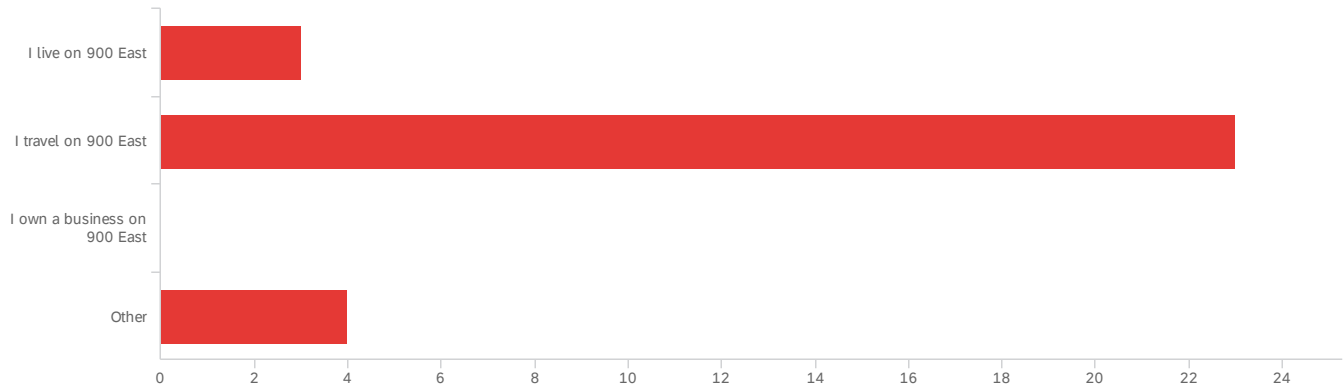


Default Report

Transportation - 900 East Options

March 11, 2020 11:26 AM MDT

Q2 - What is your relationship to 900 East from Hollywood Ave to 2700 South?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is your relationship to 900 East from Hollywood Ave to 2700 South? - Selected Choice	1.00	4.00	2.17	0.78	0.61	30

#	Field	Choice Count
1	I live on 900 East	10.00% 3
2	I travel on 900 East	76.67% 23
3	I own a business on 900 East	0.00% 0
4	Other	13.33% 4

