

# S. SEVENTH AND GREENVIEW WATER MAIN REPLACEMENT, STREET RESURFACING, AND ACTIVE TRANSPORTATION PROJECT

## SURVEY SUMMARY

**Date:** Survey open August 29, 2022 - September 20, 2022

**Location:** Virtual Survey on A2 Open City Hall

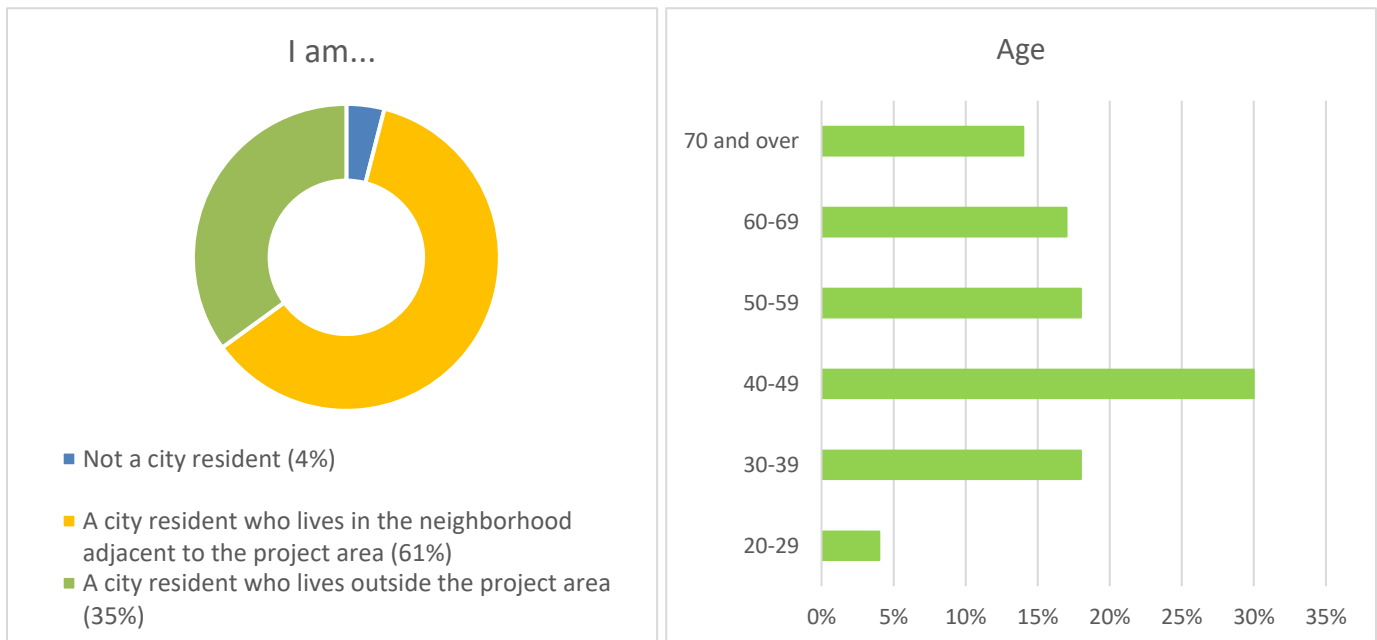
**Responses:** 256

### Survey Response Highlights

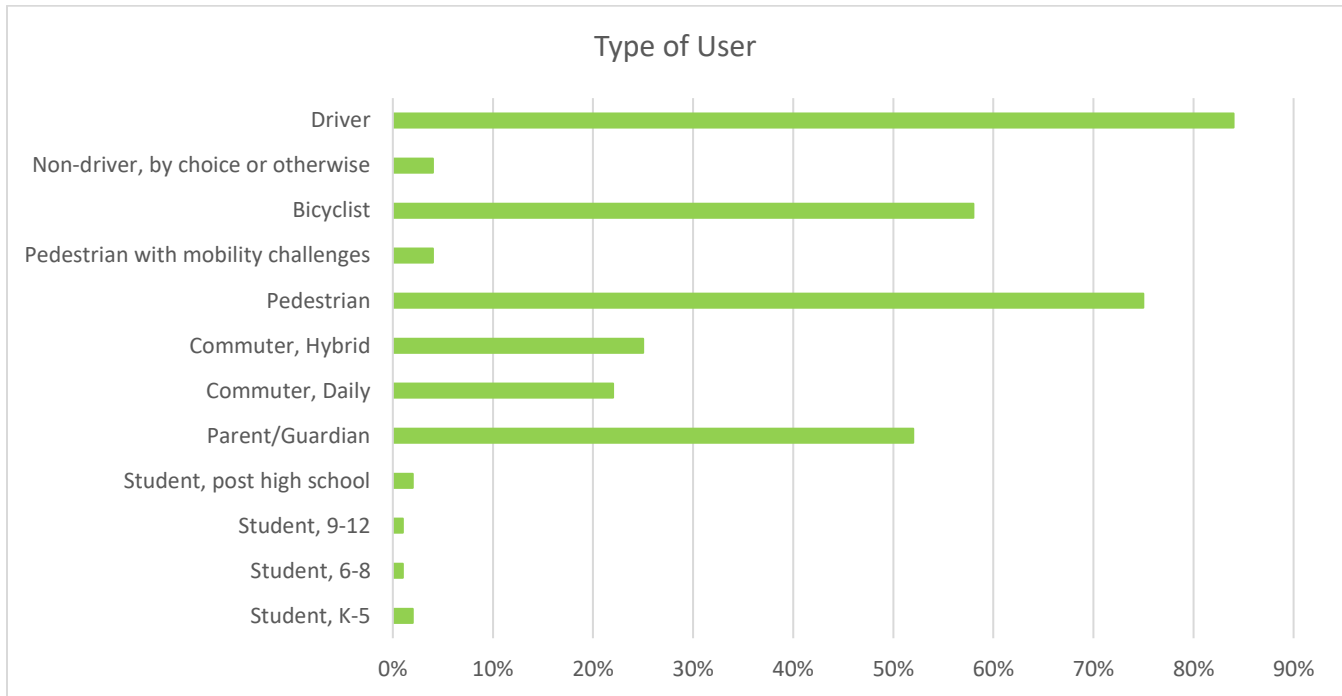
If you are interested in the complete set of responses from A2 Open City Hall, please click [here](#). Many of the questions from the open response sections were turned into a FAQ that can be found on the [project website](#). This summary discusses the highlights – the information that was used by staff to help determine its recommendation to the Transportation Commission.

### Who responded to the survey?

The survey was open to all residents and interested stakeholders. It was shared through the city’s survey platform A2 Open City Hall (this platform has over 8,900 registered users) and the [project website](#). A more targeted survey promotion included sending postcards with the survey link send to approximately 563 homes surrounding the project area (south of Scio Church Road). Most of the survey-takers live within the project area and close to 63% live in Ward 4. The age and type of user are varied. The age cohorts roughly follow a bell curve, with greater representation from older cohorts than younger. The “Type of User” graph shows that pedestrians and bicyclists are also substantial stakeholders, even in older age cohorts.



