it was *somewhat* or *very* difficult to bicycle in their communities and who bicycle in a usual week, many (37%) gave *no bike lanes/roads too narrow/no shoulder* as a reason. Respondents also said *roads are too busy/too much traffic* (26%) and *no trails or paths* (17%). Of those who have not bicycled during the past year, 40% said there were *no bike lanes/roads too narrow/no shoulder*, 30% mentioned *too many hills/big hills* and 26% said the terrain was *unsafe*.
- **Recommended Changes to Increase the Ease of Walking** – *Provide more pedestrian facilities* surfaced as the top suggestion for increasing the ease of walking in communities. Respondents who walk in a usual week and those who have not walked during the past year gave this recommendation more often than other suggestions (59% and 52%, respectively).
- **Recommended Changes to Increase the Ease of Bicycling** - Providing *more bicycling facilities* topped the lists of recommendations given by both cyclists and non-cyclists, but those who have not bicycled during the past year were more likely to give this reason than those who bicycle in a usual week (76% compared to 56%). They were also more likely to recommend that *areas be made safer for bicycling* (37% compared to 26%) and that *existing bicycling facilities be improved* (28% compared to 16%).
- **Spending for Improving Walking Conditions** – Respondents are willing to support increased state spending for improved walking conditions if it does not involve an increase in taxes: 48% said they *strongly support* re-distribution of funds to pay for improved walking conditions, but less than half as many (21%) said they *strongly support* the cause if new state taxes are needed to fund it. In fact, 30% said they *strongly opposed* the cause if there are new state taxes.

- **Reasons for Supporting/Opposing New Taxes** – As reasons for supporting new taxes, respondents said residents *need a safe place to walk* (27%) and mentioned *health benefits* derived from walking (22%). Primary reasons that were given for opposing new taxes include *too many taxes paid already* (28%), *more important things to fund* (18%) and taxes are *unnecessary for walking improvements* (18%).
- **Spending for Improving Bicycling Conditions** - While over two thirds are in support of improving bicycling conditions if taxes funds are re-distributed (including 42% who *strongly support* the option), less than half (46%) are in support of new taxes for the improvements. A majority (54%) of respondents are opposed to new taxes.
- **Reasons for Supporting/Opposing New Taxes** – As reasons for supporting new taxes for bicycling improvements, respondents most often mentioned the *health benefits* provided by bicycling (22%), bicycling as *an alternative to driving* (20%), a *need for more safe places to bicycle* (19%) and *a need for bike paths/ bike lanes* (17%). Top reasons for opposing new taxes for improvements were: people *pay too many taxes already* (27%) and there are *more important things to spend money on* (22%).
- **State Spending for Transportation Projects** - In order to understand the level of prominence assigned to pedestrian and bicycling improvements, the survey asked respondents to rate the importance of two pedestrian/biking projects alongside five other transportation objectives. *Expanding public transportation* gathered the most top importance ratings (54% gave a rating from 8 to 10) and *expanding bicycle networks and trails* gathered the fewest (33% gave a top rating). *Building safe places to bike and walk* came in with the third-most top importance ratings (40%), following *adding more roads and highway lanes* (42%).
- **Influences on Choice of Transportation Modes** - Respondents were asked to rate the level of influence of five factors on choice of transportation modes. *Amount of time* was rated a top influence on choice of transportation mode by a majority of respondents (51% gave it a rating from 8 to 10). *Cost* of transportation was rated a top major influence by about two out of five (39%). All remaining factors (*weather, comfort and effect of climate trends*) gathered one third or less top influence ratings given by respondents.

Conclusions

This study was commissioned for two primary purposes: to determine public use of pedestrian and bicycling facilities and to explore public opinion about future improvements that will be made to these facilities.

Survey results found a wide discrepancy in the popularity of walking as compared to bicycling. Despite the fact that a fairly large segment of respondents indicated they have no bicycle (38%), results suggest that if they had, they would be unlikely to use it for transportation or for exercise to the extent that respondents said they walked. Asked whether they would like to bicycle more, most of those who have not bicycled (69%) said they would not. This disinterest is linked to age - those older than age 35 are less likely to be interested in more bicycling opportunities than those younger than 35.

As a mode of transportation, walking clearly tops bicycling in popularity. More than double the proportion of respondents claimed that they walked to get from place to place in the last year as said they bicycled (59% compared to 27%). As a activity, walking is much more popular than bicycling: more than 9 out of 10 respondents said they walk for at least 10 minutes during a usual week; in comparison only 37% said they regularly bicycle.

These disparate findings should not be taken as a recommendation to discount survey results that found strong support for planned improvements to **both** pedestrian and bicycling facilities. Of course, this support is contingent on how the improvements are funded. If already budgeted state funds are re-distributed for the purpose, the public will likely approve. If improvements to pedestrian and bicycling facilities require new taxes, the public will likely disapprove.

The survey found that in choosing a mode of transportation, a majority of respondents are most influenced by the amount of time it takes to travel by that mode. Many are also swayed by the cost. These influences underplay the importance that respondents said they place on transportation projects: *expanding public transportation* and *adding more roads and highway lanes* gathered the top two importance ratings. *Building safe places to bike and walk* came in third.

In evaluating pedestrian and bicycling improvements as transportation project priorities, planners should keep in mind survey results that found a much greater level of importance placed on *building safe places to bike and walk* than on *expanding bicycle networks and trails*. Although expanding biking facilities is of key importance to those who bicycle, most do not bicycle. It may be best to plan for improvements in safety and accessibility of areas that can be shared by pedestrians and bicyclists.

INTRODUCTION

Background

Wilbur Smith Associates is interested in understanding public attitudes about bicycle and pedestrian planning in order to inform and advise Washington State Department of Transportation planners. For this purpose Wilbur Smith Associates engaged the services of Gilmore Research Group to conduct a random telephone survey of 400 residents of the state to determine:

- Most popular modes of transportation
- Prevalence of regular walking and biking
- Ease of walking and biking in communities
- Support for state spending on walking and biking improvements
- Importance of transportation projects
- Influences on choice of transportation modes

Methodology

The survey was conducted with a random digit distribution sample of respondents. The sampling method yielded results that can be considered representative of a population much larger than the completed number of interviews, within the stated margin of error.

The survey was conducted by telephone from the Gilmore Research Group telephone center in Bremerton, WA between April 5 and April 26 of 2007. The average length of the interview was 10 minutes. Respondents were contacted during day and evening hours and on weekends. Selected numbers were called a minimum of six times or until an interview was completed or refused.

A total of 400 randomly selected adult residents were interviewed in the state of Washington. For the total group of 400 interviews, the precision of the research is that there is a margin of error of +/-4.9 percentage points at the 95% confidence level.

Profile of Respondents

Survey results reflect the opinions of slightly more females than males (51% compared to 49%).

The average age of respondents was 51.1 years. A large majority of those interviewed were non-minorities.

Most respondents indicated that they were well educated: more than half (51%) said they had at least one college degree. Despite this overall advanced level of education, there were more respondents who said they earn less than \$75,000 in annual income (47%) than said they earn incomes of at least \$75,000 or more (38%). This disparity may be attributed to a high rate of refusal to answer the question about income (15%), assuming that high income earners may be more reluctant to disclose their earnings than lower income earners.

A large majority of respondents (98%) said they have a working motor vehicle in their household and most have a bicycle (62%).

Demographic Profile		Total (400)
Gender		
Male		49%
Female		51
Age		
18-24		4%
25-34		10
35-44		19
45-54		27
55-64		21
65-74		11
75+		8
Refused		2
Mean		51.1
Education		
High school or less		23%
Some college/tech/voc		25
College grad		29
Post grad		22
Refused		1
Racial		
White		86%
Minority		8
Refused		6
Income		
Less than \$50,000		27%
\$50,000 up to \$75,000		20
\$75,000 up to \$100,000		18
\$100,000 and up		20
Don't know/Refused		15
Have a Working Motor Vehicle in Household (Q1)		
Yes		98%
No		2
Have a Bicycle (Q1A)		
Yes		62%
No		38

DETAILED FINDINGS

This section of the report begins with an overview of respondents' modes of transportation used during the past year, and their usual patterns of walking and bicycling. It discusses barriers to walking and bicycling in respondents' communities and it gives their recommendations for increasing the ease of walking and bicycling.

The section continues with a summary of support and opposition for funding of bicycling and pedestrian improvements. It concludes with a discussion about the importance of various transportation projects and influences on choice of transportation.

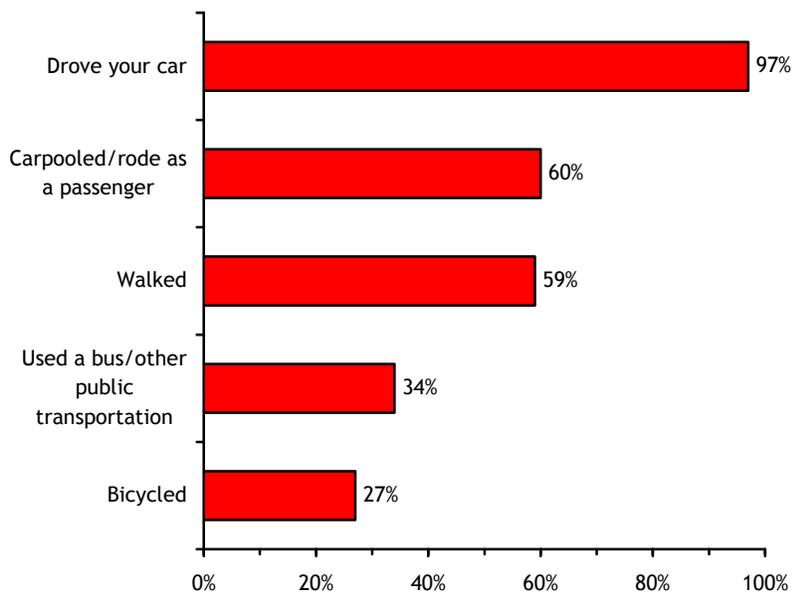
Modes of Transportation

As a start to the survey, respondents were read a list of transportation modes and asked to name those that they have used in the past year, to get from place to place. Although nearly all respondents named multiple modes of getting around, driving personal vehicles topped the list (97%). (Figure 1)

One third of respondents (32%) indicated that they did not walk, bicycle or use public transportation during the past year to get from one place to another.

Figure 1
Modes of Transportation Used in the Past Year
All Respondents

(Base = 400)

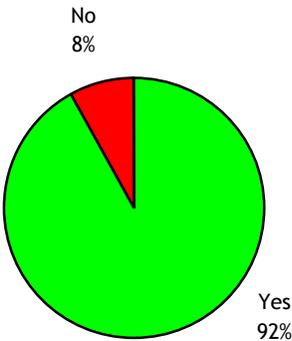
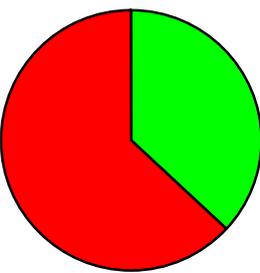


Question 2: Which of the following modes of transportation have you used in the past year to get from one place to another?

Multiple choice question

Walking and Biking For Reasons Other Than Transportation

Respondents were then asked whether they walked or biked in a usual week at least 10 minutes at a time, for recreation, exercise, to get to and from places or for any other reason. Among respondents who said they walked¹, 92% said they walked at least 10 minutes during a usual week. Of those who said they biked², 37% said they biked at least 10 minutes during a usual week. (Figures 2A and 2B).

Figure 2A Walk at Least 10 Minutes During a Usual Week	Figure 2B Bike at Least 10 Minutes During a Usual Week												
<p>(Base = 369)</p>  <table border="1"> <caption>Data for Figure 2A</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>92%</td> </tr> <tr> <td>No</td> <td>8%</td> </tr> </tbody> </table>	Response	Percentage	Yes	92%	No	8%	<p>(Base = 290)</p>  <table border="1"> <caption>Data for Figure 2B</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>37%</td> </tr> <tr> <td>No</td> <td>63%</td> </tr> </tbody> </table>	Response	Percentage	Yes	37%	No	63%
Response	Percentage												
Yes	92%												
No	8%												
Response	Percentage												
Yes	37%												
No	63%												
<p>Question 13: In the past year, in a usual week, have you walked for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason?</p> <p>The base includes those who mentioned that they walked as a mode of transportation in Q2, plus those who did not mention walking or biking as a mode of transportation in Q2, but who said, yes, they walked, in Q3.</p>	<p>Question 18: In the past year, in a usual week, have you biked for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason?</p> <p>The base includes those who mentioned that they biked as a mode of transportation in Q2, plus those who did not mention walking or biking as a mode of transportation in Q2, but who said, yes, they biked, in Q8.</p>												

¹ This includes those who mentioned walking in Q2 as a mode of transportation and those who said, *yes*, they walked in Q3 even though they didn't mention walking as a mode of transportation in Q2.

² This includes those who mentioned biking in Q2 as a mode of transportation and those who said, *yes*, they biked in Q8 even though they didn't mention biking as a mode of transportation in Q2.

Frequency and Length of Walks and Rides

Respondents who walk in a usual week were asked how many times they walked in the last year and how far they walked on average, on those occasions. Respondents who said they bicycle in a usual week were asked similar questions. Tables 1A and 1B show the length of each type of activity by the frequency.

Walking

Table 1A: Among those who walk during a usual week, most do so frequently: 24% (or 80 of the 339) walked every day during the past year and 49% walked more often than once a week, but less often than every day. The average distance walked across all respondents was 1.9 miles.

- Middle income earners (\$50,000-\$75,000) averaged greater walking distances (2.4 miles) than lower income earners (under \$50,000 – 1.5 miles) and higher income earners (\$75,000 plus – 1.8 miles)

	Total (339)	Less Than Once A Week (54)	Once A Week (38)	2 to 6 Times A Week (165)	Every Day (80)
Less than one mile	17%	20%	16%	13%	23%
One mile	25	24	45	22	21
2 miles	30	24	21	35	29
3 miles	12	19	11	12	10
More than 3 miles	9	7	8	10	9
Don't know	7	6	-	8	8
Mean	1.9	1.8	1.6	1.9	1.9

Questions 14 & 15: How many times did you walk during the past year? What was the average length in miles of the walks you took?

Bicycling

Table 1B: Most respondents who bicycle don't do it frequently: 57% (or 61 of the 106) said they rode less than once a week during the past year.

The average length of bike rides across all respondents was 6.5 miles, but among those who ride frequently, rides were longer (10.2 miles for those who ride 2 to 6 times a week).

- Higher income earners (\$75,000 plus) averaged longer rides (7.5 miles), compared to lower income earners (under \$50,000 – 3.3 miles).

	Total (106)	Less Than Once A Week (61)	Once A Week (16)*	2 to 6 Times A Week (25)*	Every Day (3)*
One mile or less	12%	18%	-	4%	33%
2 miles	12	15	13	4	33
3 miles	6	7	6	4	-
4 miles	9	7	25	8	-
5 miles	25	28	31	8	33
More than 5 miles	31	34	25	64	-
Don't know	5	5	-	8	-
Mean	6.5	5.2	6.6	10.2	2.3

Questions 20 & 21: How many times did you ride a bicycle during the past year? What was the average length in miles of the bike rides you took?

***Use caution when interpreting results for small subgroups.**

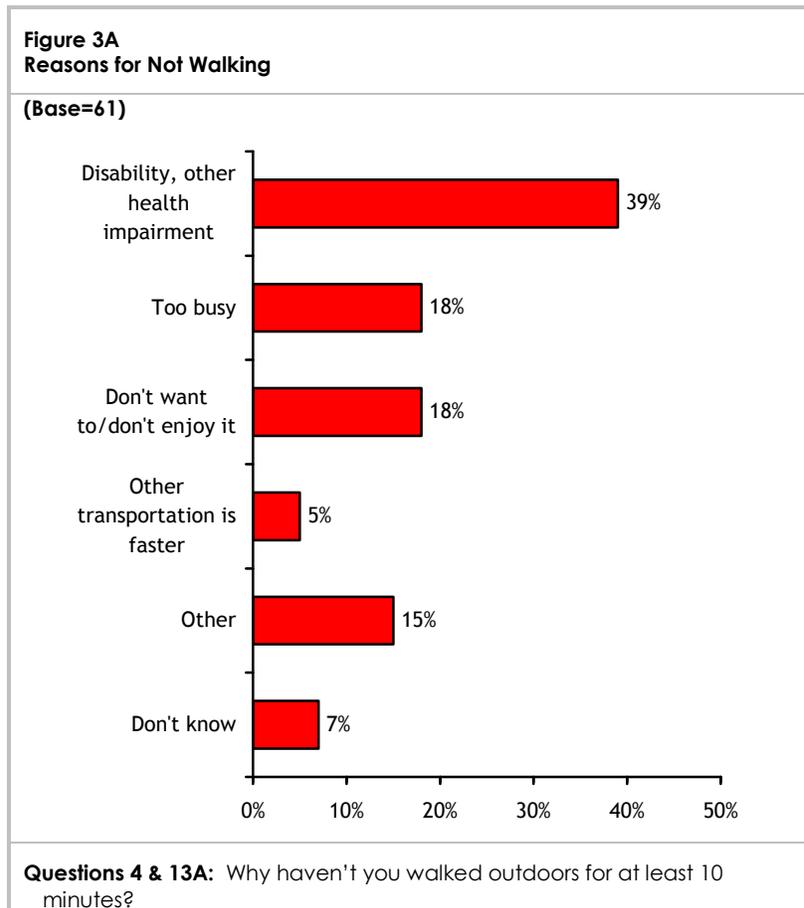
Reasons For Not Walking and Biking

Figure 3A displays the reasons that respondents gave for not walking and Figure 3B shows their reasons for not bicycling.

Reasons for Not Walking

Figure 3A shows the *combined* reasons for not walking that were given by two distinct groups of respondents: those who said they had not walked at all during the past year and those who said they don't walk during a usual week. These groups' reasons for not walking differed, depending on whether the reasons were for not walking *at all* or for not walking during a usual week.

Among those who said they had not walked outdoors for at least 10 minutes during the past year (31 people), 20 (65%) said they had a *disability or other health impairment*. One person of the 31 (3%) said *don't want to/don't enjoy it*. In comparison, among those who don't walk during a usual week (30 people) just 4 (13%) said they had a *disability or health impairment* and 10 (33%) said they *don't want to/don't enjoy it*.