30

Showing rows 1 - 5 of 5

Q2_4_TEXT - Other

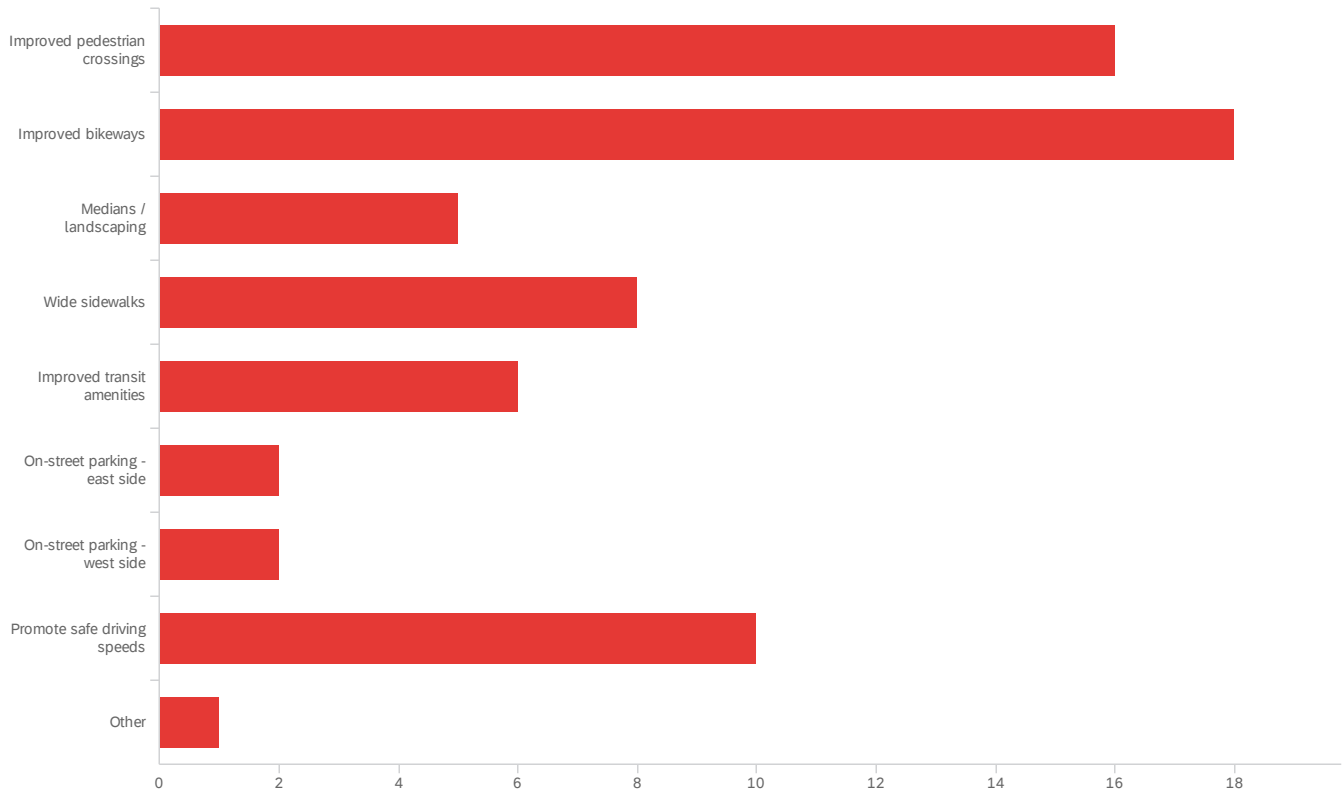
Other

I live adjacent to 900 East

I live just west of the memorial clinic parking lot

Live on Hollywood

Q4 - What are your priorities on 900 East from Hollywood Ave to 2100 South? (select up to three)



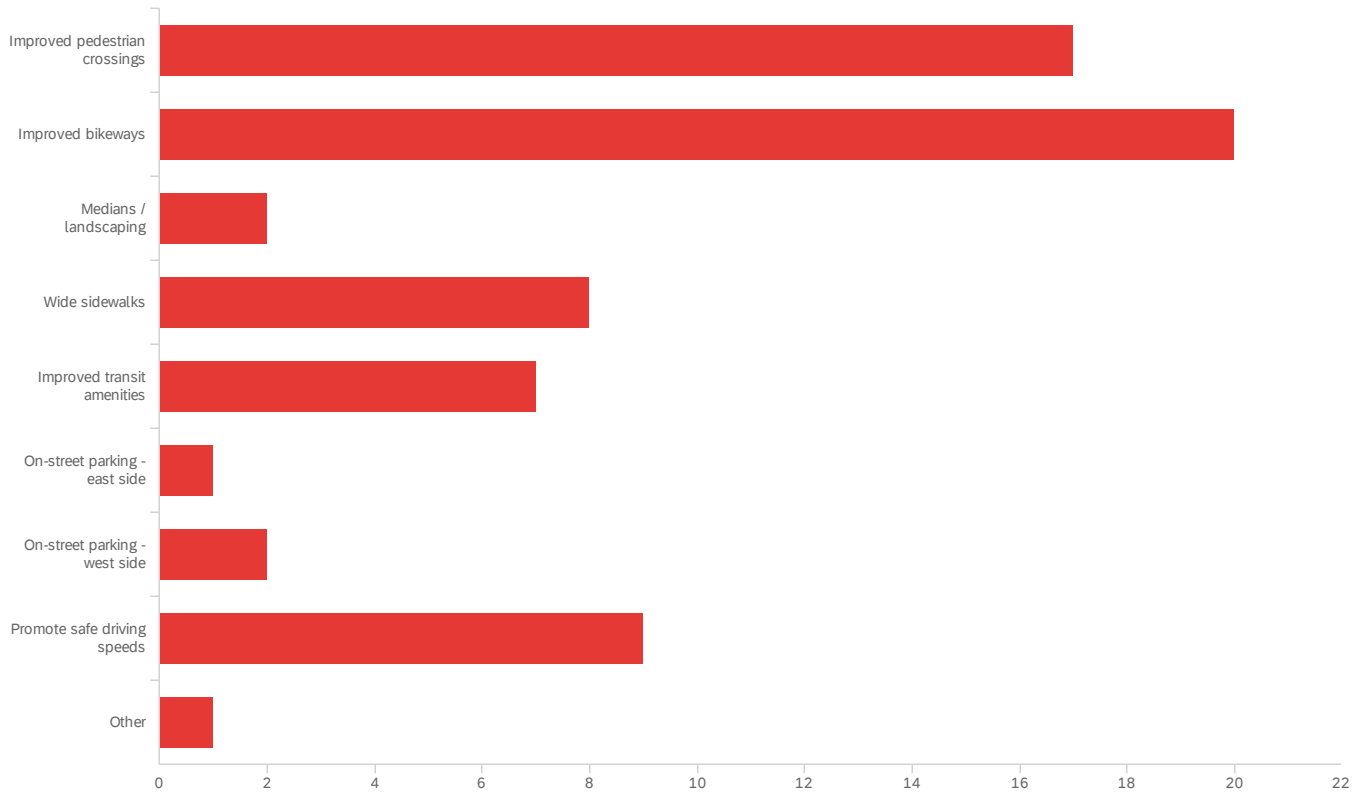
#	Field	Choice Count
1	Improved pedestrian crossings	23.53% 16
2	Improved bikeways	26.47% 18
3	Medians / landscaping	7.35% 5
4	Wide sidewalks	11.76% 8
5	Improved transit amenities	8.82% 6
6	On-street parking - east side	2.94% 2
7	On-street parking - west side	2.94% 2
8	Promote safe driving speeds	14.71% 10
9	Other	1.47% 1
		68