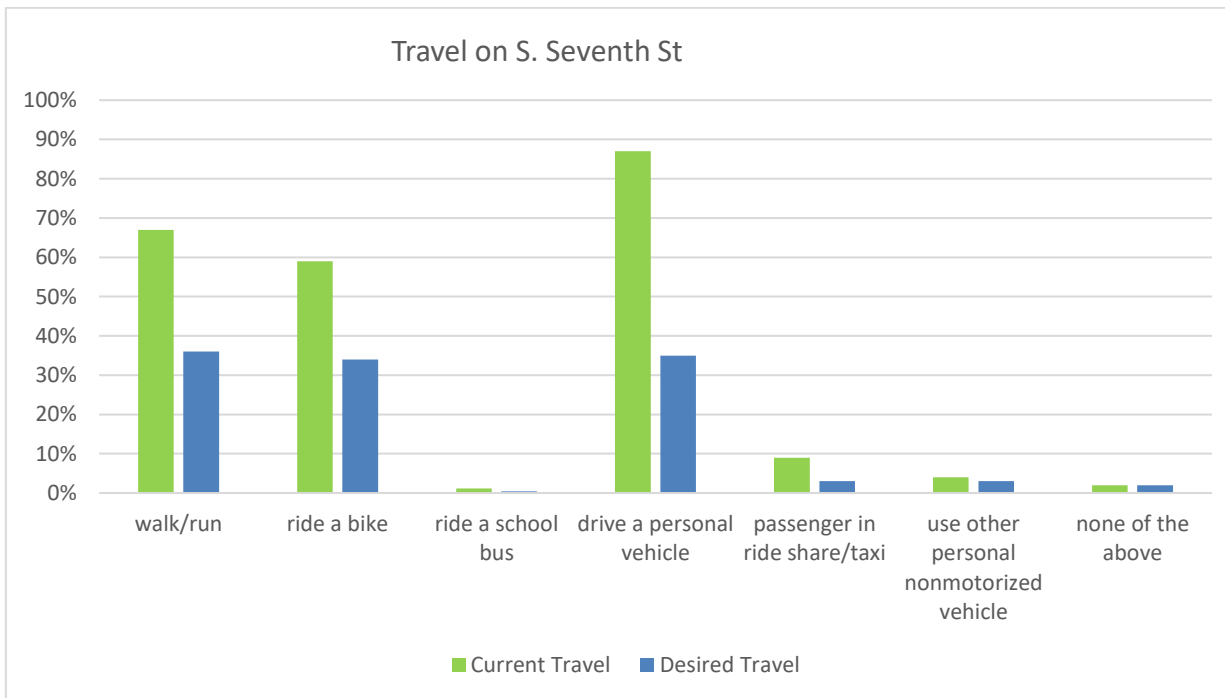
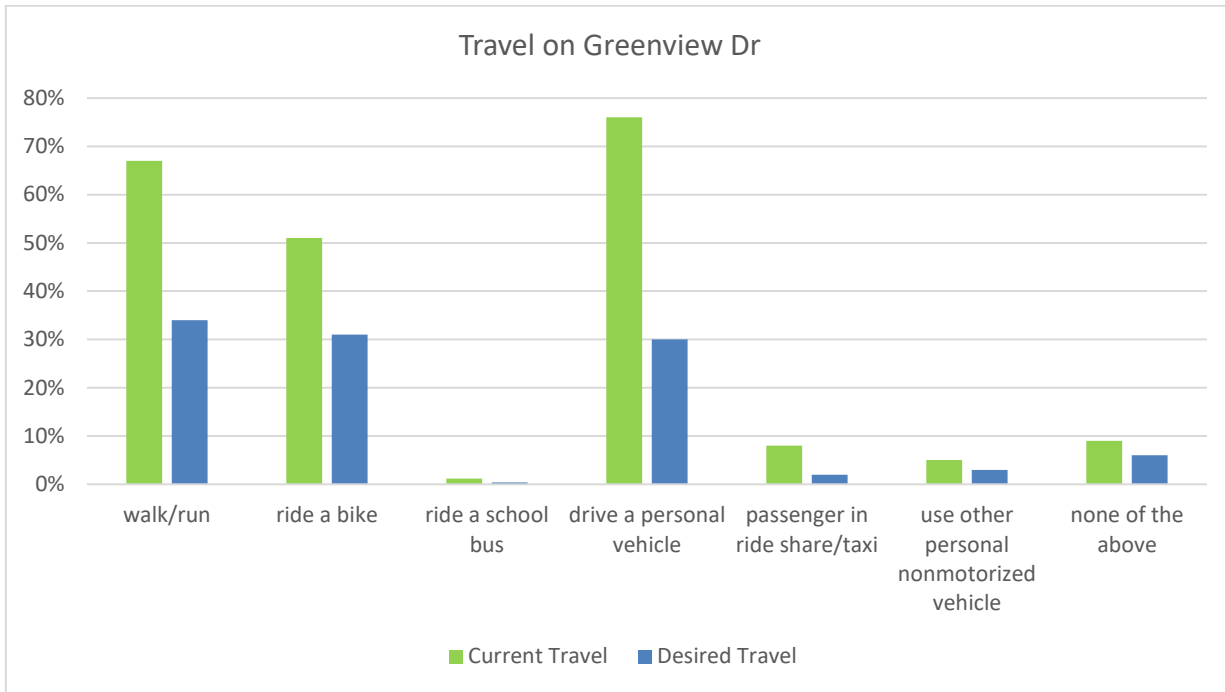
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### ***How do respondents travel on Greenview and S. Seventh Street?***