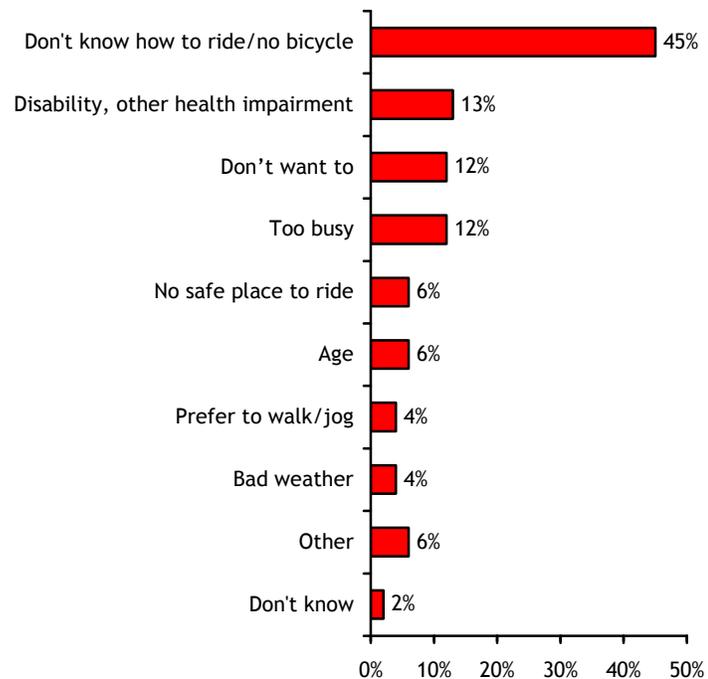
Reasons for Not Bicycling

Figure 3B shows the *combined* reasons for not biking that were given by both those who said they had not walked at all during the past year and those who said they don't walk during a usual week.

Don't know how to ride, or have no bicycle was named as the top reason for not biking by each group in similar proportions (45%, each group). Each group named most of the other reasons displayed in the combined graph about equally as often except for one: *disability or other health impairment*. This reason was mentioned twice as often by those who have not bicycled for at least 10 minutes during the past year (18%) than by those who don't bicycle during a usual week (9%).

Figure 3B
Reasons for Not Biking

(Base=294)



Questions 9 & 19: Why haven't you bicycled outdoors for at least 10 minutes?

Opportunities for More Biking:

Respondents who said they had not bicycled during the past year were asked whether they would like to bicycle more. While a large majority (69%) said they *would not*, responses varied significantly by age of respondents: among those who are 18 to 34, 77% said they would like to bicycle more. In comparison, just 23% of those age 35 and older said they would like to bicycle more.

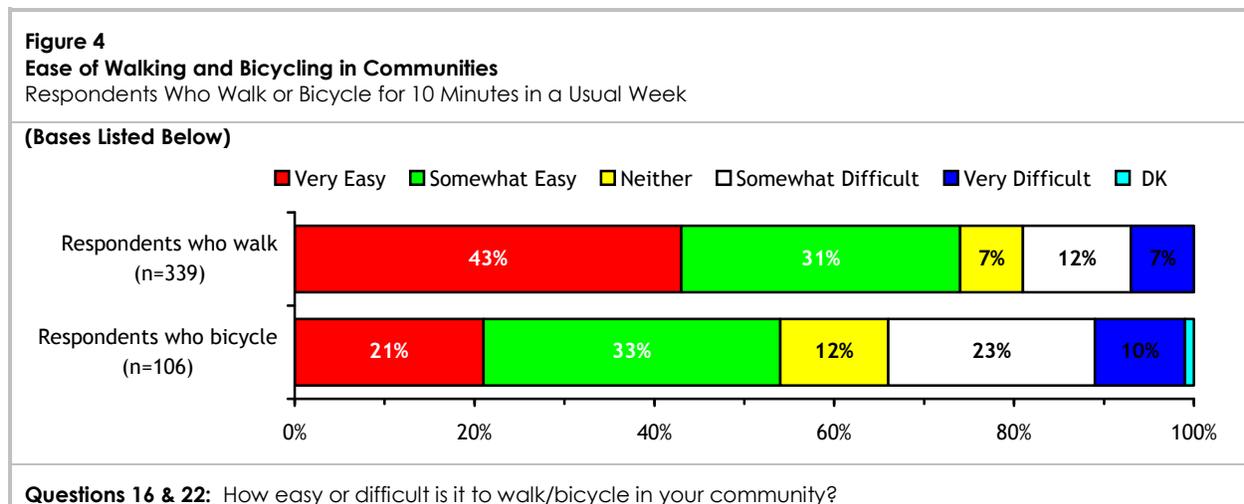
Ease of Walking and Bicycling in Communities

Respondents were asked how easy or difficult they felt it was to walk and pedal in their communities. Figures 4 and 5 display ratings for two types of respondents: those who walk or ride for at least 10 minutes during a usual week, and those who said that they have not regularly walked or pedaled during the past year.

Ratings by Respondents Who Usually Walk or Bicycle

Figure 4 displays ratings given by respondents who walk or ride for at least 10 minutes during a usual week. Results found a distinct disparity in ratings for ease of walking and ease of biking.

Respondents who walk were much more likely than respondents who bicycle to say it is *very easy* to walk in their communities (43% versus 21%). Ratings for difficulty of walking or bicycling were also varied, with bicycling in communities more often rated *somewhat difficult* (23% versus 12% for walking).



Ratings given by demographic subgroups differed in these ways:

- Middle-income earners (\$50,000-\$75,000) were more likely to say walking in their communities is *somewhat/very easy* (86%) than were lower income earners (under \$50,000 – 72%) and higher income earners (\$75,000 plus – 71%)
- Respondents who are 35 to 54 years old were more likely than those under 35 to say walking is *very difficult* (11% compared to 0%).
- Respondents who use a number of transportation modes to get from place to place were more likely to say bicycling is *somewhat/very easy* than were those who get around exclusively by motor vehicle (driving or carpooling) – 58% compared to 29%.

Walking Difficulties

Walkers who gave a rating of *somewhat* or *very* difficult were asked to give reasons for their ratings. Table 2 shows that respondents most often gave *no sidewalks* (57%) as an explanation. *Traffic* was also named frequently (23%).

Table 2
Reasons for Rating Walking in Communities Somewhat/Very Difficult
Respondents Who Walk for 10 Minutes in a Usual Week

	Total (61)
No sidewalks	57%
Roads too busy/too much traffic	23
Too many hills/big hills	18
Walking isn't necessary	10
Roads too narrow/no shoulder	5
Other	18
Don't know	2

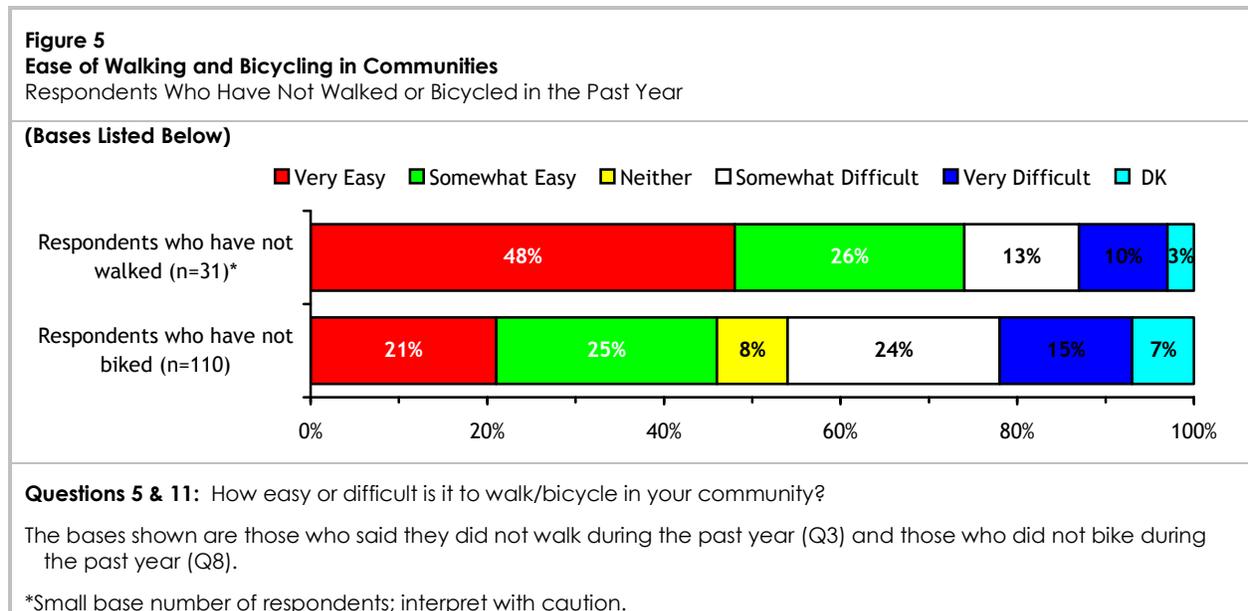
Question 16A: What makes it difficult to walk in your community?
Multiple response question

Bicycling Difficulties

Thirty-five respondents said they felt it was *somewhat* or *very* difficult to bicycle in their communities. Asked to give reasons why, many (13 out of 35) said *no bike lanes* or *roads are too narrow/no shoulder*. *Roads too busy/too much traffic* was also mentioned often (9 out of 35).

Ratings By Respondents Who Have Not Walked or Pedaled in the Past Year

Figure 5 shows ratings by respondents who said that they have not regularly walked or pedaled during the past year. Results are similar to those found among those who said they walk or ride during a usual week: respondents who do not usually walk were more than twice as likely as those who do not usually bicycle to say it is *very easy* to walk in their communities (48% compared to 21%).



Walking Difficulties

The seven respondents who said it was *somewhat* or *very* difficult to walk in their communities more often named *no sidewalks* as a reason (5 out of 7) than *health issues* (2 out of 7).

Bicycling Difficulties

Among respondents who said it was *somewhat* or *very* difficult to bicycle in their communities (43 people) 17 mentioned *no bike lanes/roads too narrow/no shoulder* as a reason. Thirteen said there were *too many hills/big hills*, 11 said the terrain is *unsafe* and 9 mentioned *too busy roads/too much traffic*.

Recommended Changes to Increase the Ease of Walking and Bicycling

Survey respondents were read a list of five changes that could be made in communities to encourage more residents to walk and to bike. They were then asked to indicate which changes – if any, they would most recommend be made.

Recommendations to Improve Walking in Communities

Table 3 displays suggestions for increasing the ease of walking that were made by respondents who walk during a usual week. The most popular recommendation – chosen by nearly 3 out of 5 (59%) - was to provide *more pedestrian facilities*.

It is notable that *each of these recommendations* was chosen significantly more often by respondents who use a number of transportation modes to get from place to place than by those who get around exclusively by motor vehicle (driving or carpooling).

Respondents who said they have not walked at least 10 minutes during a usual week in the past year were also asked to give their recommendations. These 31 people also suggested most often that there be *more pedestrian facilities* (52%)

Table 3
Recommendations for Increasing the Ease of Walking in Communities

Respondents Who Walk for 10 Minutes in a Usual Week

	Total (339)
More pedestrian facilities (sidewalks, paths, trails, lighted areas, safe signals & intersections, crosswalks)	59%
Make areas for walking safer	31
Enforce motorist laws	30
Improve existing facilities	25
Pedestrian safety education	18
Other	3
No recommendations / none	16
Don't know	3

Question 17: Which of these changes would you recommend be made in your community to make it easier for you to walk more?

Multiple response question

Recommendations to Improve Bicycling in Communities

Table 4 displays suggestions for increasing the ease of bicycling made by both those who bicycle for at least 10 minutes during a usual week, and by those who have not regularly bicycled in the past year.

Providing *more bicycling facilities* topped the lists of recommendations given by both groups, but those who do not bicycle during a usual week were more likely to give this reason than those who do (76% compared to 56%). They were also more likely to recommend that *areas be made safer for bicycling* (37% compared to 26%) and that *existing bicycling facilities be improved* (28% compared to 16%).

	Respondents Who Bicycle At Least 10 Minutes During a Usual Week (110)	Respondents Who Have Not Bicycled At Least 10 Minutes During a Usual Week in the Past Year (106)
More bicycling facilities (bike paths, bike lanes, bike parking racks, lighted areas, safe signals & intersections)	56%	76%
Make areas for bicycling safer	26	37
Bicycle safety education	19	18
Improve existing facilities	16	28
Enforce laws governing bicycling	16	22
Change laws related to bicycling and motorists	9	22
Other	3	2
No recommendations / none	16	6
Don't know	9	-

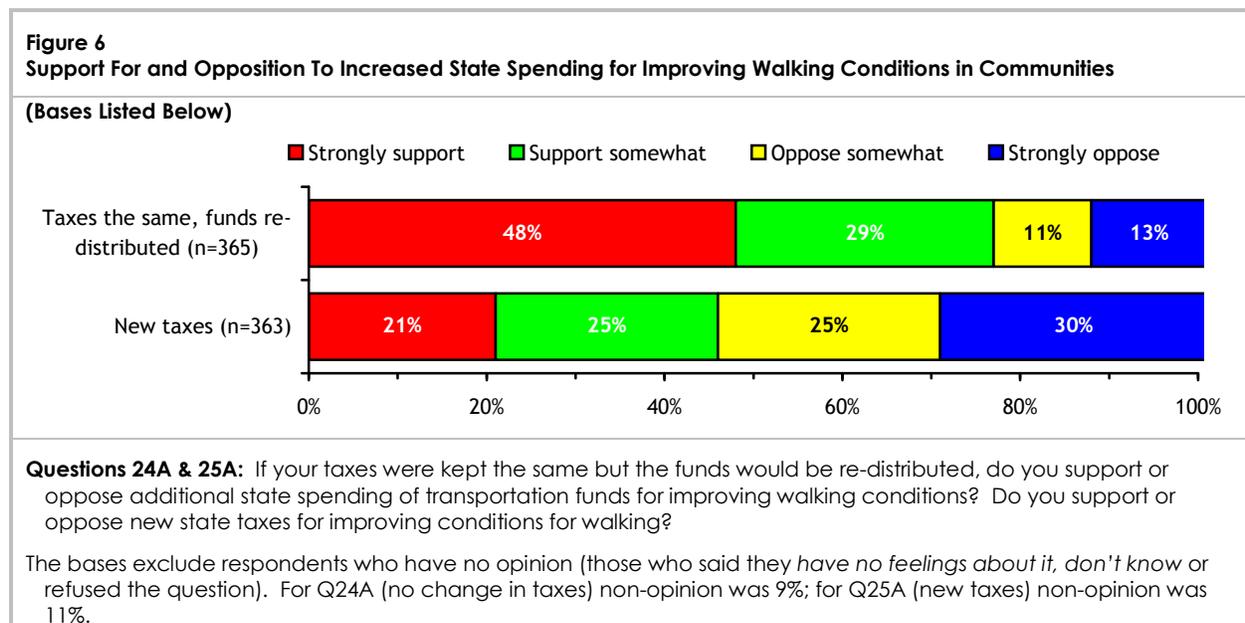
Questions 12 & 23: Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
Multiple response question

State Spending For Improvements in Walking and Biking Conditions

Respondents were asked to give their opinions about whether there should be changes in state spending to improve walking and biking conditions in Washington communities. They were asked to indicate their support or opposition to additional state spending if taxes were kept the same, but funds re-distributed. They were also asked for their opinion about raising new state taxes to make these changes.

Spending for Improving Walking Conditions

Figure 6 shows a strong difference in opinion about spending for improvements in walking conditions when the issue of additional taxes is introduced.³ Results clearly show that respondents are willing to support increased state spending for improved walking conditions if it does not involve an increase in taxes: 48% said they *strongly support* re-distribution of funds to pay for improved walking conditions, but less than half as many (21%) said they *strongly support* the cause if new state taxes are needed to fund it. In fact, 30% said they *strongly oppose* the cause if there are new state taxes.



³ Results are presented for those who gave a rating. That is, the proportions that are shown do not take into account those respondents who said *don't know, have no opinion* and who refused to answer the question. Results are presented this way to give the clearest picture of opinion possible: adding respondents who had no opinion of the issues into the base number of respondents would cloud the interpretation of results.

- Respondents who are 35 to 54 years old (51%) were more likely to *strongly support re-distribution of state funds* compared to those who are 65 years old and older (36%)
- Respondents who use a number of transportation modes to get from place to place were more likely to *strongly support re-distribution of state funds* than those who get around exclusively by motor vehicle (driving or carpooling) – 52% compared to 39%
- Respondents who are 55 to 64 years old were more likely than those who are 18 to 34 to *strongly oppose re-distribution of state funds* (17% compared to 6%)
- Males were more likely than females to strongly oppose **new taxes** to fund the improvements (37% compared to 24%)

Reasons for Supporting/Opposing New Taxes

As reasons for supporting new taxes, respondents said they thought residents *need a safe place to walk* (27%). They also mentioned the general *health benefits* that can be derived from walking (22%) and the general *need to walk more often* (18%). (Table 4A).

Table 4A Reasons for Supporting New Taxes for Improving Walking Conditions	
	Total (164)
Need safe place to walk	27%
Health benefits	22
People should walk more	18
Need more sidewalks	10
Need an alternative to driving	10
Money well spent	10
Reduces pollution from driving	9
Other	15
Don't know	6
Question 25A1: Why do you support new taxes for improving walking conditions?	
Multiple response question	

Those who said they opposed new taxes for improving walking conditions most often said they *pay too many taxes already* (28%). More than a third said they didn't think additional taxes were in order for these types of improvements because there are *more important things* to fund (18%) and *taxes aren't necessary* for walking improvements (18%). (Table 4B)

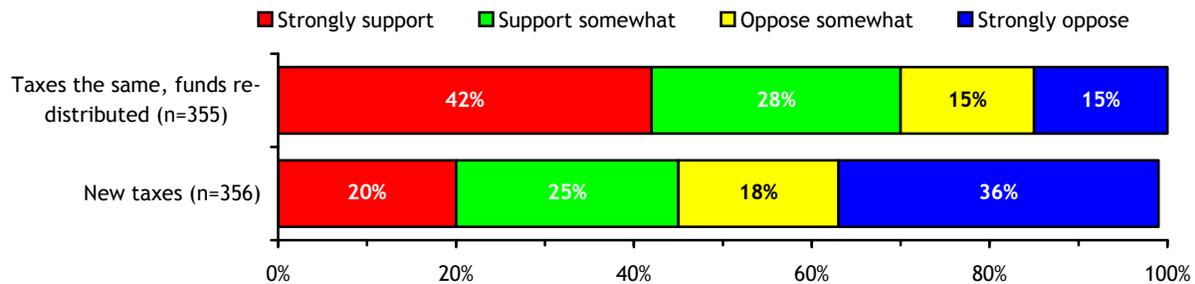
Table 4B Reasons for Opposing New Taxes for Improving Walking Conditions	
	Total (199)
Pay too many taxes already	28%
More important things to spend taxes on	18
Taxes not necessary for these improvements	18
Re-distribute funds they already have	12
Can't afford more taxes	8
This offers no personal benefits	4
Other	18
Don't know	2
Question 25A1: Why do oppose new taxes for improving walking conditions?	
Multiple response question	

Spending for Improving Biking Conditions

Figure 7 shows a similar strong difference in opinion about whether taxes should be spent for bicycling improvements. While over two thirds are in support of improving bicycling conditions if taxes funds are re-distributed (including 42% who *strongly support* the option), less than half (46%) are in support of new taxes for the improvements. A majority (54%) of respondents are opposed

Figure 7
Support For and Opposition To Increased State Spending for Improving Biking Conditions in Communities

(Bases Listed Below)



Questions 24B & 25B: If your taxes were kept the same but the funds would be re-distributed, do you support or oppose additional state spending of transportation funds for improving bicycling conditions? Do you support or oppose new state taxes for improving conditions for bicycling?