Showing rows 1 - 10 of 10

Other

Needs to be completed in a timely manner

Q5 - What are your priorities on 900 East from 2100 South to Sugarmont? (check all that apply)



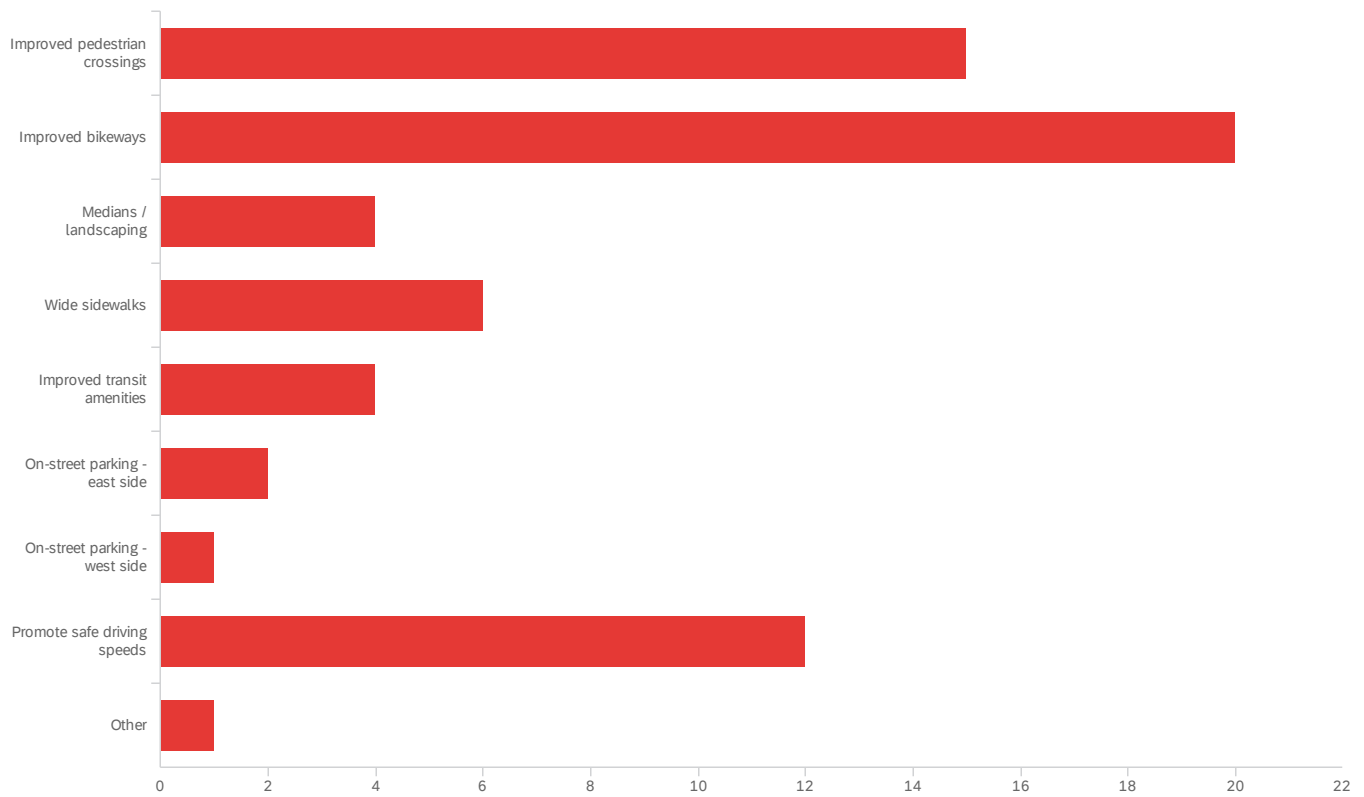
#	Field	Choice Count
1	Improved pedestrian crossings	25.37% 17
2	Improved bikeways	29.85% 20
3	Medians / landscaping	2.99% 2
4	Wide sidewalks	11.94% 8
5	Improved transit amenities	10.45% 7
6	On-street parking - east side	1.49% 1
7	On-street parking - west side	2.99% 2
8	Promote safe driving speeds	13.43% 9
9	Other	1.49% 1
		67

