

Comments received from the public between the second open house for the 19<sup>th</sup> Street Multimodal Improvements Project on April 19, 2018 and May 14, 2018 through online and email comment forms.

109 completed comment forms were submitted by the public through the open house and online survey. The feedback received from the public will inform the selection of the preferred alternative for the project.

People were asked:

- Their alternative preference, and why
- If the CEAP criteria adequately evaluated the alternatives
- If the designs addressed public input
- If a design suggestion wasn't included, was the reasoning explained
- Important multimodal improvements for the concept memo, Sumac to Yarmouth
- If they understood the next steps
- Any additional comments

Here is a brief summary of the results.

## **ALTERNATIVE PREFERENCE**

Four alternatives were presented:

1. Attached 5-foot wide sidewalks
2. Detached 5-foot wide sidewalks
- 2b. Detached 5-foot wide sidewalk, west-side; 8-foot wide sidewalk, east side
3. Combination of attached & detached 5-foot wide sidewalks

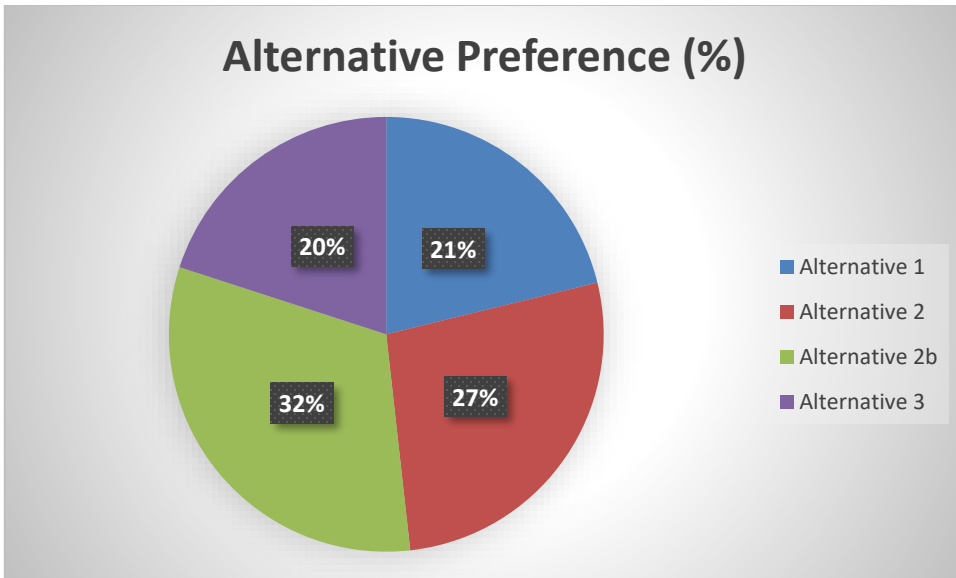
89 respondents stated an alternative preference. Four of those selected two options: 1 or 2 (1), 2 or 2b (2) and 2b or 3 (1). These responses were not included in the following analysis.

The results of the 85 respondents that chose one alternative preference, ranked order of preference, are:

- Alternative 2b, detached w/8' east side, 27
- Alternative 2, detached, 23
- Alternative 1, attached, 18
- Alternative 3, combination, 17

In addition to the proposed design alternatives, information on enhanced pedestrian crossings, speed mitigation, irrigation ditches and storm water systems were provided to the public. Any of these elements can be implemented with any of the proposed alternatives as part of the 19<sup>th</sup> Street project. However, some comments showed an interest in seeing these elements included in each design alternative.