The bases exclude respondents who have no opinion (those who said they *have no feelings about it, don't know* or refused the question). For Q24B (no change in taxes) non-opinion was 11%; for Q25A (new taxes) non-opinion was also 11%.

Reasons for Supporting/Opposing New Taxes

As reasons for supporting new taxes, respondents most often mentioned the *health benefits* provided by bicycling (22%), bicycling as *an alternative to driving* (20%), a *need for more safe places to bicycle* (19%) and a *need for bike paths/ bike lanes* (17%). (Table 5A).

Table 5A
Reasons for Supporting New Taxes for Improving Biking Conditions

	Total (162)
Health benefits	22%
An alternative to driving	20
Need safe places to bicycle	19
Need more bike paths/bike lanes	17
Reduces pollution from driving	12
People should bicycle more often	9
Save money spent on gasoline	6
Money well spent	4
Other	17
Don't know	2
Question 25B1: Why do you support new taxes for improving walking conditions?	
Multiple response question	

Top reasons for opposing new taxes for improvements in bicycling conditions were nearly identical to those given for opposing walking improvements: people *pay too many taxes already* (27%) and there are *more important things to spend money on* (22%). (Table 5B)

Table 5B
Reasons for Opposing New Taxes for Improving Biking Conditions

	Total (194)
Pay too many taxes already	27%
More important things to spend taxes on	22
Re-distribute funds they already have	16
Taxes not necessary for these improvements	11
Can't afford more taxes	8
I do not bike	5
Bicyclists should not share the road with motorists	4
Other	14
Don't know	2

Question 25A1: Why do oppose new taxes for improving biking conditions?

Multiple response question

State Spending For Transportation Projects

In order to understand the level of prominence assigned to pedestrian and bicycling improvements, the survey asked respondents to rate the importance of these types of projects along with five other transportation objectives. The ratings scale ranged from 1 (*not at all important*) to 10 (*extremely important*). Respondents could choose a 1, a 10 or any number in between.

Figure 8 displays the proportion of top ratings (8 through 10), middle ratings (4 through 7) and bottom ratings (1 through 3). It also displays the mean rating for each item.

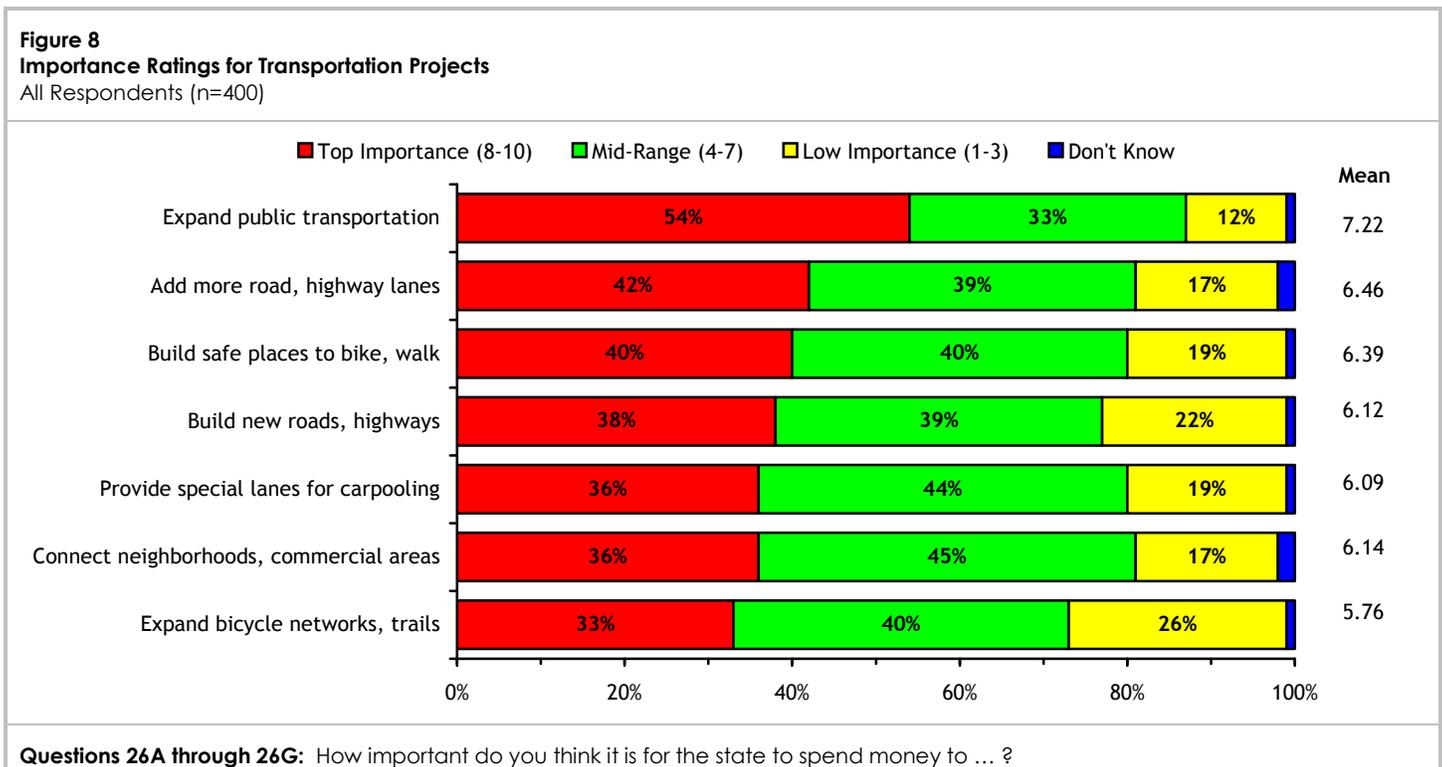
A majority of respondents (54%) gave top importance ratings to *expanding public transportation systems and services*. This item had the highest mean importance rating (7.22).

Fewer than half gave top importance ratings for *building safe places to walk and bike* (40%) and only one third (33%) gave top ratings for *expanding bicycle networks and trails*. These subgroups gave higher mean importance ratings for *building safe places to walk and bike* than others indicated:

- Respondents who use a number of transportation modes to get from place to place (mean - 6.61), compared to those who get around exclusively by motor vehicle (mean - 5.92)
- Respondents who are 45 to 54 years old (mean - 6.97), compared to those who are 55 to 64 (mean - 5.87) and those who are 65 years old and older (mean - 5.79)
- Respondents who bicycle in a usual week (mean - 6.9), compared to those who do not (6.2)

Mean importance ratings for *expanding bicycle networks and bike trails* showed significant differences for these subgroups:

- Respondents who use a number of transportation modes to get from place to place (mean - 6.0), compared to those who get around exclusively by motor vehicle (mean - 5.26)
- Respondents who bicycle in a usual week (mean - 6.57), compared to those who do not (5.47)
- Respondents who are 18 to 54 years old, compared to those who are 65 years old and older. Each age bracket (18 to 34, 35 to 44 and 45 to 54) had significant higher mean ratings as compared to ratings given by 55 to 64 year olds and those age 65 and older.



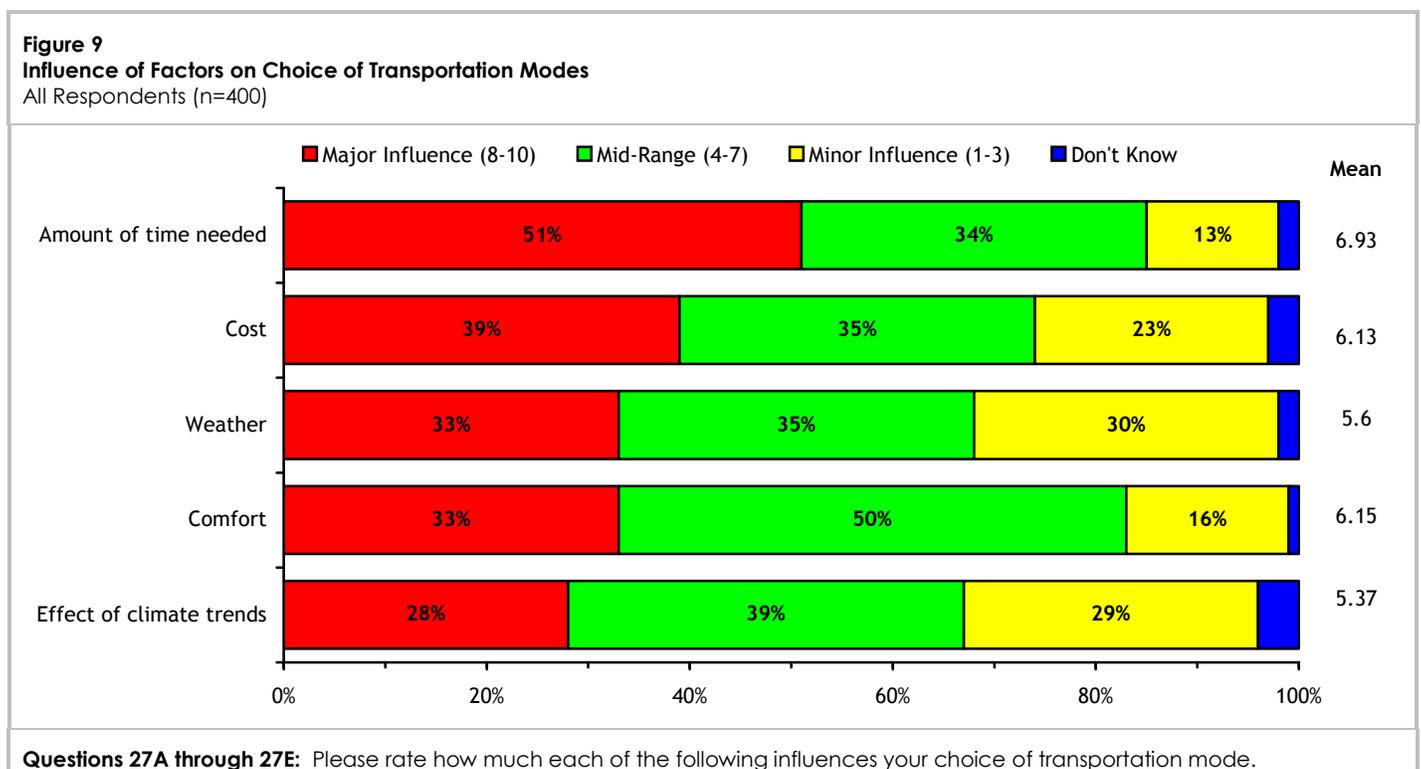
Influences on Choice of Transportation Modes

The last questions of the survey asked respondents to rate the level of influence of five factors on choice of transportation modes. The ratings scale ranged from 1 (*does not influence*)

choice) to 10 (*extremely influential*). Respondents could choose a 1, a 10 or any number in between.

Figure 9 displays the proportion of top ratings (8 through 10), middle ratings (4 through 7) and bottom ratings (1 through 3). It also displays the mean rating for each item.

Amount of time was rated a top influence on choice of transportation mode by a majority of respondents (51%). *Cost* of transportation was rated a major influence by about two out of five (39%). All remaining factors gathered one third or less top influence ratings given by respondents. Nevertheless, *Comfort* did have the second highest mean rating because half (50%) of respondents gave it mid-range importance. It is notable that about three out of ten survey participants indicated that *weather* and *effect of climate trends* were of *minor influence*.



Subgroups differed in factor influence ratings. The differences are presented for each factor by showing subgroups that gave significantly higher ratings than others indicated:

- ***Amount of time needed***
 - Respondents who walk in a usual week (7.06), compared to those who do not (6.22)
 - Those who bicycle in a usual week (7.45), compared to those who do not (6.75)

- Respondents who have education beyond a college degree (7.9) compared to those with high school education (6.2), some college (6.62) and college graduates (7.1)
- Respondents who are 18 to 34 years old (7.36) and those who are 35 to 44 years old (7.8), compared to those who 65 years old and older (5.85)
- ***Cost***
 - Respondents who have high school educations (6.48) and those who have some college (6.53), compared to college graduates (5.9) and those who have education beyond college (5.57)
 - Respondents who are 18 to 34 years old (7.13), compared to those who are 35 to 44 years old (5.16) and those who 65 years old and older (6.06)
 - Those who earn incomes of less than \$50,000 annually (7.08) and those who earn \$50,000 up to \$75,000 (6.38), compared to respondents who earn \$75,000 or more annually (5.31)
- ***Weather***
 - Respondents who are 35 to 44 years old (6.23) and those who are 45 to 54 (6.03), compared to those who are 18 to 34 years old (4.88)
 - Those who bicycle in a usual week (6.17), compared to those who do not (5.38)
- ***Comfort***
 - Respondents who 65 years old and older (6.61), compared to those who are 55 to 64 years old (5.73)
- ***Climate Trends***
 - Respondents who use a number of transportation modes to get from place to place (5.59), compared to those who get around exclusively by motor vehicle (4.87)
 - Those who walk in a usual week (5.52), compared to those who do not (4.46)

APPENDIX

Questionnaire

INTRO:

Hello, my name is _____ and I'm calling on behalf of the Washington State Department of Transportation. This survey is being conducted across the state and we would like the opinions of residents in your area. May I please speak with an adult 18 or older in your household? IF NOT AVAILABLE, ARRANGE CALL-BACK. REINTRODUCE IF NECESSARY. Your household was randomly selected as part of a survey evaluation of transportation improvements in the state. The questions are about modes of travel and your attitudes towards current transportation options. Your answers are completely confidential. By participating in the study, you will help planners and elected officials prioritize transportation investments. Participation is voluntary, and, you may refuse to answer any question. I need your informed consent to participate so is it alright if I ask you a few questions? IF NO, ASK: Is there a better time to call back? IF NEEDED: I'm not selling anything.

Q1:

Do you have a working motor vehicle in your household?

Yes..... 1
 No 2
 Refused..... 3

Q1A:

Do you have a bicycle? IF NEEDED: A bicycle for an adult to use or ride.

Yes..... 1
 No 2
 Refused..... 3

Q2:

Which of the following modes of transportation have you used in the past year to get from one place to another... IF NEEDED: Since last April PAUSE FOR RESPONSES

Drove your car..... 1
 Carpooled or rode as a passenger in a car..... 2
 Bicycled..... 3
 Used a bus or other form of public transportation (ferry, train, light rail)4
 Or walked 5
 Don't know/Not sure - DO NOT READ..... 6 X
 Refused - DO NOT READ..... 7 X

Q3:

In the past year, in a usual week, have you walked for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason?

Yes..... 1
 No 2
 Don't know 3
 Refused 4

Q4:

Why haven't you walked outdoors for at least 10 minutes in the past year?

Too busy, no opportunity.....	01	
Disability/other health impairment.....	02	
Bad weather/wrong season.....	03	
Don't want to/don't enjoy it/Lazy.....	04	
Other transportation is faster.....	05	
No safe place to walk.....	06	
Other (SPECIFY:).....	97	O
Don't know/No particular reason.....	98	X
Refused.....	99	X

Q5:

How easy or difficult is it to walk in your community? Would you say...

Very Easy.....	1
Somewhat Easy.....	2
Neither Easy nor Difficult.....	3
Somewhat Difficult.....	4
Or Very Difficult.....	5
Don't know - DO NOT READ.....	6
Refused - DO NOT READ.....	7

Q6:

What makes it difficult to walk in your community?

RECORD COMMENTS.....	97	O
No sidewalks.....	01	N
Roads too busy/too much traffic.....	02	N
Health issues.....	03	N
Too many hills/big hills.....	04	N
Unsafe neighborhood/safety.....	05	N
Lazy/don't want to.....	06	N
No street lights/lighting is bad.....	07	N
Don't know.....	98	X
Refused.....	99	X

Q7:

Which of these changes would you recommend be made in your community to make it easier for you to walk more? PAUSE FOR RESPONSES

Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks.....	01	
Improve existing facilities.....	02	
Enforce laws governing motorist behavior.....	03	
Initiating pedestrian safety education.....	04	
Making areas for walking safer.....	05	
Or something else (SPECIFY:).....	97	O
No recommendations/None - DO NOT READ.....	00	X
Don't know - DO NOT READ.....	98	X
Refused - DO NOT READ.....	99	X

Q8:

In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason?

- Yes..... 1
- No 2
- Don't know 3
- Refused..... 4

Q9:

Why haven't you bicycled outdoors for at least 10 minutes in the past year?

- Too busy, no opportunity..... 01
- Disability/other health impairment 02
- Bad weather/wrong season 03
- Don't want to/don't enjoy it/Lazy..... 04
- Age 05
- No safe place to ride 06
- Don't know how to ride/Don't have a bicycle 07
- Other (SPECIFY:) 97 O
- Have bicycled in past year 00 X
- Don't know 98 X
- Refused..... 99 X

Q10:

Would you like to bicycle more?

- Yes..... 1
- No 2
- Don't know 3
- Refused..... 4

Q11:

How easy or difficult is it to bicycle in your community? Would you say...

- Very Easy 1
- Somewhat Easy 2
- Neither Easy nor Difficult 3
- Somewhat Difficult..... 4
- Or Very Difficult 5
- Don't know - DO NOT READ..... 6
- Refused - DO NOT READ 7

Q11A:

What makes it difficult to bicycle in your community?

RECORD COMMENTS	97	O
No sidewalks	01	N
Roads too busy/too much traffic	02	N
Health issues	03	N
Too many hills/big hills	04	N
Unsafe neighborhood/safety	05	N
Lazy/don't want to	06	N
No street lights/lighting is bad	07	N
No bike lanes/roads too narrow/no shoulder	08	N
Unsafe terrain	09	N
No trails/paths	10	N
Don't know	98	X
Refused	99	X

Q12:

Which of these changes would you recommend be made in your community to make it easier for you to bicycle more? PAUSE FOR RESPONSES

Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections	01	
Improve existing facilities	02	
Change laws related to bicycling and motorists	03	
Enforce laws governing bicycling	04	
Initiating bicycle safety education	05	
Making areas for bicycling safer	06	
Or something else (SPECIFY:)	97	O
No recommendations/None - DO NOT READ	00	X
Don't know - DO NOT READ	98	X
Refused - DO NOT READ	99	X

Q13:

IF NEEDED (Just to make sure) In the past year, in a usual week, have you walked for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason?

Yes	1
No	2
Don't know	3
Refused	4

Q13A:

Why not?