Both Greenview Drive and S. Seventh Street accommodate a variety of users. While the option “driving a personal vehicle” is the most popular option describing current travel habits, “walk/run” and “ride a bike” were also selected by more than half of the survey-takers. When asked what their desired mode of travel would be, all three of the most popular responses drop significantly (walk/run, ride a bike, drive a personal vehicle) for both streets, hovering around 30%. Given the distribution of the responses for “current” and “desired travel,” a design treatment that safely integrates space for all user types is advisable.

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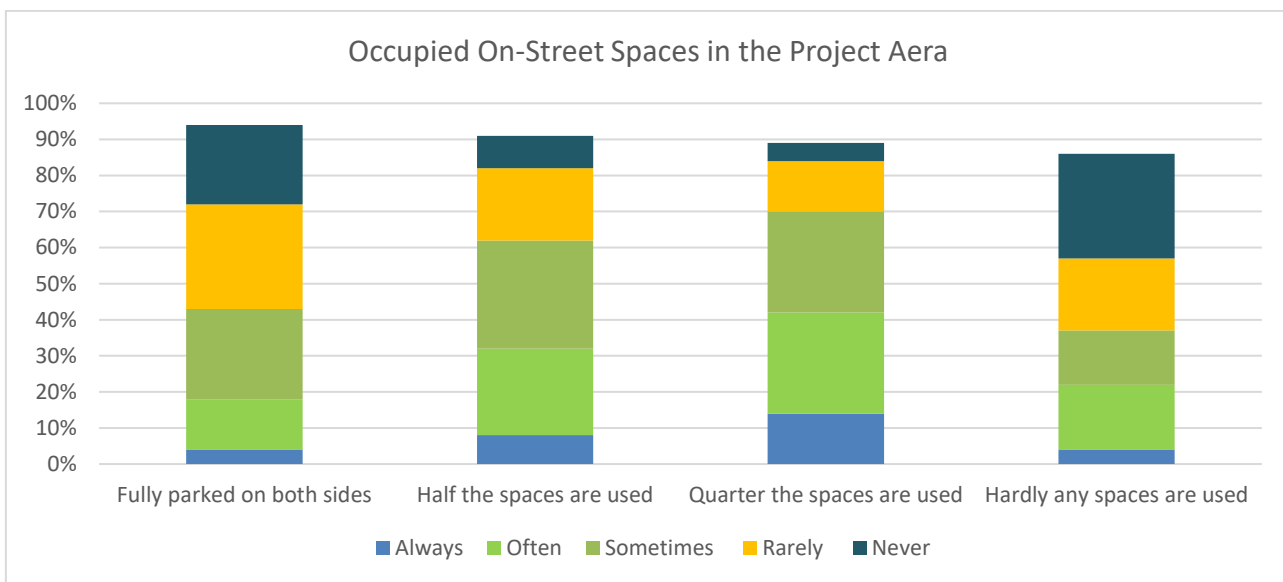
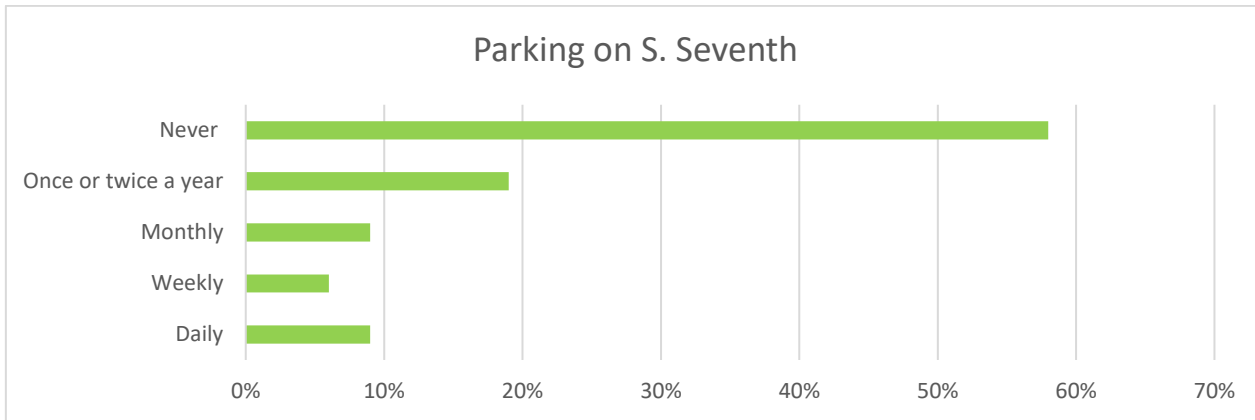
### **Parking**