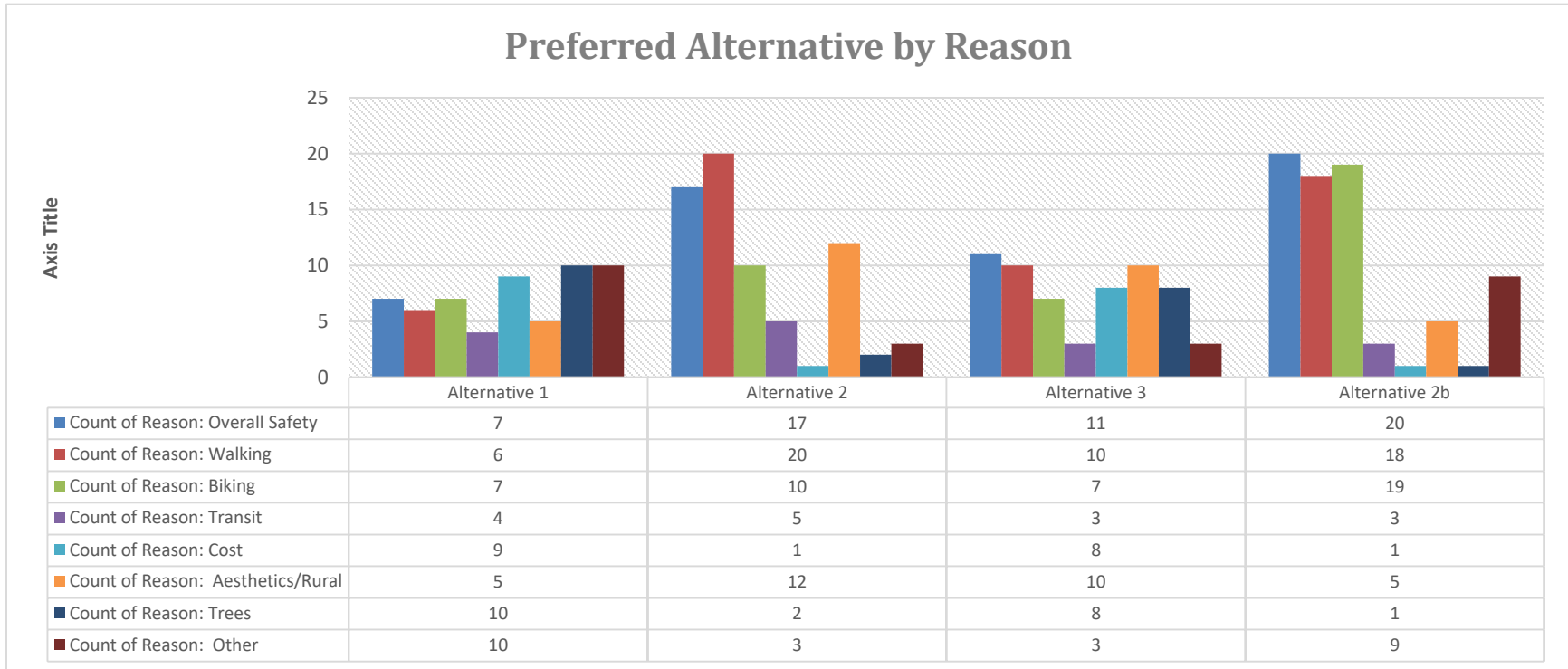
Other pedestrian and bicycle facilities (multi-use paths and raised bicycle lanes) were considered for the 19<sup>th</sup> Street project but were not included in the design alternatives for several reasons, including right-of-way constraints, maintenance concerns, conflict with driveways/intersections/bus stops, aesthetic impact to the "rural" character, and cost.



There was a difference in preference by source of completed comment form, with open house comments preferring alternative 1 (11) and alternative 2 (9) and online comment forms preferring 2b (19) and 2, detached (14).

SOURCE	1	2	2B	3
EMAIL	1			1
ONLINE	6	14	19	9
OPEN HOUSE	11	9	8	7

# WHY?



The top 3 reasons for an alternative being preferred (in ranked order):

1. Alternative 2b (detached w/8-foot east side): overall safety, biking, and walking
2. Alternative 2 (detached): walking, overall safety, and aesthetics/rural character
3. Alternative 1 (attached): impact to trees, other, and cost
4. Alternative 3 (combination, attached & detached): overall safety, walking, and aesthetics/rural character

## Other Reasons

When selecting a preferred alternative, respondents were provided an open format “other” reason category. 29 respondents selected other. Landscaping strips were common reasons for an “other” response when preferring 2, detached, and others in opposition of them when preferring 1, attached. Better supporting kids walking and biking and those with disabilities were also “other” reasons provided for preferring 2, detached, and 2b, detached w/8’ east. Cost and visibility were “other” reasons for preferring 3, combination.

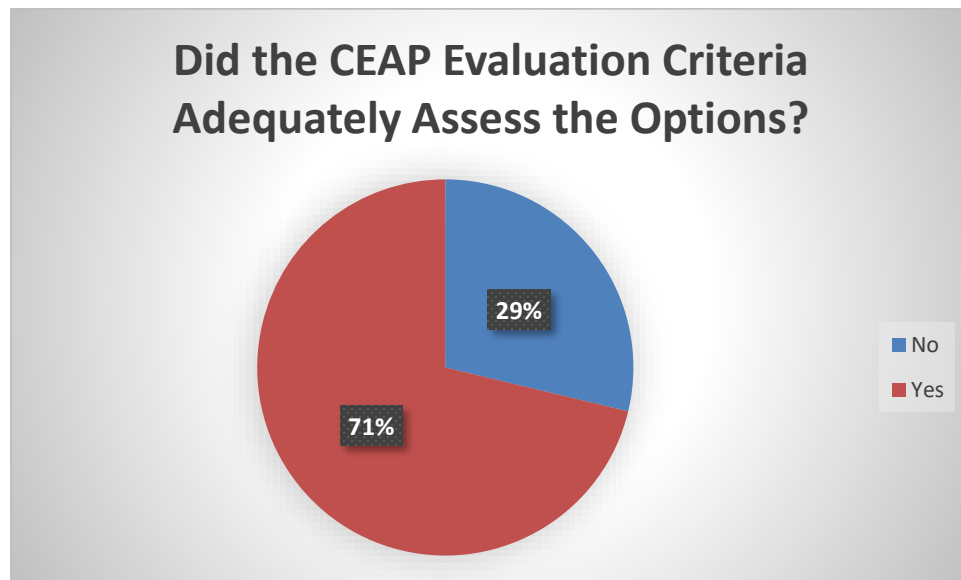
This is a summary of the other reasons provided for each of the alternatives (in ranked order):