Too busy, no opportunity	01	
Disability/other health impairment	02	
Bad weather/wrong season	03	
Don't want to/don't enjoy it/Lazy	04	
Other transportation is faster	05	
No safe place to walk	06	
Other (SPECIFY:)	97	O
Don't know/No particular reason	98	X
Refused	99	X

Q14:

How many times did you walk in the past year? Would you say... IF NEEDED: Since last April

Once.....	01
6 times IF NEEDED: Once every 2 months	02
12 times IF NEEDED: 1 time per month.....	03
Twice per month.....	04
Once per week	05
More than once a week but not every day	06
Or every day	07
Other (SPECIFY:) - DO NOT READ	97 O
Don't know - DO NOT READ.....	98
Refused - DO NOT READ	99

Q15:

What was the average length in miles of the walks you took? IF NEEDED: Your best estimate is fine.

Less than 1 mile.....	000
Don't know/Not sure.....	998
Refused.....	999

Q15A:

Was that. . .

3/4 mile.....	01
1/2 mile.....	02
Or 1/4 mile or less	03
Other (SPECIFY:) - DO NOT READ	97 O
Don't know - DO NOT READ.....	98
Refused - DO NOT READ	99

Q16:

How easy or difficult is it to walk in your community? Would you say...

Very Easy	1
Somewhat Easy	2
Neither Easy nor Difficult	3
Somewhat Difficult.....	4
Or Very Difficult	5
Don't know - DO NOT READ.....	6
Refused - DO NOT READ	7

Q16A:

What makes it difficult to walk in your community?

RECORD COMMENTS	97	O
No sidewalks	01	N
Roads too busy/too much traffic.....	02	N
Health issues	03	N
Too many hills/big hills.....	04	N
Unsafe neighborhood/safety	05	N
Lazy/don't want to	06	N
No street lights/lighting is bad.....	07	N
Roads too narrow/no shoulder	08	N
Not necessary.....	24	N
Don't know	98	X
Refused	99	X

Q17:

Which of these changes would you recommend be made in your community to make it easier for you to walk more? PAUSE FOR RESPONSES

Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks.....	01	
Improve existing facilities	02	
Enforce laws governing motorist behavior	03	
Initiating pedestrian safety education	04	
Making areas for walking safer	05	
Or something else (SPECIFY:)	97	O
No recommendations/None - DO NOT READ	00	X
Don't know - DO NOT READ.....	98	X
Refused - DO NOT READ	99	X

Q18:

IF NEEDED(Just to make sure) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason?

Yes.....	1
No	2
Don't know	3
Refused.....	4

Q19:

Why not?	
Too busy, no opportunity.....	01
Disability/other health impairment	02
Bad weather/wrong season	03
Don't want to/don't enjoy it/Lazy.....	04
Age	05
No safe place to ride	06
Don't know how to ride/Don't have a bicycle	07
Rather walk/jog	08 N
Other (SPECIFY:)	97 O
Have bicycled in past year	00 X
Don't know	98 X
Refused	99 X

Q20:

How many times did you ride a bicycle in the last year? Would you say... IF NEEDED:
Since last April

Once.....	01
6 times IF NEEDED: Once every 2 months	02
12 times IF NEEDED: 1 time per month.....	03
Twice per month.....	04
Once per week	05
More than once a week but not every day	06
Or every day	07
Other (SPECIFY:) - DO NOT READ	97 O
Don't know - DO NOT READ.....	98
Refused - DO NOT READ	99

Q21:

What was the average length in miles of the bike rides you took? IF NEEDED: Your best estimate is fine.

Less than 1 mile.....	000
Don't know/Not sure.....	998
Refused	999

Q21A:

Was that. . .	
3/4 mile	01
1/2 mile	02
Or 1/4 mile or less	03
Other (SPECIFY:) - DO NOT READ	97 O
Don't know - DO NOT READ.....	98
Refused - DO NOT READ	99

Q22:

How easy or difficult is it to bicycle in your community? Would you say...

Very Easy	1
Somewhat Easy	2
Neither Easy nor Difficult	3
Somewhat Difficult.....	4
Or Very Difficult	5
Don't know - DO NOT READ.....	6
Refused - DO NOT READ	7

Q22A:

What makes it difficult to bicycle in your community?

RECORD COMMENTS	97	O
No sidewalks	01	N
Roads too busy/too much traffic.....	02	N
Health issues	03	N
Too many hills/big hills.....	04	N
Unsafe neighborhood/safety	05	N
Lazy/don't want to	06	N
No street lights/lighting is bad.....	07	N
No bike lanes/roads too narrow/no shoulder	08	N
Unsafe terrain	09	N
No trails/paths.....	10	N
Don't know	98	X
Refused.....	99	X

Q23:

Which of these changes would you recommend be made in your community to make it easier for you to bicycle more? PAUSE FOR RESPONSES

Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections.....	01
Improve existing facilities	02
Change laws related to bicycling and motorists	03
Enforce laws governing bicycling	04
Initiating bicycle safety education	05
Making areas for bicycling safer	06
Or something else (SPECIFY:)	97 O
No recommendations/None - DO NOT READ	00 X
Don't know - DO NOT READ.....	98 X
Refused - DO NOT READ	99 X

Q24:

On a statewide average, currently less than 1% of transportation funds are spent on improving conditions for walking and bicycling.

Continue	1	D
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Q24A:

If your taxes were kept the same but the funds would be re-distributed, do you support or oppose additional state spending of transportation funds for improving walking conditions?

PROBE: Is that strongly or somewhat (support)/(oppose)?

Strongly support	1
Somewhat support	2
Somewhat oppose	3
Strongly oppose	4
No feelings about it.....	5
Don't know	6
Refused	7

Q24B:

If your taxes were kept the same but the funds would be re-distributed, do you support or oppose additional state spending of transportation funds for improving bicycling conditions? PROBE: Is that strongly or somewhat (support)/(oppose)?

Strongly support	1
Somewhat support	2
Somewhat oppose	3
Strongly oppose	4
No feelings about it.....	5
Don't know	6
Refused	7

Q25A:

Do you support or oppose new state taxes for improving conditions for walking?

PROBE: Is that strongly or somewhat (support)/(oppose)?

Strongly support	1
Somewhat support	2
Somewhat oppose	3
Strongly oppose	4
No feelings about it.....	5
Don't know	6
Refused	7

Q25A1:

RECORD COMMENTS	97	O	
Gives an alternate to driving.....	01	N	
Cuts down on pollution/better for the environment.....	02	N	
Health benefits/too much obesity	03	N	
People should walk more.....	04	N	
Need more sidewalks.....	05	N	
Need safe places to walk.....	06	N	
Money well spent/will benefit me	07	N	
Pay too many taxes already/don't need any more taxes	20	N	
More important things to spend taxes on/higher priorities to spend tax money on.....	21	N	N
.....			
Use the money they already have/redistribute funds	22	N	
Can't afford more taxes.....	23	N	
Not necessary.....	24	N	
Don't walk.....	25	N	
No benefit to me	26	N	
Need more information.....	27	N	
Don't know	98	X	
Refused.....	99	X	

Q25B:

Do you support or oppose new state taxes for improving conditions for bicycling?

PROBE: Is that strongly or somewhat (support)/(oppose)?

Strongly support	1
Somewhat support	2
Somewhat oppose.....	3
Strongly oppose.....	4
No feelings about it.....	5
Don't know	6
Refused	7

Q25B1:

RECORD COMMENTS	97	O
Gives an alternate to driving/less cars on the road	01	N
Cuts down on pollution/better for the environment	02	N
Health benefits/too much obesity	03	N
People should bike more.....	04	N
Need more bike paths/need more bike lanes.....	05	N
Need safe places to bike	06	N
Saves money/gas prices too high.....	07	N
Money well spent/will benefit me	08	N
Pay too many taxes already/don't need any more taxes	20	N
More important things to spend taxes on/higher priorities to spend tax money on	21	N
Use the money they already have/redistribute funds	22	N
Can't afford more taxes.....	23	N
Not necessary.....	24	N
Don't bike	25	N
No benefit to me	26	N
Bikers don't obey the rules/should not be on the road with motorists ..	28	N
Need more information.....	27	N
Don't know	98	X
Refused	99	X

Q26:

Please rate how important you think it is for the state to spend money on each of the following transportation projects. Use a scale of 1 to 10 where 10 means it is extremely important and 1 means it is not at all important, or you can use any number in between. How important do you think it is for the state to spend money to...

Continue 1 D

Q26A:

(How important do you think it is for the state to spend money to...)

Add more lanes to roads and highways

Not all at important.....	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely important.....	10
Don't know	11
Refused	12

Q26B:

(How important do you think it is for the state to spend money to...)

Build new roads and highways

Not all at important.....	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely important.....	10
Don't know	11
Refused	12

Q26C:

(How important do you think it is for the state to spend money to...)

Build safe places to bicycle and walk

Not all at important.....	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely important.....	10
Don't know	11
Refused	12

Q26D:

(How important do you think it is for the state to spend money to...)

Expand public transportation systems and services IF NEEDED: such as busses, trains and ferries

Not all at important.....	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely important.....	10
Don't know	11
Refused	12

Q26E:

(How important do you think it is for the state to spend money to...)

Expand bicycle networks-bike trails, lanes and routes

Not all at important.....	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely important.....	10
Don't know	11
Refused	12

Q26F:

(How important do you think it is for the state to spend money to...)

Provide special lanes for carpooling

Not all at important.....	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely important.....	10
Don't know	11
Refused	12

Q26G:

(How important do you think it is for the state to spend money to...)

Design a convenient or easy route to connect neighborhoods and commercial areas

Not all at important.....	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely important.....	10
Don't know	11
Refused	12

Q27:

Using a one to ten scale, please rate how much each of the following influences your choice of transportation mode. 10 means it is extremely influential and 1 means it doesn't influence your choice at all, or you can use any number in between.

Continue 1 D

Q27A:

(Please rate how much _____ influences your choice of transportation mode....)

Cost	
Does not influence your choice	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely influential	10
Don't know	11
Refused	12

Q27B:

(Please rate how much _____ influences your choice of transportation mode....)

The amount of time needed	
Does not influence your choice	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely influential	10
Don't know	11
Refused	12

Q27C:

(Please rate how much _____ influences your choice of transportation mode....)

Weather

Does not influence your choice	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely influential	10
Don't know	11
Refused	12

Q27D:

(Please rate how much _____ influences your choice of transportation mode....)

Comfort

Does not influence your choice	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely influential	10
Don't know	11
Refused	12

Q27E:

(Please rate how much _____ influences your choice of transportation mode....)

The effect on climate trends

Does not influence your choice	01
2.....	02
3.....	03
4.....	04
5.....	05
6.....	06
7.....	07
8.....	08
9.....	09
Extremely influential	10
Don't know	11
Refused	12

Q28:

What one thing could the state do to encourage bicycling or walking in your area?

RECORD COMMENTS	97	O
Don't know	98	X
Refused	99	X

Q29:

I have a few final questions to help us classify your responses. What is your age please?

Refused	99
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Q29A:

Is that...

18 to 24	1
25 to 34	2
35 to 44	3
45 to 54	4
55 to 64	5
65 to 74	6
Or 75 or older	7
Refused - DO NOT READ	8

Q30:

What is the highest grade or year of school you completed?

Less than high school graduate	1
High school graduate	2
Some college/technical/vocational school	3
4-year college graduate	4
Some post-graduate work	5
Post-graduate degree	6
Refused	7

Q31:

To be sure we have a fair representation, which of the following groups best describes your racial or ethnic background...

White	01
African American	02
Hispanic	03
Asian	04
Native American	05
Or something else (SPECIFY:)	97 O
Refused - DO NOT READ	99

Q32:

Please stop me when I read the income group that roughly includes your household's total yearly income...

Under \$25,000	1
\$25,000 to just under \$50,000	2
\$50,000 to just under \$75,000	3
\$75,000 to just under \$100,000	4
\$100,000 to just under \$150,000	5
Or \$150,000 or more	6
Don't know/Refused - DO NOT READ	7

Open Ends

Q4: Why haven't you walked outdoors for at least 10 minutes in the past year?

I HAVE CANCER AND HIGH BLOOD PRESSURE.
SEVERE ARTHRITIS.
LIVES ON A FARM.
I HAVE A TREADMILL AND GYM AT HOME.
BECAUSE I WALK AT WORK, AND GET ENOUGH EXERCISE THERE.
HANDICAPPED

Q6: What makes it difficult to walk in your community?

NO SIDEWALKS
ARTHRITIS
NO SIDEWALKS, RURAL COUNTRY
COUPLE MILES TO THE STORE NO SIDEWALKS
THEY DON'T HAVE SIDEWALK NEW DEVELOPMENT
GOT SEVERAL DISEASES THAT AFFECT MY ABILITY YOU WALK
NO CONNECTING SIDEWALKS

Q7: Which of these changes would you recommend be made in your community to make it easier for you to walk more?

I THINK THAT THE SPEED LIMIT SHOULD BE RAISED.
TO MAKE THE PUBLIC MORE AWARE

Q9: Why haven't you bicycled outdoors for at least 10 minutes in the past year?

MY BIKE DOESN'T WORK RIGHT NOW.
DON'T HAVE A BICYCLE
BECAUSE WE LIVE 30 MINUTES FROM TOWN.
BIKE DOES NOT WORK
AFTER MY KNEE REPLACEMENT HEALED I DON'T DO THAT ANY MORE.
I'M GROWN UP AND THE HELMET LAW RUINS MY HAIR
THERE NEEDS TO BE STRICTER RULES ON BICYCLES, THEY NEED TO GET LICENSED
JUST LIKE CARS DO AND TAKE CLASSES FOR EDUCATION
DON'T LIKE THE TRAFFIC
WE HAVE YOUNG KIDS SO IT IS KIND OF HARD FOR US TO BIKE
BECAUSE IM OVER 80.
HANDICAPPED
RATHER GO FISHING
NO TIME
I DON'T HAVE A BIKE, I HAVE A DISABLED CHILD AND IM ALSO DISABLED.
ENJOY WALKING INSTEAD
I BOUGHT THIS BIKE THAT WAS EXPENSIVE AND IT BROKE.
I DON'T OWN A BIKE.
TOO BUSY
I RUN
NO BIKE PATHS
LAZY AND OVERWEIGHT
LIVE FAR AND THERE'S NO PLACE TO BIKE.

Q11: What makes it difficult to bicycle in your community?

I LIVE IN PULLMAN ITS ALL WHEAT HILLS
 NO SHOULDERS GRAVEL ROADS AND STUFF LIKE THAT.
 SAFETY, TRAFFIC FROM SEATTLE IN OUR RURAL AREA CAUSES A PROBLEM
 I DON'T RIDE A BICYCLE BUT IF I DID THE TRAFFIC BECAUSE OF LIMITED BICYCLE
 PATHS
 THERE IS NO SPECIFIC LANES FOR BIKES, AND IT IS DANGEROUS.
 THE TRAFFIC
 ROADS ARE NARROW AND THERE ARE NO SIDEWALKS
 TRAFFIC AND LACK OF SAFETY
 TOO MANY HILLS
 HILLS
 MUDDY AND SNOW AND ICE. IN THE SUMMER STEEP ROCKY ROADS
 HEAVY CONGESTED LIVE IN AN APT.
 THERE IS NOT A LOT OF BICYCLE ROADS/TRAILS.
 ONLY OPTIONS ON THE STREETS AND WALKING PATHS STREETS TO NARROW
 I LIVE IN AN AREA WHERE THERE ARE A LOT OF HILLS.
 NARROW ROADS NO WHERE TO RIDE
 LIVE ON A LARGE HILL GOING DOWN IS EASY.
 NOT ENOUGH TO SAFELY BIKE
 LOT OF TRAFFIC, TOO NARROW, DITCHES
 GRAVEL ROAD
 THERE IS NO BIKE TRAIL AND THE ROADS ARE NARROW.
 DANGEROUS, LIVES IN COUNTRY WHERE THERE ARE "STICKS".
 NO SHOULDERS I LIVE IN A RURAL COMMUNITY NO WAY TO GET OFF THE ROAD
 LIVES IN COUNTRY
 NARROW ROADS NO SHOULDER
 LIVES UP A MOUNTAIN 6 MILES FROM TOWN ON A DIRT ROAD
 I LIVE ON A HIGHWAY AND OUT IN THE COUNTRY WHERE THERE IS NO PLACE TO
 BIKE.
 HILLS
 WOULD HAVE TO DODGE CARS
 TOO MANY HILLS
 I LIVE IN GRAHAM AND ITS PRETTY ISOLATED.
 TOO MANY HILLS

Q12: Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?

THE ONLY THING THAT WOULD FIX IT IN OUR AREA WOULD BE TO FLATTEN THE HILL.
 HAVE EVERYTHING THAT YOU WOULD NEED TO BIKE, AND IT WOULD BE NICE IF YOU
 COULD CONTROL THE WEATHER, SO THAT YOU COULD GET OUTSIDE MORE.
 CAN WE GET RID OF STUDDERED TIRES THEY TEAR UP THE ROADS
 PUT BIKE PATHS ALONG SIDE OF ROAD
 SAFER PLACING LARGER BIKE LANES FARTHER FROM HIGHWAYS
 ALL GOOD WHERE I AM
 WE LIVE IN THE COUNTRY SO ITS VERY DIFFICULT, COUNTRY ROADS.
 POOR COMMUNITY, CAN'T AFFORD IT.
 MAKE ROADS WIDER SO IT'S SAFER.

Q13: In the past year, in a usual week, have you walked for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason? Why not?

I GET ENOUGH EXERCISE DOING YARD WORK AND ALSO WORKING AT MY JOB
 NO TIME TO DO IT
 BROKE LEG
 TOO LAZY
 JUST HAVE NOT
 BECAUSE I RUN
 LAZY AND OVERWEIGHT.
 NO FUN TO WALK IN THE RAIN
 OUT OF SHAPE
 I RUN, DON'T WALK.

Q16: What makes it difficult to walk in your community?