Showing rows 1 - 10 of 10

Other

Lots of turning traffic in this section

Q6 - What are your priorities on 900 East from Sugarmont to I-80? (select up to three)



#	Field	Choice Count
1	Improved pedestrian crossings	23.08% 15
2	Improved bikeways	30.77% 20
3	Medians / landscaping	6.15% 4
4	Wide sidewalks	9.23% 6
5	Improved transit amenities	6.15% 4
6	On-street parking - east side	3.08% 2
7	On-street parking - west side	1.54% 1
8	Promote safe driving speeds	18.46% 12
9	Other	1.54% 1
		65

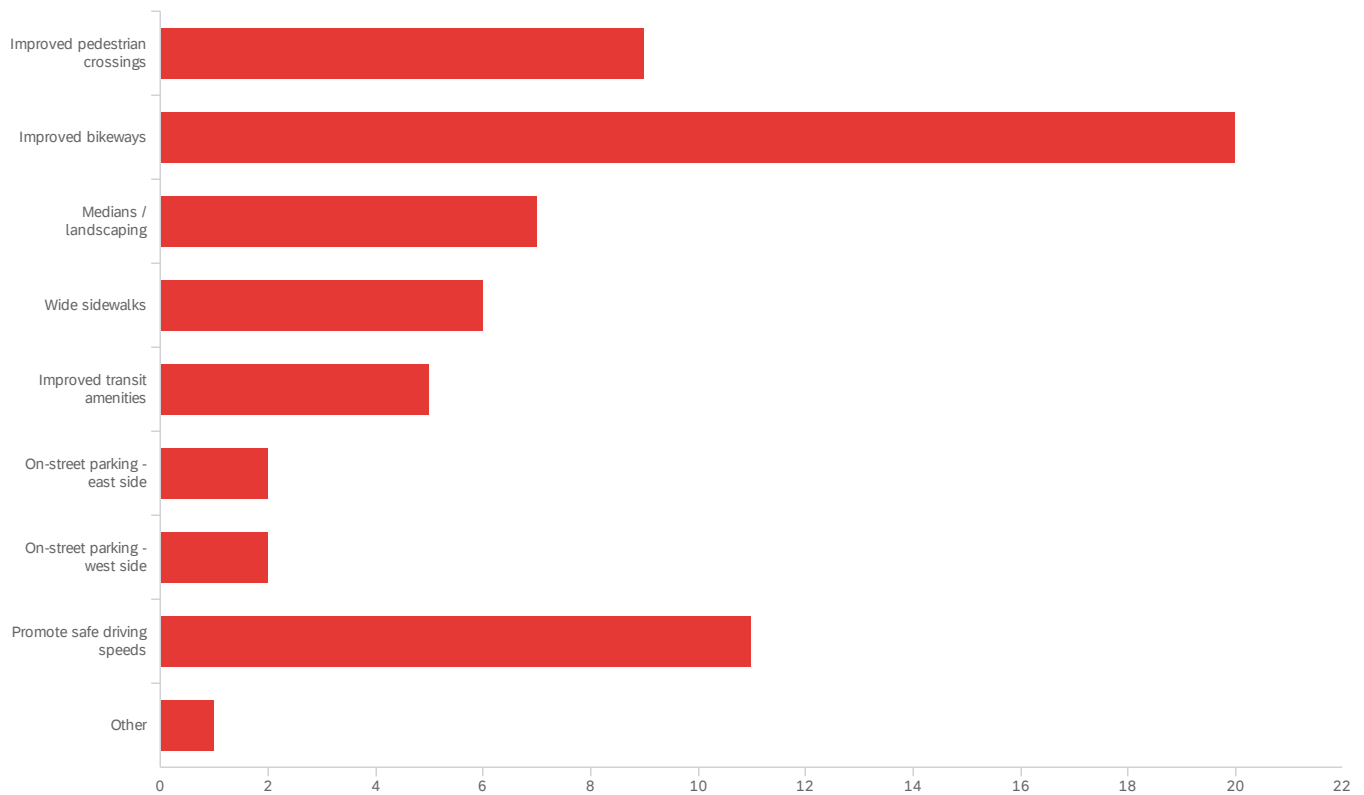
Showing rows 1 - 10 of 10

Q6_9_TEXT - Other

Other

timely completion

Q7 - What are your priorities on 900 East from I-80 to 2700 South? (check up to three)



#	Field	Choice Count
1	Improved pedestrian crossings	14.29% 9
2	Improved bikeways	31.75% 20
3	Medians / landscaping	11.11% 7
4	Wide sidewalks	9.52% 6
5	Improved transit amenities	7.94% 5
6	On-street parking - east side	3.17% 2
7	On-street parking - west side	3.17% 2
8	Promote safe driving speeds	17.46% 11
9	Other	1.59% 1
		63

