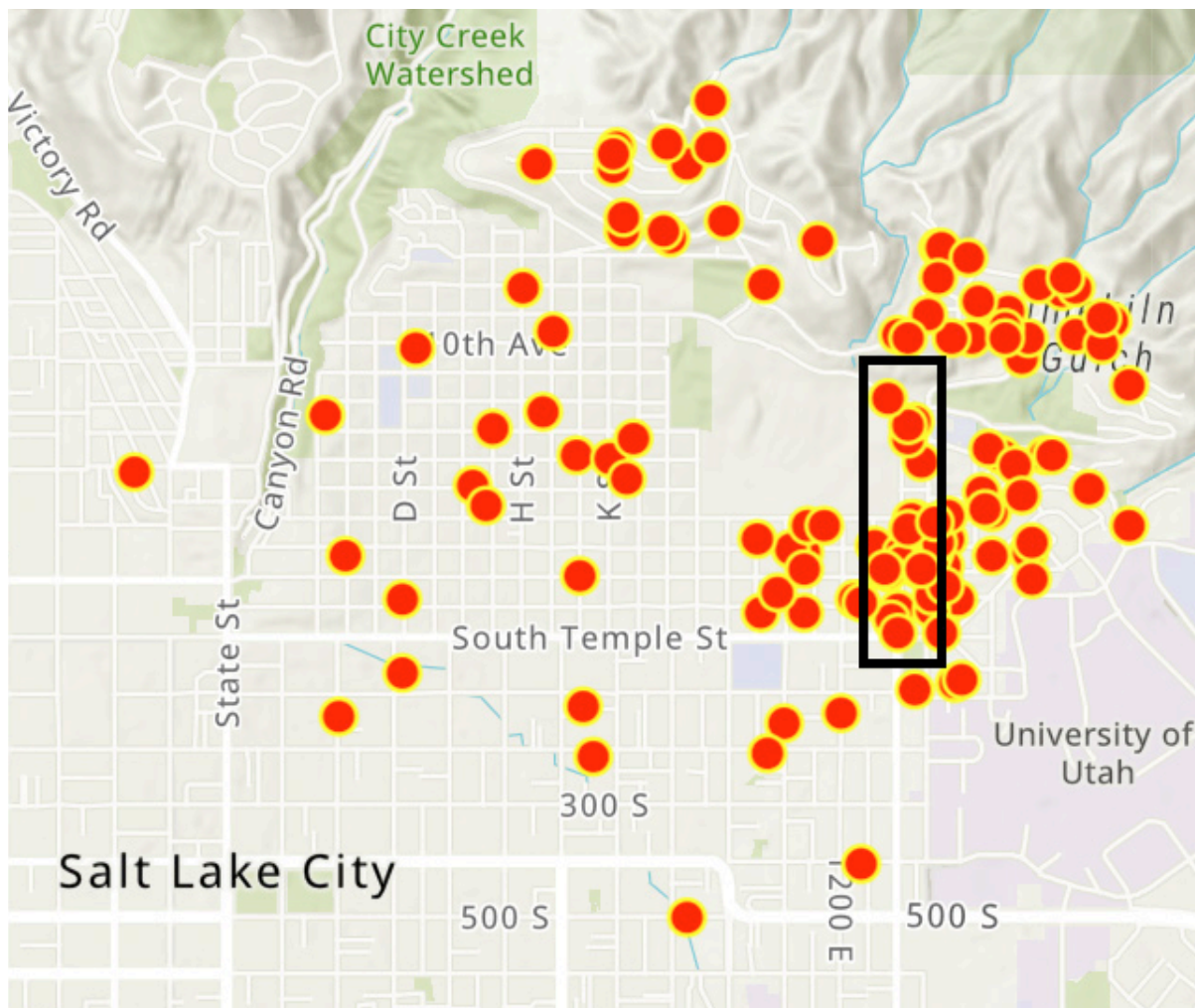


238 online surveys and 18 emails about the reconstruction of Virginia Street were received during the two-month, first round of public feedback collection, between March 31 and June 1, 2022.

They told the City how people use the street and what improvements should be made.



The vast majority of survey responses (1 response = 1 red/yellow dot) were very close to the project area (black box), predominantly from the eastern Avenues, Federal Heights, and Arlington Heights neighborhoods.

All 238 Responses

40 survey respondents indicated they **live on Virginia Street** itself. Of these:

- » 68% walk frequently on Virginia Street
- » 40% bicycle on Virginia Street
- » 18% take the 223 or F11 buses
- » Most own their homes
- » 2.5% are 22-30 years old, 7.5% are 31-40, 30% are 41-50, 12.5% are 51-60, and 45% are over 60

For the 198 survey respondents that **live nearby (178/198) and/or use Virginia Street frequently**:

- » Half of them walk or bike on Virginia
- » They are demographically identical to respondents to this survey as a whole

Frequently-cited issues from everyone include:

- » Speeding, especially downhill traffic
- » Traffic noise
- » Poor walking experience due to missing or narrow sidewalks and too few places to cross Virginia Street
- » Dangerous driving conditions when roads are slick from snow, at the curve between 1st and 2nd Avenues, and at the 11th Avenue intersection (no uphill stop)
- » Lack of (at least uphill) bike lanes
- » Poorly maintained and seemingly-ineffective median islands
- » Poor sight lines and overgrown vegetation at some intersections

Recommended Design Solutions (in order of how frequently they appeared in survey responses)

- » Remove median islands
- » Calm traffic through shifts, narrow lanes, different physical features (especially at intersections to calm turns), long speed humps compatible with buses
- » Make the stop at 11th Avenue a four-way/all-way stop
- » Fill sidewalks gaps and fix existing sidewalks' issues
- » Uphill bike lane (physically-protected, if possible) and a downhill, shared lane for people driving and bicycling with clear markings
- » An edgeline stripe to keep downhill cars away from cars parked on the west side of Virginia
- » Many more safe and comfortable crosswalks
- » Less or no parking south of 2nd Ave (the curve), instead allocating that space to completing missing sidewalks
- » Safer and more predictable left turns into (SB) and out of (WB) Federal Heights Drive
- » Roundabouts or traffic circles
- » Fix the severe crown and poor pavement condition of the roadway
- » Ensure that stormwater drainage works better; new and shallower gutters
- » Consider no centerline at all
- » If parking is still considered, pull it back from intersections to improve visibility