TRAFFIC NO SIDEWALKS.
 THE HILLS.
 I LIVE ON A BUSY ROAD WITH NO SHOULDER
 CARS GOING BY REAL FAST AND NO WALKWAY, BECAUSE IT'S A HIGHWAY.
 STEEP HILLS AND SLOPES
 ARE NO SIDEWALKS, YOU WOULD HAVE TO COME OUT HERE TO SEE IT AND YOU
 CANT WALK ANYWHERE WITHOUT BEING HIT BY CARS.
 THERE ARE NO SIDEWALKS
 THERE'S NO SIDEWALKS AND NO STREET LIGHTS
 LACK OF SIDEWALKS
 NO SIDE WALKS
 THERE ISN'T SIDEWALKS EVERY WHERE SO YOUR IN THE STREET WITH CARS
 NO SIDE WALKS
 THE LAYOUT OF THE COMMUNITY
 NO SIDEWALKS
 NO SIDEWALKS
 ALONG THE HIGH WAY NOT EVEN A SHOULDER ON THE SIDE OF THE ROAD
 NO SIDEWALKS AND TRAFFIC
 ROADS ARE MUDDY SNOW ICE AND GRAVEL AND VERY STEEP
 WE HAVE HILLS AND NO SIDEWALKS
 NO SIDEWALKS AND DOGS CHASING
 HILLS
 POOR STREET LIGHTING, NO SIDEWALKS AND WE HAVE A LOT OF TRAFFIC.
 NO SIDEWALKS
 TOO MANY CARS
 LIVES IN COUNTRY
 NOT ENOUGH CROSSWALKS AND SIDEWALKS
 NO SIDE WALKS
 NO SIDEWALKS
 HILLY
 THERE IS A LOT OF BUILDING GOING ON SO THERE IS A LACK OF SIDEWALKS
 NO SIDEWALK, LIVES IN COUNTRY "STICKS"
 THERE'S NO ROOM GO TO MALL TO WALK
 LACK OF SIDEWALKS
 LACK OF CROSSWALKS SPEEDING TRAFFIC
 VERY HILLY

THE LACK OF SIDEWALKS IN MY COMMUNITY
 PLACES TO WALK AND TERRAIN
 HILLS AND NO SIDE WALKS
 NO SHOULDER
 AUTOMOBILES
 NO SIDEWALKS
 NO WALK LANES OR SHOULDERS
 THERE ARE NO PATHWAYS ON THE ROAD JUST THE ROAD AND THEN A DITCH
 ONLY ONE DESIGNATED TRAIL
 DISTANCE
 THE CARS DO NOT YIELD TO PEDESTRIANS VERY WELL
 WELL IT'S RURAL
 THEIR IS NO SIDEWALKS IF I WANT TO WALK THEN I GOT TO DRIVE TO WHERE I WANT
 TO WALK
 WE LIVE IN A VERY HILLY COMMUNITY
 THERE IS NO SIDEWALKS AND THE TRAFFIC MOST PEOPLE DON'T DO THE 25 MILE
 AND HOUR SPEED LIMIT
 THE STREETS ARE SO CONGESTED WITH ROADWAY TRAFFIC THAT IT IS HARD TO
 CROSS THE STREETS
 HILLY
 NO SIDEWALKS
 JUST RECUPERATING FROM AN ACCIDENT
 THERE ARE NO SIDEWALKS, OR SOME SIDEWALKS BUT NOT ENOUGH.
 OUTSIDE OF TOWN LIVE NEXT TO FREEWAY
 TOO MANY HILLS
 WELL IT'S ISOLATED I LIVE TOWARDS MT RAINER AND ITS PRETTY DESOLATE OUT
 HERE.
 DISTANCE
 NO SIDEWALKS

Q17: Which of these changes would you recommend be made in your community to make it easier for you to walk more?

THE HILLS AGAIN.
 WHEN THEY PICK UP SOMEONE DRUNK DRIVING, TAKE THE PLATES OFF THE CAR SO
 THEY CAN'T DRIVE ANYMORE. I REALLY GET UPTIGHT WHEN I READ ABOUT SOMEONE
 WHO HAS HAD 3OR 4 DUI'S, AND THEY END UP KILLING SOME KID. I THINK THEY
 SHOULD BE TAKEN OFF THE STREET. IT UPSETS ME WHEN THEY ALLOW PEOPLE TO
 CONTINUE TO DO THAT.
 MARK CROSS WALKS ON ARTERIALS
 MORE MOVING WALK WAYS LIKE AT THE AIRPORTS
 TRAFFIC CALMING DEVICES
 CROSSWALKS.
 I WOULD LIKE TO SEE MORE PEOPLE WALK
 MAKE MORE ROOM FOR BIKES
 INSURE THAT IT CONTINUES TO BE SAFE.
 LESS TRAFFIC
 DRIVER EDUCATION!!!! NO FREE TURNS ON RED!!!!
 PRESERVE THE NATURAL HABITAT FOR WALKING PURPOSES TA BEAUTIFUL PLACE
 TO WALK TA
 NEED SHOULDERS ON COUNTRY ROADS

ELIMINATE ALL MEN AND I WOULD SAFER IF I KNEW THERE WERE NO PREDATORS
 OUT THERE.
 PUT A LIGHT AT THE SOUTH END OF THE PARKING LOT FOR THE TRAIN IN EDMONDS
 DOGS
 NO WAY TO CHANGE DISTANCE
 CAUTIONARY FLAGS SHOULD BE UP ABOUT THE WAY PEOPLE DRIVE
 BE CONSISTENT WITH SIDEWALK RAMPS AT CORNERS
 MAKE AN AREA TO WALK IN THURSTON COUNTY
 its perfect
 LESS CEMENT MORE DIRT PATHS AND TREES

Q19: In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason? Why not?

MY BIKE IS DYING AND THE RAIN
 FLAT TIRES
 BIKE BROKE
 WALK AT WORK PLACE AND TIME LIMIT
 BOTH TIRES ARE FLAT
 PREFER TO WALK OR DRIVE.
 DON'T HAVE ONE.
 CAN'T AFFORD A BIKE AND I COULDN'T RIDE ONE IF I DID
 USE MOTOR CYCLE
 LACK OF BIKE PATHS
 GARAGE TO STREET BLOCKED
 NO BIKE
 VERY PREGNANT
 WINTER PUT BIKES AWAY
 BAD KNEE SLOWER ON WALKING ABILITIES
 I WOULD JUST RATHER WALK
 BIKE IN BAD SHAPE AND WALKING THE DOG
 AND PREGNANT
 I JUST PREFER TO WALK
 I HAVE SMALL CHILDREN AND IT MAKES IT DIFFICULT TO TRAVEL WITH THEM WITH
 BIKES
 TO FAR AND BECAUSE OF CAREER NOT VISIBLE TO BIKE
 WEATHER
 MOSTLY WALK
 I WOULD RATHER WALK
 I DON'T THINK THAT ITS SAFE.
 BROKE BIKE
 I DON'T LIKE BIKES THEY DON'T RESPOND QUICK ENOUGH, THEY ARE AWKWARD TO
 ME. I'VE HAD FRIENDS AND I MYSELF HAD ACCIDENTS ON BIKES
 USUALLY WALK WITH THE DOG SO IT DOES NOT LEND ITSELF TO BIKING
 BECAUSE I HAVE A SMALL CHILD
 NO TIME
 OTHER ACTIVITIES
 LIKES TO JOG
 THE BIKE IS TOO SMALL FOR ME.
 I WAS PREGNANT

WE LIVE IN A VERY RURAL AREA AND EVERY PLACE I NEED TO GO IS TO FAR TO
 BICYCLE
 TIRES ARE FLAT
 LIKE TO WALK OR RUN
 BECAUSE I WALK FOR MY EXERCISE
 JUST FOR FUN
 TO BUSY WALKING
 DON'T REALLY NEED IT
 LESS CONVENIENT
 USED OTHER MEANS
 BECAUSE WE WALK A LOT SO WE DON'T BICYCLE A LOT.
 I LIVE IN A RURAL AREA AND IT'S HARD TO DO.
 THE BIKE IS NOT IN RIDING SHAPE
 TO DANGEROUS TO RIDE IN THE CITY
 CAUSE OF KIDS
 HAVEN'T HAD THE NEED TO
 I WAS NOT FIT ENOUGH TO DO IT
 GREW OUT OF THAT

Q22: What makes it difficult to bicycle in your community?

MOTORIST DO NOT PAY ATTENTION TO PEDESTRIANS OR BICYCLISTS
 NO SHOULDERS ON MY ROAD
 LACK OF SIDEWALKS
 NOT A LOT OF BIKE PATHS
 ONE SIDE OF THE COMMUNITY IS STEEP HILLS THE OTHER SIDE IS FLAT
 BUSY STREET
 CAR DODGING.
 RIDING ON THE R00ADS IT SCARY
 THERE ARE NO BIKE PATHS AND YOU HAVE TO GET OUT WITH EVERYONE AND THEY
 ARE GOING TO FAST AND THEY DON'T EVEN KNOW HOW TO STOP AT A NON
 WORKING STREET LIGHT.
 JUST THE LOCATION AND THE NON AVAILABILITY OF SIDEWALKS
 THERE'S NO BICYCLE TRAILS OR PLACES TO RIDE
 LANES ARE TOO NARROW AND MOTOR VEHICLE GET ANNOYED BY CYCLISTS AND
 DON'T GIVE THEM ENOUGH A ROOM
 AROUND MY HOUSE THERE IS NO SHOULDER TO BE ON AND NO SIDEWALKS
 TOO MUCH TRAFFIC
 I LIKE SAY THERE ARE NO BIKE LANES AND THE LIGHTING FOR NIGHT TIME, WELL
 THERE ISN'T ANY.
 NO BIKES PATHS IN COMMUNITY
 WE LIVE ON A NARROW LANE, AND THE ROAD IS TOO UNSAFE TO RIDE ON.
 HAS CHILDREN WITH HIM AND NO BIKE LANES
 WE DO NOT HAVE ENOUGH BIKE LANES OR ROAD MAINTENANCE
 LACK OF SAFE PLACES TO RIDE DUE TO TRAFFIC
 LACK OF BICYCLE LANES
 TERRAIN
 LACK OF ACCESS
 THERE ARE FEW BIKE LANES
 BIKE SHOULDERS OR A SPECIAL AREA
 DRIVER BEHAVIOR IN MOTOR VEHICLES
 NOT ADEQUATE BIKE PATHS

GETTING HIT THERE'S A LOT OF BLIND CORNERS AND IT'S SCARY.
 THERE IS NOT ADEQUATE SHOULDERS
 YOU ARE MIXED IN WITH ALL THE ROADWAY TRAFFIC EVERYWHERE U GO
 NO SHOULDERS
 OUTSIDE OF TOWN
 NOT ENOUGH ROOM FOR THE BICYCLES AND THE CARS. IT'S TOO DANGEROUS.

Q23: Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?

BIKING FACILITIES
 DESIGN SPACE FOR BIKES
 ENFORCE EXISTING LAWS FOR MOTORISTS
 ENFORCE DRIVER BEHAVIOR IN MOTOR VEHICLES

Q25A: Why do you support or oppose new state taxes for improving conditions for walking

WE ARE IN THE COUNTRY AND WE GET ENOUGH EXERCISE JUST DINKING AROUND THE FARM
 THEY SAID BEFORE THAT THERE IS MORE IMPORTANT THINGS TO PUT TAX DOLLARS FOR.
 MOST HEALTHY THING YOU CAN DO. DOES NOT HAVE EXHAUST AND ITS MORE GOOD FOR YOU.
 YOU NEED TO GET PUBLIC MORE INFORMED
 WELL IF WERE GOING TO GET PEOPLE OUT OF THEIR CARS THEY NEED SAFE PLACES TO WALK
 AGAIN THERE ARE HIGHER PRIORITIES.
 THERE IS TOO MUCH TRAFFIC AND THEY SHOULD WORK ON THE ROADS BEFORE THEY WORRY ABOUT WALKING OR BICYCLING.
 FOR HEALTH BENEFITS.
 BECAUSE I PAY ENOUGH TAXES ALREADY, I PAY ENOUGH TAXES
 GOOD ENOUGH
 BECAUSE ITS QUITE SAFE AROUND HERE IN OUR AREA.
 I THINK THEY SHOULD SPEND THE MONEY ON THE MOTOR INFRASTRUCTURES FIRST IT'S NEEDED, IT'S A GOOD THING. THE PEDESTRIANS AND BICYCLES NEED TO HAVE SAFE LANES, AND NEED TO BE ABLE TO DO SO IN PUBLIC PLACES.
 I THINK WE HAVE ENOUGH TAXES FOR TRANSPORTATION, THAT THERE A WASTE SAFETY FOR CHILDREN
 I SPENT TOO MUCH ON TAXES LAST YEAR.
 BECAUSE I THINK IF THERE WERE SAFE PLACES TO WALK THAN OTHER PEOPLE WOULD GET OUT AND WALK MORE BECAUSE ITS CONNECTED TO YOUR HEALTH.
 WE HAVE NO SIDEWALKS AND NO PLACE TO WALK OR RIDE
 I THINK WE ARE GOING TO HAVE TO LEARN TO GET OUT OF OUR CARS AND START WALKING MORE. WE NEED EXERCISE.
 WELL PROBABLY GET MORE PEOPLE OUT WALKING BECAUSE ITS GOOD FOR THEIR HEALTH.
 I DON'T LIKE TAXES THINK WE PAY ENOUGH
 I THINK THERE IS A NEED LIKE ON THE STREET I LIVE THERE ARE NO STREET LIGHTS OR SIDEWALKS YOU HAVE TO WALK IN THE ROAD TO GET TO THE BIKE PATH ITS NOT SAFE IN THE DARK
 CAUSE I FEEL WE PAY ENOUGH TAXES AND THEY USE THE MONEY THEY ALREADY HAVE

THEY ARE FINE. THE CONDITIONS ARE FINE THEY HAVEN'T GONE THROUGH MY CITY
THOUGH AND I KNOW HOW THIS STATE IS AND I WILL GET TAXED FOR THINGS THAT
WONT EVEN HAVE ANY EFFECT ON ME.

SIDEWALKS ON EVERY ROAD

BECAUSE I DON'T BELIEVE ITS SAFE TO WALK WITHOUT SIDEWALKS

I BELIEVE AGAIN IT WILL HELP THE ENVIRONMENT.

NOT ENOUGH MONEY

THE TAXES ARE ALREADY TOO HIGH. I DON'T WANT ANY ADDITIONAL TAXES

BECAUSE THE ONES WE ALREADY HAVE KEEP GOING UP.

I THINK THAT GIVEN THE CLIMATE AND TRAFFIC CONDITIONS AND THE HEALTH
STATUS OF AMERICANS I THINK IT WOULD BE A GOOD THING FOR PEOPLE TO WALK
MORE

I REALLY USED TO WORK IN SEATTLE AND I CARPOOLED EVERYDAY AND WHEN YOU
GO OUTING FIVE THERE IS ONLY SINGLE OCCUPANT CARS AND IT REALLY MAKES ME
MAD BECAUSE IF PEOPLE WOULD JUST GET TOGETHER THERE WOULDN'T BE SO
MUCH WASTE.

WELL THERE ARE MORE AND MORE PEOPLE OUT THERE AND THEY NEED TO BE
KEPT SAFER

TOO MANY TAXES ALREADY, THEY SHOULD USE WHAT WE ALREADY GIVE THEM.

I THINK WE HAVE A PRETTY GOOD SET UP IN BELLEVUE AND THERE ARE OTHER
THINGS WE NEED MONEY FOR.

BECAUSE MY VEHICLE TAXES WERE DOUBLED

BECAUSE I HAVE TAXES FOR MORE IMPORTANT THINGS.

I THINK MORE PEOPLE WOULD WALK

MARK CROSSWALKS ON ARTERIALS

ROADS IN BAD REPAIR FIX ROADS

WELL BECAUSE A LOT OF PEOPLE OUT HERE WOULD ENJOY IT

SOME GOOD COULD COME OUT IF IT

I DON'T KNOW I THINK ITS ALL GOOD, NEED MORE SIDEWALKS.

I THINK THEY NEED TO BE USED FOR MORE IMPORTANT THINGS LIKE HEALTH,
SECURITY, AND ENERGY

BECAUSE UP HERE WE DON'T HAVE IT AND THERE ARE ALREADY PEOPLE GETTING
HIT AND IN ORDER FOR PEOPLE TO WALK THEY HAVE TO WALK ON THE ROAD AND
THAT IS NOT SAFE.

I DON'T FEEL LIKE IT IS NECESSARY

BECAUSE I DON'T NEED ANYMORE TAXES.

PEOPLE HAVE TO WALK

JUST BECAUSE THE TAX BURDENS ARE OFF THE SCALE ALREADY, AND WE
WOULDN'T' BE ABLE TO AFFORD IT.

WE ARE TAXED ENOUGH

ID RATHER SEE IT COME OUT OF SOME OTHER AREAS THAN THE CURRENT TAXES.

THEIR IS SO MANY PEOPLE OUT THEIR WALKING AND THEIR AREN'T ANY LIGHTED
AREAS PEOPLE GET ROBBED AND RAPED

BECAUSE PEOPLE LIKE TO WALK THERE DOGS AND THE SAFETY FACTOR.

BECAUSE I THINK OUR TAXES ARE HIGH ENOUGH AS THEY ARE.

MORE PEOPLE THAT WALK THE LESS IN CARS

NO MORE TAXES

BECAUSE IM NOT WALKING.