Showing rows 1 - 10 of 10

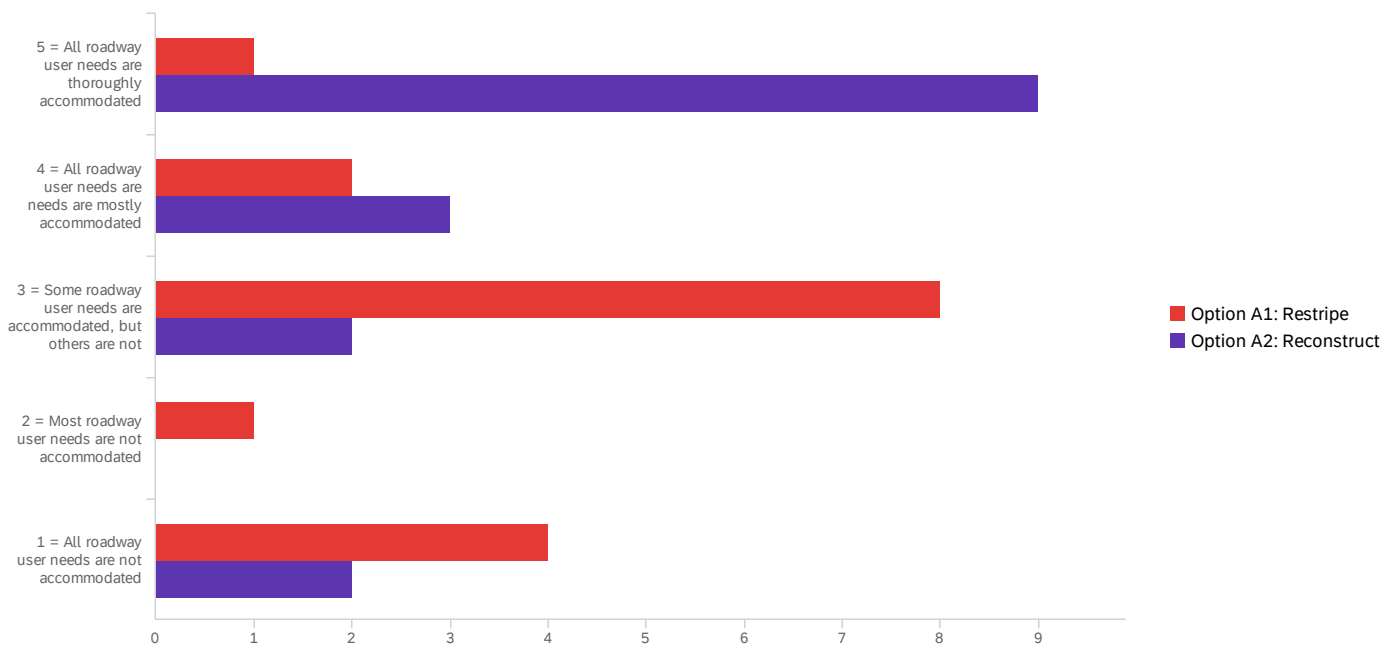
Q7_9_TEXT - Other

Other

Parking on both sides?

Q10 - SEGMENT A: 2100 S TO SUGARMONT DR Option 1A: Restripe Strengths Cost

effective Challenges Eliminates on-street parking Proposed bikeway does not serve all
 ages and abilities of users Removes on-street parking Option A2: Reconstruct Strengths
 Proposed bikeway serves all ages and abilities of users Promotes slower traffic speeds
 Challenges Increased cost Removes on-street parking



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Option A1: Restripe	1.00	5.00	3.31	1.16	1.34	16
2	Option A2: Reconstruct	1.00	5.00	1.94	1.34	1.81	16

#	Field	5 = All roadway user needs are thoroughly accommodated	4 = All roadway user needs are mostly accommodated	3 = Some roadway user needs are accommodated, but others are not	2 = Most roadway user needs are not accommodated	1 = All roadway user needs are not accommodated	Total
1	Option A1: Restripe	6.25% 1	12.50% 2	50.00% 8	6.25% 1	25.00% 4	16
2	Option A2: Reconstruct	56.25% 9	18.75% 3	12.50% 2	0.00% 0	12.50% 2	16