1. Alternative 2b (detached w/8-foot east side): supports kids walking and biking on the wider sidewalk, supports snow plowing
2. Alternative 2 (detached): want a landscape strip, better for people with disabilities
3. Alternative 1 (attached): landscape strip maintenance and responsibility to adjacent property owner, rural character, its ability to visually narrow the street
4. Alternative 3 (combination, attached & detached): cost, visibility of vehicles at side streets

## CEAP

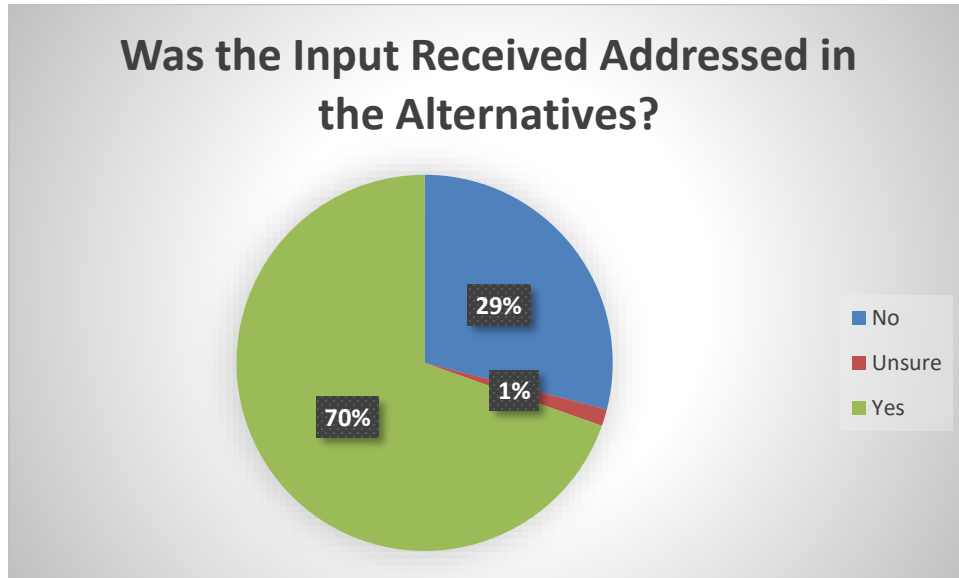
The 19<sup>th</sup> Street project is using the city’s Community and Environmental Assessment Process, or CEAP. The purpose of the CEAP is to assess potential impacts of conceptual project alternatives in order to inform the selection and refinement of a preferred alternative through the utilization of evaluation criteria and process. The project team provided the draft CEAP evaluation to the public and asked if the criteria adequately assessed the alternatives.

80 respondents answered this question with 57 stating yes and 23 stating no. Those who stated yes stated that the option of a wider sidewalk that is separated from vehicle travel would provide a space for youth and their families to walk and bike, was appropriate. Those who answered no did so because they thought the CEAP evaluation criteria weren’t specific enough, that the alternatives did not include enhanced pedestrian crossings or speed mitigation, that a protected bike lane should be considered and that the project was a waste of money. An additional alternative was suggested: constructing 6-foot wide sidewalks on each side of 19<sup>th</sup> Street to allow for a wider sidewalk and more landscaping options.



## INPUT

Respondents were asked if they felt that input from the public was addressed through the alternatives. 69 answered this question with 48 saying yes, 20 saying no and 1 stating “unsure.”