WE STARTED KIND OF A TRIAL GOING I WOULD LIKE IT TO GO LONGER SO WE CAN
CATCH THE END I DON'T WANT TO DRIVE TO GET TO THE TRAIL I HAVE TO DO SO
NOW

I HAVE ENOUGH TAXES
I HAVE GOT THREE KIDS AND ITS DANGEROUS FOR US TO WALK, AND I WOULD VERY STRONGLY SUPPORT IT.
BECAUSE WE SHOULD WORK ON THE ROADS AND EDUCATION, NOT ON THESE OTHER THINGS.
AGAIN NOT FROM REGULAR FUNDS. IF YOU WANT OTHER THINGS TO BE DONE WE NEED TO PAY MORE.
I THINK PEOPLE NEED TO BE MORE ACTIVE
IF IT'S NEEDED THAN THEY SHOULD GET IT DONE.
IN MY AREA THERE ARE A LOT OF PATHS AND SIDEWALKS AND IT IS NOT NECESSARY. /TA
00366 20 Z BECAUSE WE DON'T NEED TO TAX PEOPLE MORE FOR WHAT WE ARE ALREADY PAYING TAXES FOR.
MORE WALKING
SAFETY.
THE SAME REASON, THEY TAKE ENOUGH OF MY MONEY. THEY JUST RAISED A WHOLE BUNCH OF TAXES, AND WHEN THEY REALIZED THAT THEY HAD MORE THAN THEY NEEDED THEY DIDN'T GIVE IT BACK THEY JUST SPENT IT IN OTHER AREAS.
BECAUSE I DON'T THINK THAT THEY WOULD ENCOURAGE PEOPLE TO WALK MORE AND WE HAVE NICE FACILITIES AND IT WOULD NOT BENEFIT ME ANY.
BECAUSE I FEEL THAT WE KIND OF MAXED OUT OUR ROADS AND WE NEED TO HAVE PEOPLE USE ALTERNATIVE TRANSPORTATION
WALKING IS A GOOD THING AND IT KEEPS PEOPLE OUT OF CARS
THINK IT SHOULD BE MADE EASIER AND SAFER AND MORE PEOPLE WOULD WALK MORE IF IT WAS
NOT NEEDED
PEOPLE SHOULD BE ABLE TO WALK SAFELY AND EASILY. FOR THE LONG TERM HEALTH OF PEOPLE. IT WOULD BE BETTER FOR THE ENVIRONMENT.
ENOUGH TAXES COLLECTED
BECAUSE THERE'S ENOUGH WALKING AREAS NOW
IT MAKES OUR STREETS SAFER TO WALK ON.
ENOUGH TAXES ALREADY
I THINK WE HAVE ADEQUATE SIDE WALKS AND PATHS
COUNTY ISSUE TO IMPROVE
JUST A GOOD IDEA
WE ALREADY HAVE ENOUGH TAXES
BECAUSE WE HAVE ENOUGH TAXES THE WAY IT IS AND EVERYONE DOESN'T WALK.
I WOULD NEED MORE INFORMATION, AND I THINK WE WOULD NEED MORE INFORMATION AND STUDIES TO BE DONE ON THIS ISSUE.
IT'S A HEALTHY CHOICE
HAVE TO SEE WHAT IT IS
BECAUSE THEY SHOULD BE ABLE TO MAKE DUE WITH WHAT THEY GET WE HAVE TO AND SO SHOULD THEY.
TAXES SHOULD GO FOR EDUCATION
WE HAVE RIGHT ALWAYS THAT ARE COVERED UNDER THE MOTOR VEHICLE TAX AND A FOG LINE THE COUNTY AND THE STATE HAS NOT ALWAYS ABIDED BY THIS AND THEY SHOULD
I DON'T OWN A HOUSE YET
IM LIVING ON A FIXED INCOME THAT'S WHY.
CAUSE ITS GOOD

SAME IF WE HAVE TO RAISE TAXES I DON'T THINK ITS WORTH IT ROADS ARE MORE IMPORTANT
PEOPLE DO NOT WALK
CAUSE THEY ALREADY DID IN MY AREA AN MEET THAT NEED IN MY AREA
HEALTH BENEFITS
PEOPLE CANT USE ROAD SAFELY TO WALK
WHERE THERE ISN'T A SAFETY, TO IMPROVE LIGHTED AREAS AND OTHER PLACES
WHERE PEOPLE COULD WALK LIKE THE OLDER AREAS IN TOWN
THERE NEEDS TO BE MORE MODES OF TRANSPORTATION BECAUSE THE GASOLINE
AND OTHER CHEMICALS ARE POLLUTING THE ENVIRONMENT LIKE THE OZONE
LAYER.
IT IMPROVES THE NEIGHBORHOODS
BECAUSE WE ARE ALREADY OVER TAXED
TO PROVIDE SAFETY
NO NEED IN COUNTRY
BECAUSE I PAY ENOUGH TAXES ALREADY.
DOING SOMETHING BENEFICIAL
NEED MORE SIDEWALKS IN MY AREA
ITS A WAY TO HELP TRANSPORTATION ISSUES
THE MORE WE WALK THE BETTER HEALTH WERE IN
OPPOSE
CAUSE I THINK IF ITS SAFER PEOPLE WILL USE IT
FOR PERSONAL HEALTH
THINK THE TRANSPORTATION NEEDS IT FOR THE ROADS
ENVIRONMENT
HEALTH
IT'S REALLY DANGEROUS ON THE ONE WALKWAY WE HAVE TO THE MAIN VILLAGE
ITS HEALTHY AN IT DON'T TAKE GAS
JUST BECAUSE IT WOULD GIVE US OPTIONS OTHER THAN DRIVING CARS AND
POLLUTING THE WORLD
THERE ARE LOTS OF THINGS FOR TAXES TO BE USED FOR AND THAT DOES NOT
SEEM LIKE SOMETHING WE NEED TO FOCUS ON.
I DON'T KNOW THE PRICE OF ENERGY THE PRICE OF EVERYTHING AND HEALTH
PEOPLE STAYING HEALTHY
TAXES ARE ALREADY TOO HIGH
THINK IT IS BETTER USED, FROM A GLOBAL WARMING POSITION I DON'T THINK YOU
WOULD GET A GOOD RESPONSE FROM PEOPLE.
SOMETIMES IM IN SEATTLE AND SOME ROADS ARE NASTY THEY NEED TO BE
IMPROVED DEPENDS ON WHERE THEY ARE
BECAUSE I LIVE IN KING COUNTY WERE THERE ARE BIG GAPS WERE THERE ARE NO
SIDEWALKS
BECAUSE MORE PEOPLE ARE DOING IT NOW, AND IT WOULD BE BETTER TO HAVE
MORE CLEAN SIDEWALKS
A LOT OF PEOPLE DON'T WALK
BECAUSE THE NEW TAXES MAKE THE GAS PRICES GO UP
BECAUSE I'M ALREADY PAYING ENOUGH TAXES I LIVE ON A WHEAT FARM TAXES ARE
HIGH ENOUGH
IF IT'S EASIER FOR PEOPLE TO GET AROUND THE THEY CAN DO IT
BIKING GETS YOU SOMEWHERE WALKING IS RECREATION
I THINK THERE ARE PLENTY OF PLACES TO WALK WE DON'T NEED ANYMORE
BECAUSE I THINK THE MONEYS THERE AND THEY JUST NEED TO SPEND IT WISELY

TAKE FUNDS FROM SOMEWHERE ELSE
I THINK WE HAVE OTHER TRANSPORTATION ISSUES THAT TAX MONEY SHOULD BE
SPENT FOR THOSE OTHER THINGS
NOT STATE TAXES. I THINK THAT THE INDIVIDUAL AREAS SHOULD TAX THE PEOPLE
WHO USE THAT TYPE OF TRANSPORTATION THAT THEY DESIRE TO USE.
I OPPOSE NEW TAXES
I THINK ITS IMPORTANT
THEY HAVE TO REALLOCATE THE FUNDS THAT ARE ALREADY THERE
MORE OPPORTUNITIES TO GET OUT AND WALK
LESS POLLUTION AND OBESITY TA
BECAUSE ITS HEALTHIER.
AGAIN I GUESS I WOULD HAVE TO SEE SPECIFIC INFORMATION IN GENERAL I THINK
ITS GOOD.
TOO MANY TAXES
TO MAKE IT A LITTLE MORE LIVABLE IN THE CITY. TO MAKE IT A MORE PLEASANT
PLACE TO LIVE.
PEOPLE SHOULD WALK MORE. THEIR HEALTH, TO GET RID OF THE FAT BLUBBER
PEOPLE ARE CARRYING AROUND, AND TO CUT DOWN ON EXHAUST FUMES.
BECAUSE WE ALREADY PAY TOO MANY TAXES
MY DON'T
ITS ANOTHER TAX AND IT SEEMS WE NEED TO FIND A BETTER WAY TO USE THE
MONEY WE DO HAVE INSTEAD OF ADDING MORE AND MORE TAXES
THEY TAKE ENOUGH TAXES ALREADY
SO IF I HAD TO WALK SOMEWHERE I WOULD BE HAPPY AND SAFE.
I THINK ITS IMPORTANT FOR THE COMMUNITY, THERE IS A HUGE OBESITY EPIDEMIC
IN THE COMMUNITY BECAUSE THERE ARE NOT ENOUGH PLACES WHERE PEOPLE
CAN WALK.
IT DEPENDS ON THE PARTICULAR WEATHER AND THE PROGRAMS WOULD INTEL
I BELIEVE THAT IS MORE OF A LOCAL GOVERNMENT DISCUSSION NOT A STATE LEVEL
THEY HAVE ENOUGH MONEY
TOO MANY TAXES THEY NEED TO REDISTRIBUTE WHAT IT ALREADY ALLOCATED
I THINK IT IS MONEY WELL SPENT AND IT IS SOMETHING I CAN BENEFIT FROM
STATE TAXES ARE HIGH ENOUGH
OUR TAXES ARE ALREADY TOO HIGH
I DON'T THINK THERE NECESSARY.
BECAUSE WE HAVE WONDERFUL WALKING CONDITIONS WHERE WE LIVE.
WANTS TO WALK SAFELY
AS LONG AS THEY SPEND MONEY FOR BOTH
PEOPLE NEED TO WALK MORE, THIS COUNTRY IS GETTING OLDER, HEALTH WISE.
WELL I THINK TAXES SHOULD BE SPENT IN OTHER AREAS NEEDED LIKE PUBLIC
TRANSPORTATION
TOO MUCH TAXES ALREADY
I JUST DON'T LIKE NEW TAXES, IT'S ALL WRAPPED UP IN THE DEPARTMENT OF
TRANSPORTATION, THEY NEED A GOOD AUDIT.
SIMILAR TO THE BIKES IT IS IMPORTANT TO BE ABLE TO WALK TO THE STORE OR FOR
ERRANDS
WALK AND NOT GET HIT BY CAR
WELL BECAUSE THEY HAVE A GOOD START THEY COULD IMPROVE ON THE
SIDEWALKS.
LIVE IN SMALL TOWN MORE TRAFFIC SIGNS AND CROSS WALKS AND FLASHING
YELLOW LIGHTS

WASTEFUL SPENDING MISMANAGEMENT OF FUNDS
JUST BECAUSE THEY TAX ME ENOUGH ON THINGS NOW. I SMOKE AND THE TAXES ON
THAT ARE SUPPOSE TO BE GOING TOWARDS TRANSPORTATION.
TOO MANY TAXES NOT USED PROPERLY
IT IS NOT ABOUT THE WALKING IT IS ABOUT THE TAXES
I WOULD HAVE TO KNOW MORE ABOUT IT
WE FEEL THERE ARE A LOT OF TAXES ALREADY
I FEEL THAT ITS ADEQUATE NOW
BECAUSE I THINK ANY NEW TAXES SHOULD GO TO IMPROVING THE ROADS
DON'T NEED MORE TAXES
FEED BACK FROM THE COMMUNITY
THEY MAKE ENOUGH MONEY. THEY CAN RELOCATE WHAT THEY WASTE ON OTHER
EXISTING PROGRAMS
A LOT OF CREATES MORE OF A COMMUNITY ENCOURAGE PEOPLE TO WALK MORE IS
EASIER ON THE ENVIRONMENT WERE GETTING OUT OF SHAPE
I PAY PLENTY OF TAXES
JUST ISN'T NEEDED
NO MORE TAXES NEEDED
FOR PEOPLE TO WALK BETTER, QUALITY SIDEWALKS.
PROMOTING HEALTHY LIVING
I WOULD LIKE TO HAVE SIDEWALKS IN MY INITIAL COMMUNITY.
HEALTHY, MORE SAFETY AND MORE SOCIAL CONTACT
THEY NEED TO LEARN TO WORK WITH WHAT THEY HAVE
CAUSE WE GET TAXED ON GAS AN STUFF THEY CAN USE SOME OF THAT MONEY
ROADS SHOULD BE REPAIRED FIRST
I THINK I RIDE 10 MILES ONE WAY AND THE GILMORE TRAIL IS WONDER FULL MORE
PUBLIC TRANSPORTATION
I THINK WE HAVE ENOUGH TAXES
GREAT FACILITIES
I DON'T THINK WE NEED ANYMORE MONEY FOR THIS
ENVIRONMENT
THERE IS SOME OTHER WAY THEY COULD FIND THE MONEY
BECAUSE YOU LIKE WALKING WITH MORE SAFETY
SPEND TAX DOLLARS MORE WISELY
NEEDED
I THINK THAT WE WOULD BE HEALTHIER WE WOULD BE BETTER OFF WALKING
BECAUSE IT'S EASY.
BECAUSE OF GLOBAL WARMING
TOO MANY TAXES ALREADY
THE SIDEWALKS ARE EVERY WHERE WALKING IS PRETTY EASY
HAVE A PLACE TO WALK
MAKES PEOPLE SAVER
TAXED ENOUGH
BECAUSE SO FEW IT WOULD BE WASTING MONEY
SAME ALL GOOD WHERE I AM
SHOULD TREAT WALKERS BETTER THAN AUTOMOBILES
I WOULD DO MORE WALKING IN MORE PLACES IF THERE WORE MORE PLACES TO
WALK
MORE PEOPLE INTERACTION
IF WOMEN COULD FEEL SAFER
TOO MUCH TAXES

BECAUSE THE ROADS NEED IT MORE
MOST EVERYONE CAN WALK BUT NOT EVERYONE OWNS A BIKE
BECAUSE I THINK WE HAVE A LOT OF IT
EASY TO WALK
THAT'S HOW YOU GET THE MONEY IT HAS TO COME FROM SOME WHERE
I THINK OUR WALKING CONDITIONS ARE SAFE NOW
I THINK THE FUNDS ARE THERE AND THEY AREN'T BEING ALLOCATED PROPERLY
WALKING IS LEAST FORM OF TRANSPORTATION
ANY THING TO GET CARS OFF ROAD IS GOOD TO REDUCE AIR POLLUTION
PAY TO MANY TAXES ALREADY
PAY A LOT OF TAXES AND DON'T KNOW HOW MUCH MORE I'D PAY TA
I THINK IF THERE ARE MORE WALKWAYS PEOPLE WOULD WALK MORE TA
PRETTY HIGH TAXES ALREADY
DOT IS NOT EFFICIENT NOW
THEIR ARE ENOUGH TAXES OUT THEIR RIGHT NOW
I FEEL THEY COULD BE BETTER DISTRIBUTED
PEOPLE NEED TO WALK
DON'T THINK WE NEED NEW TAXES TA
JUST BECAUSE I THINK SAFETY IS IMPORTANT
NOT KNOWLEDGEABLE ENOUGH
I THINK THE TAXES WE ALREADY PAY SHOULD BE REALLOCATED
BECAUSE I DON'T THINK THERE IS ENOUGH SAFE WALKING AREAS
GOOD EXERCISE AND ITS GOOD ALL THE WAY AROUND AND WE NEED TO EXERCISE,
AND IT KEEPS US OUT OF TROUBLE.
AREA IS FINE FOR WALKING
IT COULD GET EXPENSIVE
BECAUSE I DON'T BELIEVE THE TAXES WOULD BE SPENT FOR THAT I BELIEVE THEY
WOULD BE DIVERTED SOMEWHERE ELSE
BECAUSE I HAVE YOUNG CHILDREN
THEY TAXES US TO DEATH ALREADY
I DON'T THINK IT WILL SIGNIFICANTLY CHANGE THINGS
ENFORCE EXISTING LAWS FOR MOTORISTS
ITS GOOD FOR US TO DO
GOOD THING
NO SHOULDER
I THINK THE RATE OF TAXES THAT WE PAY ARE QUITE HIGH AND THERE IS OTHER
FUNDING THAT WE COULD RE ALLOCATE
SAME GOOD IDEA IM WORRIED ABOUT UNLIMITED FUNDS
NO NEW TAXES!!
WE CAN WALK ALL OVER THE WAY IT IS
SPEND ON LIGHT RAIL
THERE IS OTHER AGENDA TO SPEND NEW TAXES ON
IF WE CANT PAY TEACHERS MORE THAN 31,000 WE DON'T NEED TO SPED MORE
OPEN WALKING
WE ARE HALF RURAL HALF URBAN AND THE KIDS WALK TO SCHOOL IT WOULD KEEP
THEM OFF THE STREET
FIX THE ROADS FIRST
YOU WOULD NEED INFO ON IT
BECAUSE OF PEOPLE WHO ARE ROBBED OR HURT WHILE WALKING TA
IT NEEDS TO GET DONE
SPEND MONEY WISELY

I THINK IT WOULD HELP PEOPLE WITH THEIR HEALTH AND IT WOULD HELP WITH THE GAS
I DON'T KNOW.
MAKES IT EASIER AND SAFER.
I THINK WE PAY A LOT IN TAXES ALREADY
I WANT MY TAXES TO BE USED FOR SOMETHING ELSE
I FEEL WE ALL NEED TO BE OUT THERE GETTING OUR EXERCISE IN A SAFE MANNER
I WOULD SUPPORT THEM IF THERE WERE NO OTHER WAY TO DO IT.
THE STATE HAS ENOUGH OF MY TAX MONEY
THERE ARE NOT VERY MANY GOOD CONDITIONS AVAILABLE NOW
SO MUCH TAXES THEY ARE JUST INSANE
NO MORE TAXES WE HAVE ENOUGH
CLARK CO ALREADY HAS PLENTY OF FACILITIES FOR WALKING AND BICYCLING
BECAUSE THAT IS JUST FOR RECREATION
I THINK SOME FUNDS ARE BEING MISAPPROPRIATED AND THEY COULD BE BETTER SPENT
NEED TO PUT MORE IN ROADS AND BRIDGES
I APPROVED SPENDING EXISTING TAXES
WALKING CONDITIONS SHOULD BE SAFE
THINK ENOUGH ALREADY
WALKING IS ESSENTIAL FOR HEALTH
I BELIEVE THAT OUR SOCIETY IS A MORE OBESE SOCIETY AND IT NEEDS TO BE ADDRESSED. IT IS IMPORTANT FOR CHILDREN TO BE TAKEN OUT ON WALKS
I DON'T THINK THEY NEED IT IN MY AREA
BECAUSE I FEEL IT IS A PRIORITY TO USE NON FOSSIL FUEL MEANS OF TRANSPORTATION
SO THEY CAN IMPROVE SIDEWALKS AND BIKE TRAILS AND LANES.
I DON'T THINK ITS A LARGE PORTION OF THE POPULATION USES IT
MORE IMPORTANT TO SPEND ON OTHER MODES OF TRANSPORTATION
WE HAVE ENOUGH TRAILS AROUND NOW AND I NEVER SEE ANYONE ON THEM IT IS JUST FOR AN ELITE FEW THAT WALK
ROADS ARE MEANT FOR MOTOR VEHICLES
I GUESS IT IS JUST A MENTAL ATTITUDE TO NOT INCREASE TAXES
THEY ARE EXCELLENT
WE NEED TO PROTECT THE ENVIRONMENT FROM GAS AND IT WOULD INCREASE HEALTH BY WALKING
ENOUGH TAXES
BECAUSE IT IS HEALTHY AND ECOLOGICAL
THINK THERE SHOULD BE SAFER AREAS FOR PEOPLE TO GET OUT AND BE ABLE TO WALK SAFE
ITS EASY TO WALK WE DON'T NEED MORE TAX MONEY ON IT WE NEED TO DEAL WITH ALL THE CARS WE NEED MAS TRANSIT
I CAN'T AFFORD IT
I THINK THEIR IS ENOUGH TAX MONEY THEIR
IT'S DANGEROUS OUT THEIR IT NEEDS TO BE FIXED
PEOPLE NEED TO WALK MORE
I'D RATHER SEE REGULAR ROAD IMPROVEMENTS TO GET TO AND FROM PLACES SAFELY.
BECAUSE WE HAVE ALL THE SIDEWALKS AND STUFF FOR THE PEDESTRIANS TO WALK AROUND ON
SAME THING ITS SCARY