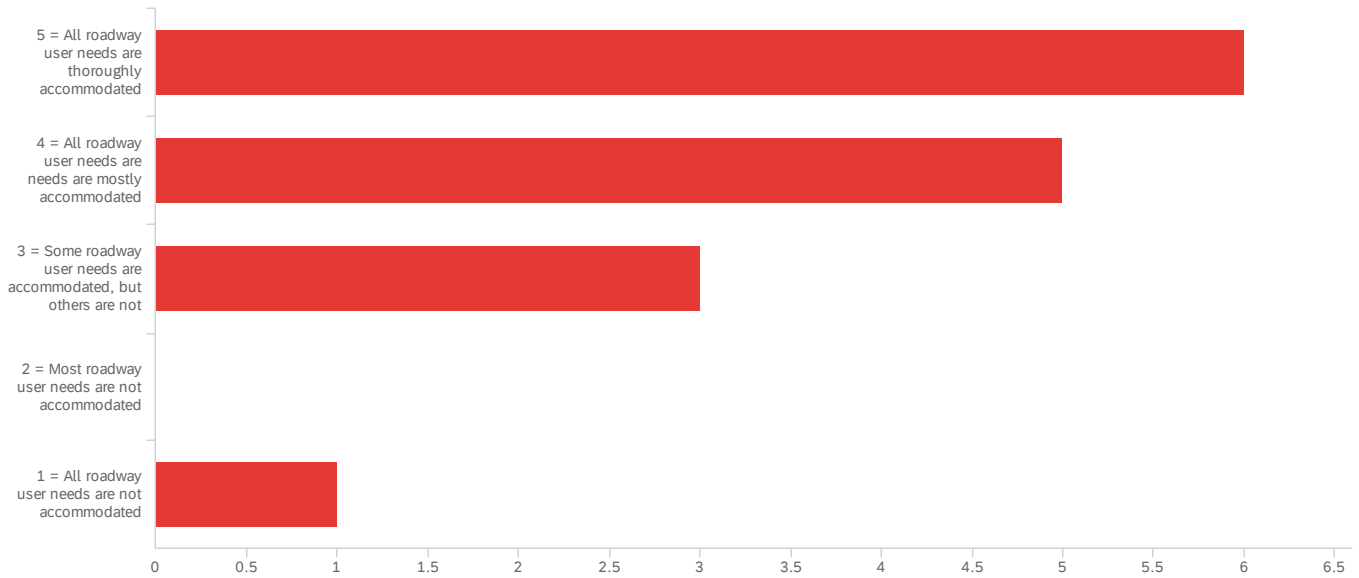
#	Field	5 = All roadway user needs are thoroughly accommodated	4 = All roadway user needs are mostly accommodated	3 = Some roadway user needs are accommodated, but others are not	2 = Most roadway user needs are not accommodated	1 = All roadway user needs are not accommodated	Total
1	Option B1: Restripe	6.67% 1	6.67% 1	53.33% 8	13.33% 2	20.00% 3	15
2	Option B2: Reconstruct	60.00% 9	13.33% 2	20.00% 3	0.00% 0	6.67% 1	15
3	Option B3: Hybrid	13.33% 2	20.00% 3	60.00% 9	0.00% 0	6.67% 1	15

Showing rows 1 - 3 of 3

Q15 - SEGMENT C: ASHTON AVE TO PARKWAY AVE Option C1: 800 E Neighborhood

Byway Integration Strengths Provides a consistent lowstress bikeway for the 800 E

neighborhood byway Challenges Eliminates on-street parking



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Option C1: 800 E Neighborhood Byway Integration	1.00	5.00	2.00	1.10	1.20	15

#	Field	Choice Count
1	5 = All roadway user needs are thoroughly accommodated	40.00% 6
2	4 = All roadway user needs are needs are mostly accommodated	33.33% 5
3	3 = Some roadway user needs are accommodated, but others are not	20.00% 3
4	2 = Most roadway user needs are not accommodated	0.00% 0
5	1 = All roadway user needs are not accommodated	6.67% 1
		15

Q16 - Please share any additional thoughts you may have about the 900 East reconstruction.

Please share any additional thoughts you may have about the 900 East recons...

800 E is preferred for all ages / abilities bikeway. Path under I-80 is good; should be 10-12' wide not 8. 900 E should be for faster road warriors / bike lanes.

With the new apartments being built on 27th & 9th parking is going to be limited.

Events at Fairmont park often require all available on-street parking on East side of 900 E (Segment B), may need to consider other parking options for events. Improved bike lanes would be hugely beneficial to casual bike riders that currently do not feel comfortable in this stretch of 900 E, glad to see this being addressed, keep it up!

900 E already has very limited parking so I don't see any reason why it would be an issue to eliminate it altogether. This would free up more options for a safe bikelane, the raised bikelane would be much safer than just a painted stripe. Also, please consider adding flashing lights at the pedestrian crossings, such as the one crossing to fairmont park, this is a very dangerous spot and I have had numerous close calls on my bike or on foot and with my kids.

I want the safest way to commute through the city by bicycle with my family. My family wants to commute by bicycle but it must be safe for young children. This needs to be a walking, busing, transiting city for everyone's health!

We need to create a protected bike intersection at Sugarmont and S-line. Its very important to consider bikes and pedestrians trying to cross by the S-line

900 East is a major bike corridor. It is a vital route that connects to S-Line. The intersection at Sugarmont and S-Line needs a protected bike and pedestrian crossing. Connect bike lanes to Sugarmont in a safe manor.

Bike infrastructure is very important to me.

End of Report