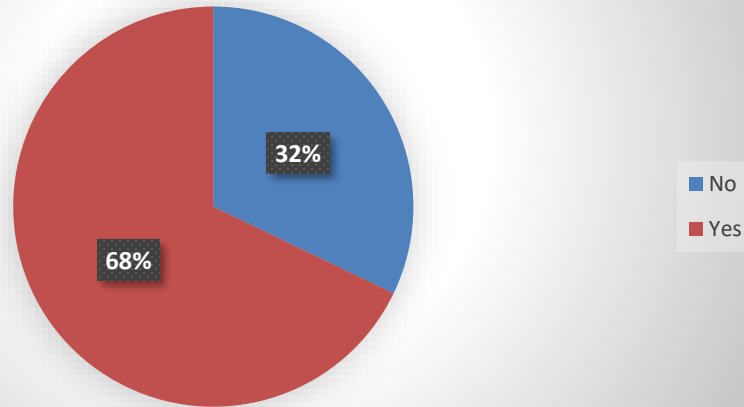


Those who said yes were satisfied that their input regarding enhanced pedestrian crossings, speed mitigation, safety improvements, and walking and biking on sidewalks were considered, and stated thanks for the opportunity for public input. Those who said no did so because protected bike lanes were not considered, a lowered speed limit was not considered, and enhanced pedestrian crossings (at Norwood specifically) were not included in the presented alternatives. Snow removal and maintenance of overgrown vegetation along sidewalks were also stated as concerns.

## NOT INCLUDED

The project received requests for designs that were not included in the alternatives presented with the reasoning provided through presentation materials. Respondents were asked if a design element was not included, did they understand why. 56 respondents answered this question with 38 stating yes and 18 stating no.

## If A Design Element Was Not Included, Do You Understand Why?

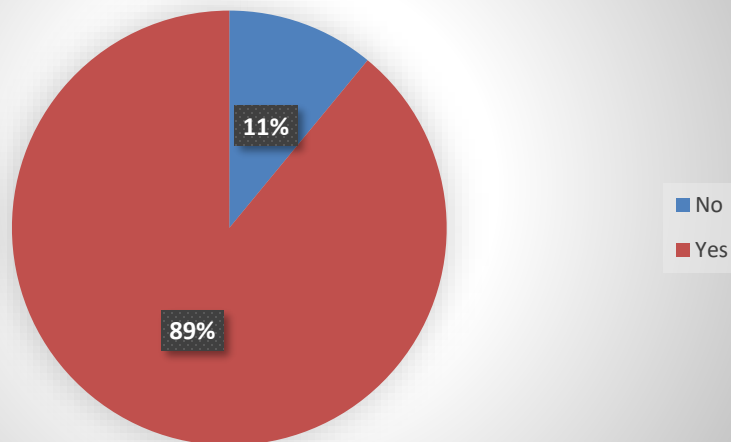


Of those who stated yes, they continued to request information on enhanced pedestrian crossings (at Norwood specifically), speed mitigation, and floodwater impacts, and why the city's practice is to retain on-street bike lanes where they already exist. Those who stated no didn't agree with protected or buffered bike lanes not being considered, speed mitigation details not being provided, because an alternative with minimal paving or a 2-way protected bike facility were not considered, and because landscape strips were not appropriate for this part of town.

### NEXT STEPS

79 respondents stated they understood the next steps in the project process with 72 saying yes and 7 saying no.

## Do You Understand the Next Steps?



Of those who provided comments, one expected another meeting, one expected to receive an update through the mail and one expected to find more information on the project webpage.

### ANYTHING ELSE

70 respondents shared additional information through an “Anything else?” question. This is a summary list of those comments:

- Enhanced pedestrian crossings, in general, and specifically at Norwood (7), Sumac (6) and Quince (3)
- Tree planting and landscaping (7) for environmental benefits and rural character
- Reduce the amount of landscaping (5)
- Speed mitigation, in general, and specifically at Norwood (2) and Sumac (1)
- Ditch extension and improvements (3)
- Select the options that is lowest cost (3)
- Concern for the impact to floodwaters the curb and gutter will create (3)
- Reduce the amount of concrete (2)
- Protected bike lanes (2)
- Install transit stop amenities; ex., benches, trash cans, shelters (2)
- Reduce conflict between bikes and buses (1)
- Transit stops need to be long enough to accommodate use at both doors (1)
- Install a multi-Use path on the east side of 19th Street between Quince and Redwood to support east-west bi-direction travel (1)

## **SUMAC TO YARMOUTH**

The project will construct improvements on 19<sup>th</sup> from Norwood to Sumac and capture the desired improvements to 19<sup>th</sup> from Sumac to Yarmouth in a concept memo. This memo will guide future construction when funding becomes available.

74 respondents provided what multimodal improvements were important to include on 19<sup>th</sup> Street, from Sumac to Yarmouth,

Comments varied but with similar themes to those heard for 19<sup>th</sup> from Norwood to Sumac: sidewalks (attached and detached, 5-foot wide and 8-foot wide), enhanced pedestrian crossings (Upland, Violet, Yarmouth), continuous bike lanes (striped, buffered and protected), improved transit stops with amenities, improved facilities for people with disabilities, on-street parking (to be kept and to be removed) speed mitigation, lowered speed limit, protected intersection (Violet Ave), storm water and floodwater improvements, and landscaping (keep and remove).