BECAUSE I THINK WE HAVE FACILITIES THAT R GOOD ENOUGH
SHOULD BE ABLE TO GET TAXES FROM GROWTH OF POPULATION
THERE'S A WHOLE LOT MORE WE CAN DO WITH MONEY THAN BUILD BIKE TRAILS.
IT IS GOOD AND HEALTHY FOR PEOPLE TO DO SOME EXERCISE
BECAUSE I THINK THE CONDITIONS ARE FINE IN KENT YOU CAN WALK ANYWHERE
I OPPOSE ANY KIND OF NEW TAXES
BECAUSE EVERYTHING IS ALREADY THERE IT IS JUST A MATTER OF ENFORCING IT.
HEALTHY, SAFETY, AND OVERALL WELL-BEING.
THEY ARE NOT BEING WISE WITH THE MONEY THEY ALREADY HAVE
POLLUTION AND THE COST
NEED THE ROADS FIXED MORE
BECAUSE THE AVERAGE PERSONS COMMUTE ISN'T WALKING OR BICYCLING
DISTANCE
I THINK IT IS SOMETHING THAT IS NEEDED AND CAN BE USED
THERE AREN'T ENOUGH SAFE PLACES TO GO WALKING
I THINK IT IS A GOOD INVESTMENT AND IT WOULD KEEP PEOPLE SAFER
I'M NOT WILLING TO PAY MORE TAXES ON IT
GET MORE PEOPLE OUT OF CARS
I FEEL I AM TAXED TO THE MAX AS IT IS
DON'T WANT ANY NEW TAXES
ALREADY GOOD EN
DON'T NEED IT RIGHT NOW
IM SURE THERE IS SOMETHING ELSE THAT THE MONEY CAN BE USED FOR.
BECAUSE WE HAVE SUCH BAD ROADWAY CONDITIONS WE SHOULD MAKE NEW
TAXES FOR THAT
EVERYBODY WOULD WALK MORE IF THERE WERE MORE PLACES TO WALK.
IMPROVE SAFETY
NEED MORE PLACES TO WALK
BECAUSE I THINK PEOPLE SHOULD WALK MORE
LIVE IN THE COUNTRY IT WOULDN'T FOR ME
IM A BIKER NOT A WALKER
WOULD NOT BE ABLE TO WALK
HEALTH REASONS.
BECAUSE THE AMOUNT OF IMPROVEMENT THAT YOU WOULD GET IS TRIVIAL TO
WHAT YOU WOULD GET BACK FORM IT AND IT'S DIFFICULT TO WALK FROM ISSAQUAH
TO FALL CITY NOT SO HARD TO BIKE THERE BUT NOT EASY TO WALK.
OUTSIDE OF TOWN
DON'T THINK ITS AN OPTION FOR MANY PEOPLE ITS TO FAR FROM WORK THE
AMOUNT OF TIME IT WOULD TAKE WOULD BE TO FAR
HEALTHY
IMPROVE WHAT IS ALREADY IN PLACE
ENOUGH TAXES
IN MY AREA THERE ARE NOT THAT MANY PEOPLE WHO WALK, AND IF THEY DO ITS IN
THE WOODS, SO WE REALLY DON'T NEED ANY OF THAT OUT HERE.
SAME
IF IT WAS EASIER TO WALK AROUND THEN I WOULD DO IT MORE THAN USING MY CAR
ENOUGH TAXES
TAXES ARE TOO HIGH ALREADY.
BECAUSE I THINK IT IS GOOD FOR OUR COMMUNITY IT IS GOOD FOR OUR HEALTH
AND IT IS JUST ALL AROUND GOOD AND THE COST WOULD BE RELATIVELY SMALL
COMPARED TO OTHER THINGS WE SPEND OUR MONEY ON

SOME PEOPLE LIKE TO WALK OR THEY CAN'T DRIVE A CAR AND THEY NEED SIDEWALKS TO WALK ON
 BECAUSE OUR STREETS WHERE I WALK ARE FINE.
 ITS A GOOD HEALTHY THING TO DO AND IF YOU DON'T LIVE TO FAR FORM WORK, YOU SHOULD WALK.
 BECAUSE MY TAXES ARE ALREADY WAY TOO HIGH.
 BECAUSE YOUR INCOME DOES NOT GO UP BUT THE TAXES GO UP AND THEY DON'T USE THE MONEY BEFORE IT ALL GETS EATEN UP WITH OTHER THINGS.
 MORE CONVENIENT FOR PEOPLE TO GET AROUND.

Q25B: Why do you support or oppose new state taxes for improving conditions for bicycling?

I DON'T BICYCLE, I THINK WE NEED THE MONEY TO IMPROVE THE ROADS FOR VEHICLES
 MOST OF THESE PEOPLE DON'T RIDE BIKES FOR EXERCISE PLEASURE OR TRANSPORTATION IT WOULD BE A WASTE OF MONEY
 THERE IS MORE IMPORTANT THINGS TO PUT TAX DOLLARS FOR, THINGS THAT NEED TO BE MORE A PRIORITY.
 IT IS HEALTHY AND DOES NOT PUT ANY MORE POLLUTIONS IN THE AIR.
 YOU NEED TO GET PUBLIC MORE INFORMED
 I JUST THINK THEY NEED TO REDO THE BUDGET. RE-BUDGET EXISTING FUNDS.
 I DON'T THINK THAT OUGHT TO COME OUT OF TRANSPORTATION BUDGET BECAUSE THERE ARE HIGHER PRIORITIES.
 THEY NEED TO WORRY ABOUT THE ROADS FOR DRINKING BEFORE THEY WORRY ABOUT BICYCLING
 FOR HEALTH BENEFITS.
 BECAUSE I PAY ENOUGH TAXES
 BIKES WOULD REDUCE TRAFFIC
 BECAUSE I THINK THAT WE LIVE IN A PRETTY SAFE AREA AND WE DON'T NEED NEW TAXES.
 I THINK THEY SHOULD SPEND THE MONEY ON THE MOTOR INFRASTRUCTURES FIRST.
 ENVIRONMENTAL REASONS AND HEALTH
 THEY ARE NOT USING THE MONEY AS IT IS EFFECTIVELY.
 I DON'T THINK WE NEED NEW TAXES
 SAFE AREAS
 TAXES ARE TOO HIGH. ITS NICE THAT EVERYONE CAN WALK OR BIKE BUT THAT REQUIRES MAINTENANCE, THE GAS AND TIRE TAX HAS TO PAY FOR ALL OUR ROADS.
 BECAUSE WE ARE RUNNING OUT OF OIL AND I DON'T THINK THAT WILL GET BETTER AND UNTIL WE FIGURE OUT A BETTER WAY TO RUN OUR CARS IT WOULD BE BETTER TO BIKE TO WORK IF YOU ARE CLOSE ENOUGH TO DO SO.
 WE ARE GOING TO HAVE TO GET OUT OF OUR CARS, AND THE BICYCLIST DON'T HAVE A SAFE PLACE TO RIDE.
 IT'S A GOOD WAY TO GET AROUND, YOU'RE MIXING BIKING AND TRAVELING WHICH ISN'T
 DON'T BICYCLE AND DON'T LIKE TAXES
 I DON'T THINK WE HAVE ENOUGH BIKE PATHS WHEN MY KNEES GET BETTER ILL BIKE AND I WOULD LIKE TO SEE SOME MORE BIKE PATHS
 I SAID I THINK THEY CAN REPRIORITIZE THE FUNDS THEY HAVE
 BECAUSE I THINK PEOPLE IS SCARED ABOUT GETTING HIT BY A CAR. I THEY WEREN'T AFRAID THEN THEY WOULD RIDE THERE BIKE MORE AND IT WOULD BE ALL AROUND BETTER

TAXES COULD BE SPENT MORE EFFICIENTLY
 I THINK IT WOULD BE FOR THE ENVIRONMENTAL IMPACT, IT IS GETTING TO THE
 POINT WHERE WE NEED TO DO WHAT WE CAN TO LESSON THE IMPACT.
 CANT AFFORD TO GIVE MUCH
 FINANCIAL REASONS.
 BECAUSE ITS PUTTING MONEY INTO SOMETHING THAT IS GOING TO BE USED VERY
 SELDOM AND THEY ARE NEVER USED AND ITS PUTTING FUNDS TOWARD SOMETHING
 THAT NO ONE WILL USE, AND BECAUSE PEOPLE ARE SO BENT ON DRIVING, THAT
 THEY WONT STEP OUTSIDE OF THERE CARS.
 A LOT MORE PEOPLE RIDING BIKES CAUSE OF GAS PRICES AND THERE NEEDS TO BE
 A SAFE PLACE FOR THEM TO GET AROUND
 WE HAVE TOO MANY TAXES ALREADY
 WE NEED MONEY FOR OTHER THING LIKE FREEWAYS AND ITS THE 520 THAT IS
 ATROCIOUS.
 CRITICAL MASS
 BECAUSE THERE ARE TAXES ARE TAXES THAT COME FIRST IN MY LINE. /TA
 I THINK MORE PEOPLE WOULD BICYCLE
 PAYING ENOUGH TAX ALREADY
 I DON'T KNOW.
 MONEY ISSUES
 NOT HOW PEOPLE WOULD GET TO AND FROM WORK
 WELL BECAUSE THERE IS TOO MANY ON THE STREET AND IT IS VERY HAZARDOUS
 BETWEEN BICYCLES AND CAR.
 THE SAME REASON, THERE ARE TOO MANY THINGS WE NEED MONEY FOR
 MINIMUM WAGE IS 8.00 DOLLARS AND GAS IS SO HIGH THAT WE CANT AFFORD ANY
 MORE TAXES.
 MAINLY BECAUSE ITS HARD TO DRIVE AROUND BICYCLIST
 FOR THE TAX INCREASE.
 DON'T THINK IT EFFECTIVE FOR THE FEW PEOPLE THAT DO RIDE BIKES
 THE TAXES ARE TOO HIGH A BURDEN BUT I WOULD SUPPORT NEW SPENDING ON
 NEW PATHWAYS FOR BIKES, BUT THEY WOULD HAVE SOME KIND OF USE FEE.
 WERE TAXED ENOUGH
 BECAUSE IT IS ALREADY HERE.
 GET PEOPLE OFF THEIR BUTTS AND DO SOME EXERCISE IT WILL BE HEALTHIER FOR
 EVERYONE
 BECAUSE PEOPLE NEED TO GET OFF THEIR BUTTS AND BIKING IS FUN.
 SAME AS THE OTHER ONE TAXES ARE HIGH ENOUGH.
 TO REDUCE GREEN HOUSE EMISSIONS
 HEALTHIER AMERICA
 MY AGE.
 WE LIVE OUT HERE IN THE COUNTRY BUT WHEN WE GO TO SEATTLE ITS ON THE
 FREEWAY I WOULD LIKE TO SEE THEM IMPROVED FIRST
 I HAVE TOO MANY TAXES
 BECAUSE I THINK THAT I SEE MORE PEOPLE OUT THERE NOW THAT THE WEATHER IS
 GETTING BETTER, AND THEY DO NOT HAVE VERY GOOD PLACES TO RIDE.
 SAME REASONS, I LIVE IN A CULL-DA-SAC AND THANK GOODNESS, BUT WE CAN'T GO
 OUT ON THE MAIN ROAD BECAUSE OF THE TRAFFIC.
 THEY GOT ENOUGH MONEY
 BECAUSE I THINK THAT THE AMOUNT WE PAY NOW SHOULD NOT BE REDISTRIBUTED.
 I THINK PEOPLE NEED TO BE MORE ACTIVE

RATHER HAVE MY MONEY GO TO ALTERNATIVE TRANSPORTATION THAN ALL KINDS OF OTHER THINGS.
I JUST THINK THAT WE ARE TAXED A LOT AND WE DON'T SEEM TO SEE A WHOLE LOT COMING BACK FROM ALL OF OUR TAXES.
THE SAME AS THE LAST ANSWER, BECAUSE WE DON'T NEED TO TAX PEOPLE MORE FOR THINGS THAT WE ALREADY PAY TAXES FOR.
THINK THAT WOULD BE GOOD
FOR ENERGY CONVERSATION AN EXERCISE
BECAUSE I THINK THAT THE STATE COLLECTS MORE TAXES THAN THEY NEED.
IN THIS AREA MY SON BIKES REGULARLY AND THERE ARE NICE AREAS FOR BIKING AND THERE ARE GOOD PLACES TO RIDE AND WE HAVE A LOT OF GOOD TRAILS TO RIDE ON OUT HERE.
BECAUSE I FEEL THAT IT'S ENVIRONMENTALLY BETTER AND PEOPLE SHOULD AGAIN BE ENCOURAGE TRYING OTHER TRANSPORTATION.
BIKES DON'T OBEY THE LAWS AND THEY THINK THEY OWN THE ROAD
AGAIN I THINK THAT IF IT WERE MADE SAFER OR EVEN NICER MORE PEOPLE WOULD BE OUT THERE
THE GOVERNMENT CAN'T SPEND THE MONEY CORRECTLY NOW WHY GIVE THEM MORE
I THINK IT WOULD MAKE PEOPLE FEEL SAFER AND PEOPLE WOULD RIDE BIKES MORE OFTEN TO COMMUTE.
ENOUGH TAXES COLLECTED
BECAUSE THEY HAVE ENOUGH RIGHTS AND WE HAVE NONE. I MEAN PEOPLE WHO DRIVE HAVE NO RIGHTS.
I SAID SO
BECAUSE IF YOU DON'T IMPROVE THE PATHS FOR BICYCLING THEY WILL USE THE WALKING PATHS.
ENOUGH TAXES ALREADY
I THINK WE HAVE ADEQUATE BIKE PATH AND LANES THE MONEY COULD BE SPENT IN BETTER WAYS
COUNTY ISSUE TO IMPROVE
THERE IS ENOUGH TAXES
DON'T NEED ANYMORE TAXES
BECAUSE THEY PAY NOTHING THEY HAVE ANY LICENSES PEOPLE WHO RIDE BIKES SHOULD HAVE TO PAY TO USE ROADS AND GET LICENSES.
I THINK IT'S A SAFETY ISSUE FOR PEOPLE ON A BIKE WE NEED SHOULDERS AND AREAS FOR IT TO BE SAFE FOR THEM
HAVE TO SEE WHAT IT IS
MAKE DUE WITH WHAT THEY GOT AND THEY PASSED THAT GAS TAX AND THEY SHOULD USE THAT MONEY MORE WISELY TO DO THAT.
OTHER THINGS THAT NEED IMPROVING
I DON'T OWN PROPERTY AT THIS TIME SO IT WOULD BE UNFAIR FOR ME TO SUPPORT THESE TAXES
BECAUSE WE HAVE TAXES ABOUT THE PORT OF TACOMA AND WE ARE ALL PAYING TAXES TO THE PORT AND TAKE THE MONEY FROM THE PORT AND USE THAT
BECAUSE THE PROT IS MAKING ALL KINDS OF MONEY AND WE ARE STILL PAYING TAXES TO THE PROT OF TACOMA.
NO MORE MONEY
IF WE HAVE TO RAISE TAXES I DON'T THINK IT'S WORTH IT ROADS ARE MORE IMPORTANT
TO HAVE WIDER ROADS SO PEOPLE CAN RIDE MORE SAFLEY7

NO LANES FOR BIKES
 HEALTHIER FOR EVERYBODY
 TOO MUCH TAX
 I THINK ITS MORE OPTIONS FOR PEOPLE TO USE, MAYBE THEY WOULD RIDE BIKES
 TO WORK.
 THERE ARE TOO MANY AUTOMOBILES ON THE ROADS GAS PRICES
 DEPEND ON IF ITS TAKING PLACE OF OR AWAY FROM SOMETHING ELSE TA
 BECAUSE WE ARE ALREADY OVER TAXED AND I DON'T THINK THE ROADS ARE BEING
 KEPT UP THE WAY THEY NEED BE
 MAKE LIFE SAFER FOR THOSE THAT CHOSE TO TRANSPORT THAT WAY
 SAFE ALREADY
 I THINK IN SOME COMMUNITIES IT WOULD BE GOOD, BUT FOR ME, I STAY IN THE
 SUBURBS AND THERE ARE NOT ENOUGH TRAIL THEIR, SO I THINK WHAT WE HAVE IS
 INADEQUATE FOR PEOPLE WHO RIDE BIKE.
 MAKE IT A LOT EASIER FOR BICYCLERS TO RIDE
 WAY TO HELP TRANSPORTATION ISSUES
 I WOULD SAY ANYTHING THAT KEEPS CARS OFF THE ROAD IS A GOOD THING
 OPPOSE
 I PAY ENOUGH ALREADY
 AGAIN FOR PERSONAL HEALTH REASONS
 THE ROADS NEED IT MORE
 HEALTH AND FUEL EFFICIENCY, ENVIRONMENTAL REASONS
 HEALTH
 THE DANGER OF BICYCLING AND WALKING FOR PEOPLE AROUND HERE, IT'S ONLY
 ONE SIDEWALK FOR BOTH PEDESTRIANS AND RIDERS.
 DOESN'T TAKE GAS TO GET THERE
 FOR BETTER TRANSPORTATION AND TO STOP POLLUTION
 COUPLE OF REASONS, BECAUSE THE CONDITIONS ARE NOT GREAT RIGHT NOW, AS A
 HEALTH ISSUE OR TRANSPORTATION OPTION.
 BECAUSE ITS HEALTHY EXERCISE
 PEOPLE NEED TO BE MORE HEALTHY
 WE PAY TOO MUCH TAX ALREADY
 BECAUSE OF GLOBAL WARMING.
 IT WOULD BE GOOD FOR OTHERS
 BECAUSE GAS PRICES ARE HIGHER AND I THINK MORE PEOPLE WOULD DO IT
 A LOT OF PEOPLE WITHOUT CARS USE BICYCLES AND HOMELESS PEOPLE CAN'T
 AFFORD CARS SO IT WOULD BE MORE CONVENIENT
 GAS TAX UNLESS THAT WERE GOING TO DECREASE THE GAS PRICE, IT IS HARD ON
 RETIREES
 JUST BECAUSE OF THE HIGH TAXES. THE ONES THAT WE DO HAVE NO BODY USES
 NOW. I MEAN THE BICYCLE TRAILS THAT WE HAVE
 TO MAKE IT EASIER BUT I THINK WE GO BEYOND USING BIKES
 JUST THE RIGHT THING TO DO WE ALL NEED TO GET OUT OF OUR CARS AND GET
 SOME EXCURSIVE
 I THINK THERE ARE PLENTY AROUND ALREADY IN OUR AREA THEY JUST BUILT A NEW
 ONE
 BECAUSE THERE ARE NOT ENOUGH PLACES FOR CARS. THEY NEED TO FOCUS ON
 THE CARS FIRST THEN WORRY ABOUT OTHER THINGS.
 I DON'T KNOW THE EXACT NUMBERS BUT WE HAVE A BILLION DOLLAR SURPLUS AND
 THEY CAN USE THAT FOR THESE PROJECTS
 I DON'T BELIEVE IN MORE TAXES