Parking was a considerable concern for residents in the project area, particularly because Lawton Elementary School sees the traditional pick up and drop off congestion on S. Seventh Street, where some road design changes are proposed. However, when asked how often they park on S. Seventh within the project area, the majority replied rarely or never. This finding is also confirmed by the following graph “Occupied On-Street Spaces in the Project Area,” indicating that streets are often not

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occupied on both sides of the street with great frequency.



### ***Bicycle Lanes***

Bicycle lanes were a proposed street design idea on S. Seventh Street within the project area. In the survey, participants were asked which type of bicycle lane they preferred based on the images below. The results do not provide a clear winner by specific type, but they do indicate a preference for greater protection from motorists.

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Buffered Bike Lane



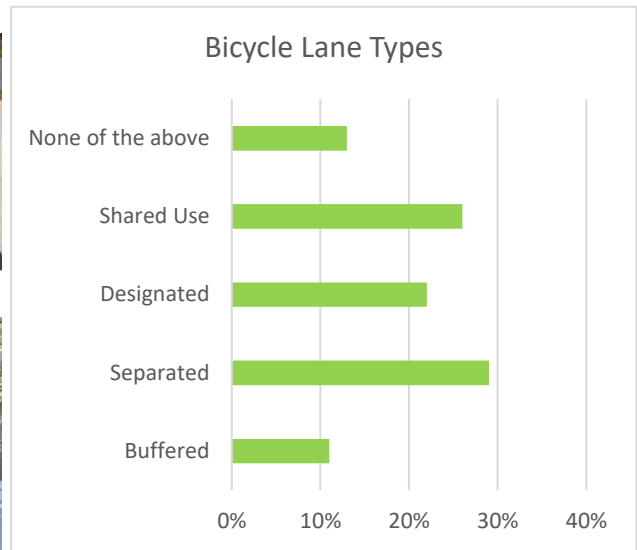
Separated Bike Lane



Designated Bike Lane



Shared Bike Space with Motorists



### Mid-Block Bump-Outs

When the survey asked their level of comfort for mid-block bump outs, the responses were split, with a slight preference towards the combined “comfortable” or “very comfortable.” The locations of the mid-block bump-outs are shown in the PowerPoint on the [project website](#).