WELL BECAUSE THE NEW TAXES WOULD PROBABLY BE FROM GAS AND ROAD TAXES
I OPPOSE NEW TAXES
THE ROAD TAXES ARE HIGH ENOUGH THEY SHOULD BE REALLOCATED
NEED CONNECTING TRAILS
LESS POLLUTION AND OBESITY
BECAUSE PEOPLE NEED TO BE HEALTHY AND THEY NEED THE EXERCISE.
I WOULD HAVE TO SEE SPECIFIC INFORMATION ON THE SUBJECT, BUT IN GENERAL I
THINK IT'S A GOOD THING.
TOO MANY TAXES NOW
TO MAKE IT A MORE PLEASANT PLACE TO LIVE
Z THE CUT DOWN ON AUTOMOTIVE/EXHAUST POLLUTION.
BECAUSE WE PAY A LOT OF TAXES AS IS
SAME REASON. TOO MANY TAXES WE JUST HAD A TAX INCREASE
THEY COULD USE THE FUNDING SOMEWHERE ELSE SUCH AS SCHOOLS
IF THERE IS NICE PATHS TO BICYCLE I WOULD LOVE TO BICYCLE MORE OFTEN. I AM A
CAB DRIVER AND BICYCLING IS GOOD FOR MY HEALTH.
I REALLY RIDE THE FENCE, I THINK IT IS IMPORTANT, BUT I'M JUST NOT A HUGE
BICYCLE RIDER.
NEED MORE BIKE TRAILS AND PATHS
PRIORITY BASIS. EXISTING TRANSPORTATION NEEDS SHOULD BE ASSESSED NOT
CREATE NEW ISSUES OR NEW TAXES
SAME THING MONEY NEEDS TO BE REDISTRIBUTED
SAME REASON ITS WELL SPENT AN I COULD BENEFIT FROM IT
STATE TAXES RARE TO HIGH
I THINK OUR TAXES ARE ALREADY TO HIGH.
NOT NECESSARY.
I THINK THERE PRETTY MUCH IN PLACE.
WANTS TO WALK SAFELY
CUTTING BACK FUNDING OF THE ROADS WHEN THEY NEED TO SPEND MONEY ON
BOTH
I THINK THAT OUR TAX MONEY SHOULD BE SPENT FOR ROADS AND OTHER
TRANSPORTATION ALREADY IN EFFECT.
TOO MANY TAXES ALREADY
THE DEPT. OF TRANSPORTATION NEEDS A GOOD AUDIT, IN OTHER WORDS PAY
MORE ATTENTION TO HOW EXISTING FUNDS ARE BEING ALLOCATED.
I FEEL IT IS IMPORTANT THAT WE HAVE THE OPPORTUNITY TO RIDE OUR BIKES FOR
ANY REASON
RIDE A BIKE AND NOT GET HIT BY A CAR
HEALTHY AND HELPS ENVIRONMENT
MAINLY FOR THE PRICES OF GAS AND EXERCISE
WIDEN SOME OF OUR BACK ROADS THERE TO NARROW
THE GOVERNMENT IS VERY WASTEFUL OF OUR MONEY I THINK THEY ARE LINING
THERE POCKETS. I KNOW SOME PEOPLE WHO WORK FOR THE STATE INDUSTRIES
AND I KNOW SO INSIDE INFORMATION
THERE ARE ALREADY A GOOD SHARE OF BICYCLING ROUTES ALREADY. THEY DO
NEED MORE LIGHTING.
WE GOT TOO MANY TAXES AND THERE ARE OTHER THINGS WE DON'T HAVE ENOUGH
MONEY FOR
IT IS NOT ABOUT BICYCLING IT IS ABOUT THE TAXES
I REALLY THINK PEOPLE NEED TO GET OUT OF THEIR CARS IF EASIER I WOULD DO IT
MORE

THERE ARE A LOT OF TAXES ALREADY I WOULDN'T WANT TO ADD MORE
BECAUSE ITS AN OBVIOUS WAY OF TRANSPORT AND NOW THERE ARE MORE BIKES
ON THE ROAD, AND WITH THE GAS PRICES SO HIGH IT WOULD MAKE SENSE TO HAVE
MORE BIKE LANES.
I THINK WE NEED TO TAKE CARE OF THE ROADS
DON'T NEED MORE TAXES
SEE INDICATOR FROM THE COMMUNITY IF THEY WAS GOING TO USE IT
AGAIN THEY CAN RELOCATE EXISTING FUNDS
BECAUSE WE SHOULD DRIVE CARS LESS FOR THE SAME REASONS AS WALKING IS
EASIER ON THE ENVIRONMENT TA
I JUST DON'T NEED ANYMORE TAXES
ISN'T NEEDED
NO MORE TAXES NEEDED
SO PEOPLE CAN RIDE TO SAFEWAY.
PROMOTING HEALTHY LIVING
I WOULD LIKE THEM TO COME OUT OUR WAY SO THAT WE CAN BIKE IN TOWN.
TO INCREASE SAFETY
LEARN TO WORK WITH WHAT THEY HAVE
CAUSE WE GET TAXED ON GAS AN STUFF THEY COULD USE SOME OF IT TOWARDS IT
ROADS SHOULD BE REPAIRED FIRST
I THINK MORE PEOPLE WOULD GO IF SAFER
I THINK WE NEED A LITTLE MORE SPACE ON THE ROADS
GREAT ALREADY
BECAUSE WE ALREADY HAVE ENOUGH MONEY FOR THIS
IT THINK IT'S IMPORTANT FOR THE ENVIRONMENT
I FIGURE THERE IS PROBABLY SOME OTHER WAY THEY COULD FIND THE MONEY
WITH LACK OF MY BICYCLING I'D RATHER MY MONEY GO ELSE WHERE
SPEND TAX DOLLARS MORE WISELY
JUST NEEDED
IT DOESN'T USE OIL AND IT DOESN'T CONTRIBUTE TO GLOBAL WARMING AND IT IS
HEALTHIER IT ALSO COSTS LESS FOR HEALTHCARE
I WOULDN'T RIDE MYSELF BECAUSE IT'S DANGEROUS
BECAUSE OF GLOBAL WARMING
TOO MANY TAXES ALREADY
GAS PRICES AND ENVIRONMENT REASONS
I THINK IT IS THE BEST WAY TO GET TO AND FROM WORK
TAXES CAN BE USED ON MORE IMPORTANT PROJECTS
WHERE I LIVE THEY HAVE IMPROVEMENT IN THAT AREA AND I WALK MORE THAN BIKE
TAXED ENOUGH
SO FEW PEOPLE IT'S A WASTE OF MONEY NOT GETTING ANY THING FOR DOLLARS
STATE HAS GIVEN EVERYBODY MORE THAN ENOUGH TRAIL AND PARKS FOR PEOPLE
RECREATION
TO SUPPORT BIKING AS AN ALTERNATIVE TRANSPORTATION MODE
THINK MORE PEOPLE WOULD BE INCLINED TO RIDE IF THERE WERE MORE AND
BETTER PLACES TO RIDE
FOR THE HEALTH OF THE COMMUNITY
BECAUSE I WOULD FEEL BETTER ON CITY STREETS I ONLY GO OUT IN THE DAY.
DON'T BIKE
BECAUSE IT WOULD TAKE FROM OTHER THINGS THAT I FEEL IS MORE IMPORTANT.
THERE ARE PLENTY OF AREAS TO DO THAT
SAME TO BIKE

IT HAS TO COME FROM SOME WHERE
I DON'T THINK OUR ROADS ARE GOOD FOR BIKING
I THINK IT WOULD HELP GET SOME OF THE CARS OFF THE ROAD
BIKING IS NOT VIABLE TRANSPORTATION MODE
ANY THING TO GET CARS OFF ROAD IS GOOD TO REDUCE AIR POLLUTION
BECAUSE WEE PAY ENOUGH TAXES AS IT IS
SAME REASON I PAY A LOT OF TAXES AND DON'T KNOW HOW MUCH MORE I'D PAY TA
I DON'T THINK THEY SHOULD GET MORE BUT WHAT THEY HAVE IS OKAY TA
PRETTY HIGH TAXES ALREADY
SO THEY COULD MAKE IT EASIER FOR BIKING TO BE A FORM OF TRANSPORTATION
BICYCLES OUGHT TO PAY TAXES, BE LICENSED TO HELP PAY FOR BIKE PATHS, ETC.
THERE IS ENOUGH TAXES OUT THERE ALREADY
I FEEL LIKE THE INFRASTRUCTURES NOT IN PLACE
BETTER CONDITIONS
RATHER SEE TAXES USED ON HIGHWAYS RATHER THAN BIKES
SAFETY IS IMPORTANT
SAFETY FOR THE BIKES IN OUR AREA.
FOR THE FACT THAT THE PEOPLE THAT ARE ON ROAD NEED TO BE SAFER IF THERE
IS A BIKE LANE IT SHOULD BE WIDE ENOUGH TO BE A BIKE LANE
BECAUSE I DON'T THINK WE HAVE ENOUGH AREA'S FOR THAT
GAS PRICES AND EVERYTHING, PEOPLE NEED TO EXERCISE MORE AND THEY
SHOULD DO THAT MORE, WHEN PEOPLE ARE DOING THINGS THEY ARE HAPPY AND
EVERYTHING IS BETTER.
FOR IMPROVING ROAD CONDITIONS
BECAUSE WE ARE BEING TAXED TO DEATH AND THEY ARE NOT SHOWING THE
IMPROVEMENTS THEY SAID THEY WERE AND WE ARE BEING TAXED TO DEATH
THE SAME REASON I HAVE YOUNG CHILDREN
AMOUNT OF TAXES BEING PAID ALREADY
I THINK IT IS A GREAT IDEA IN THEORY
NEED BIKING FACILITIES
THINK ITS GOOD FOR YOU
DON'T BELIEVE THERE SHOULD BE FUNDS FOR BICYCLING TAKEN FROM
TRANSPORTATION FUND
ENOUGH TAXES
THEIR ARE OTHER PROGRAMS THAT TAX DOLLARS ARE SUPPORTING THAT COULD
BE RE ALLOCATED TO SUPPORT BICYCLING
GOOD IDEA IM WORRIED ABOUT UNLIMITED FUNDS
WE DON'T NEED ANY NEW TAXES THANK YOU VERY MUCH
WE GOT SO MUCH TAXES NOW WE CAN'T AFFORD ANY MORE
SPEND ON LIGHT RAIL
SAME THERE IS OTHER AGENDA TO SPEND NEW TAXES ON
I THINK IT IS A PERSONAL PREFERENCE
I HATE NEW TAXES
EVEN WITH THE BIKE LANES I THINK IT IS REALLY DANGEROUS
FIX THE ROADS FIRST
NEED INFO ON IT
NOT AS FIRM AS I AM ON WALKING CONDITIONS NOT AS MANY PEOPLE GET HURT
WHILE BIKING THAN WAKING
I WOULD USE IT IF I HAD A PLACE TO BIKE
SPEND MONEY WISELY
IT WOULD HELP PEOPLE WITH THEIR HEALTH AND IT WOULD HELP WITH THE GAS

CAUSE IT MAKES IT EASIER TO RIDE A BIKE.
MAKE IT EASIER FOR PEOPLE TO USE THERE BIKE
I THINK WE PAY A LOT IN TAXES ALREADY
TRANSIT OR VANPOOLING CARPOOLING.
I FEEL NOW THAT CONDITIONS SHOULD BE SAFE FOR BIKING AND THEY ARE NOT.
THE STATE HAS ENOUGH OF MY TAX MONEY
THE LACK OF OPTIONS NOW FOR SAFE PLACES
WE ARE ALREADY TAXED TOO MUCH
WE HAVE ENOUGH TAXES WE DON'T NEED ANY MORE
CLARK CO HAS A LOT OF BICYCLE PATHS AND TRAILS
BECAUSE IT IS IMPORTANT TO ENCOURAGE PEOPLE TO USE ALTERNATE FORMS OF
TRANSPORTATION
BELIEVE THAT THE FUNDS ALREADY IN PLACE COULD BE BETTER SPENT
PUT MORE MONEY IN ROADS AND BRIDGES
THIS SHOULD BE LOCAL NOT STATE TAXES
A LOT OF PEOPLE USE BIKES FOR TRANSPORTATION
WE NEED MORE
ITS ESSENTIAL FOR HEALTH
HEALTH ISSUES ARE WHAT I AM VERY CONCERNED ABOUT NOT ENOUGH EXERCISE
IN OUR SOCIETY
DON'T THINK THEY NEED IT
IT'S THE SAME REASON TO DECREASE OUR DEPENDENCE ON FOSSIL FUEL
DEPENDANT MEANS OF TRANSPORTATION
SO THAT THEY CAN PUT MORE SIDEWALKS AND PATHS
I GUESS IT NICE TO HAVE A STATE TO HAVE NICE BIKES LANES
PUT INTO OTHER MODES OF TRANSPORTATION
THE BICYCLIST DOESN'T PAY ANY TAXES AND I AM OPPOSED TO SPENDING ANY
MONEY ON NEW TRAILS
ROADS ARE MEANT FOR MOTOR VEHICLES
AGAIN IT IS NOT SOMETHING THAT EFFECTS ME I DON'T GIVE IT MUCH THOUGHT
THEY ARE EXCELLENT
WE NEED TO CHANGE ARE MODE OF CONSUMPTION I DON'T REALLY WANT THE NEW
OR EXTRA TAXES BUT I SUPPORT HELPING IMPROVE BIKE AND WALKING
ENOUGH TAXES
BECAUSE IT'S A HEALTHY WAY TO DO IT ECOLOGICALLY AND HEALTH WISE AND IT'S
A VERY GOOD SOLUTION. SHOULD SHUT ALL FREEWAYS TO CARS AND BICYCLE IT'S
THE BEST THINGS TO DO.
THERE A DANGER TO THE DRIVERS/P TA
WE DON'T NEED IT THE MOTORIST HATE THE BIKES
I THINK WE SPEND TOO MUCH FOR TAXES NOW
I BELIEVE THAT WE ARE TAXED ENOUGH THAT THE TAX BASE IS SUFFICIENT
LIKE I SAID IT IS DANGEROUS OUT THERE AND TILL EVERY ONE GETS ON THE SAME
PAGE THE PROBLEM WILL EXIST
REDISTRIBUTE TAXES
I'D RATHER SEE REGULAR ROAD IMPROVEMENTS TO GET TO AND FROM PLACES
SAFELY.
BECAUSE I WOULDN'T WANT ANYONE TO GET HIT
THE WHOLE AREA WHERE I LIVE HAS NOTHING FOR BIKING.
JUST FOR BETTER BIKE LANES OR WHAT NOT
WANT TO SEE PROPOSAL FIRST

THERE'S A WHOLE LOT MORE THAT WE CAN DO WITH MONEY THAN BUILD BIKE
 TRIALS OR SOMETHING LIKE THAT.
 PEOPLE NEED MORE EXERCISE
 BECAUSE THEY ALREADY HAVE BUILT A MULTI MILLION DOLLAR TRAIL AND I STILL
 SEE PEOPLE RIDING IN THE STREETS
 I OPPOSE ANY NEW KIND OF TAXES
 BECAUSE EVERYTHING IS ALREADY THERE IT IS JUST A MATTER OF ENFORCING IT.
 CARBON FOOTPRINT PROTECTION, THERE'S A MULTITUDE OF BENEFITS; YOU CAN
 LOOK AT THE PLACE YOU LIVE IN.
 BECAUSE I THINK THEY ARE NOT BEING WISE STEWARDS WITH THE MONEY THEY
 HAVE
 THE ROADS ARE VERY NARROW AND WE GET LOTS OF SUMMER BIKE RIDERS AND
 ITS ONLY A MATTER OF TIME BEFORE SOMEONE GETS HURT
 ITS A MUCH HEALTHIER WAY TO GET AROUND
 WE NEED TO IMPROVE ROADS MORE
 BECAUSE THE WALK ISN'T FAR ENOUGH FOR THAT
 TO MAKE THINGS SAFER AND MAYBE MORE PEOPLE WILL BICYCLE
 THERE ARE A LOT OF PEOPLE WHO WOULD BENEFIT FROM RIDING A BIKE TO WORK
 I THINK ANYTHING TO GET PEOPLE OFF OF DRIVING
 THEY NEED TO FIND THERE MONEY ELSE WHERE
 BECAUSE I DON'T THINK THEY CAN DO THAT IN THE CITY
 GET MORE PEOPLE OUT OF CARS
 A LOT OF THE PEOPLE I WORK WITH BIKE TO WORK
 NO NEW TAXES
 DON'T OBEY RULES
 OPPOSE NEW TRANSPORTATION TAXES
 IM SURE THERE IS SOMEWHERE BETTER TO USE THE MONEY.
 I DON'T THINK BIKES SHOULD BE ON THE ROADS WITH CARS
 BECAUSE THE MONEY SHOULD GO TO SOLVING THE ROADWAY CONGESTION
 PROBLEMS
 SAME
 THEY CAUSE MORE PROBLEMS THAN THEY FIX (BIKES)
 IMPROVE SAFETY AND CONVENIENCE
 NOT ENOUGH PLACES TO BIKE
 THEY NEED TO HAVE IT SAFER FOR BICYCLING.
 SAME
 TO MAKE IMPROVEMENTS ON FACILITIES ALREADY THERE
 DON'T BIKE
 ITS EXERCISE
 TO CONTROL AIR POLLUTION EXERCISES.
 THEY ARE USED IN MY TOWN
 SOME PEOPLE GIVEN BETTER CONDITIONS WOULD PROBABLY USE BIKE TRIALS
 NO NEW TAXES
 HEALTHY
 IMPROVE ROADS INSTEAD
 ENOUGH TAXES
 MONEYS ALREADY THERE NEED TO BE MORE ACCOUNTABILITY TO WHERE THE
 MONEY IS GOING.
 I SUPPOSE THAT IF IT CAME DOWN TO IT FOR ME IF IT WAS EASIER FOR ME TO
 BICYCLE AROUND I WOULD DO IT MORE THAN DRIVING MY CAR
 ENOUGH TAXES

I THINK THAT TAXES IS ALREADY TOO HIGH.
GOOD FOR THE TRANSPORTATION SITUATION AND IT IS LOW COST
WELL IF WE DIDN'T HAVE BICYCLERS AND WALKERS ON THE FREEWAY WE WOULDN'T
NEED IT
IF IT WERE AROUND THE SCHOOLS AND PLACES WHERE CHILDREN HANG OUT, LIKE
THE PARKS.
ANY COMMUNITY NEEDS TO HAVE TO BIKE MORE BECAUSE OF THE FUEL PRICES.
BECAUSE MY TAXES ARE ALREADY WAY TOO HIGH.
I DON'T BELIEVE THAT THE MONEY WOULD GO FOR THAT, AND THERE IS NO WAY TO
MAKE SURE THAT IT DOES.
IT'S BETTER THAN SUPPORTING SOME OF THESE FOREIGN COUNTRIES.
SEEMS LIKE THEIR WOULD BE MORE PEOPLE DOING IT IF THEIR WERE SAFER
CONDITIONS