

# 1000 West Complete Streets Project

Survey Responses

## Introduction

Online Questionnaire requesting input on the 1000 West street reconfiguration and bike/pedestrian improvements

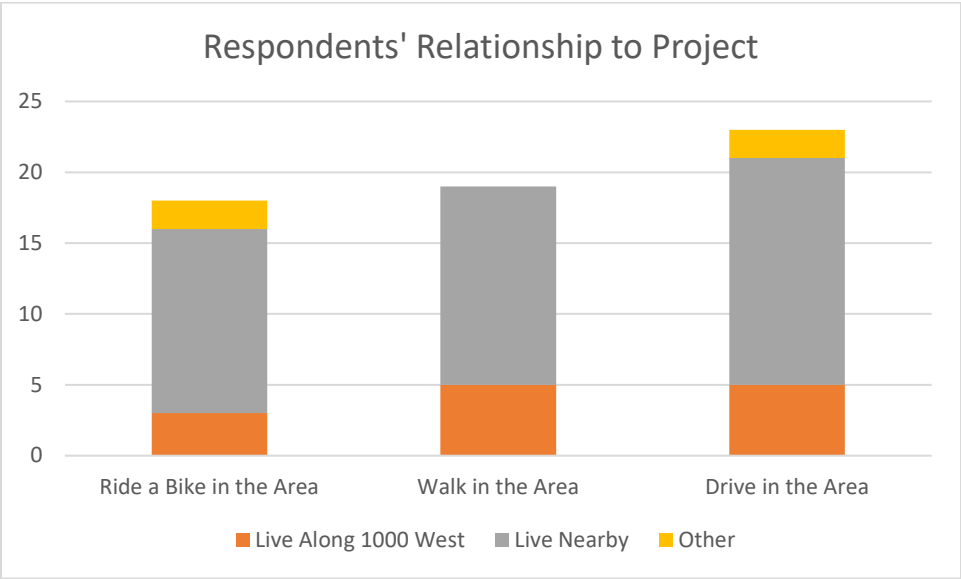
38 responses in English format

2 phone calls

## Self-Identifying Question: Please indicate your relationship to the project

Respondents were able to multi-select if they – note that the multi-select option will not sum to 100%:

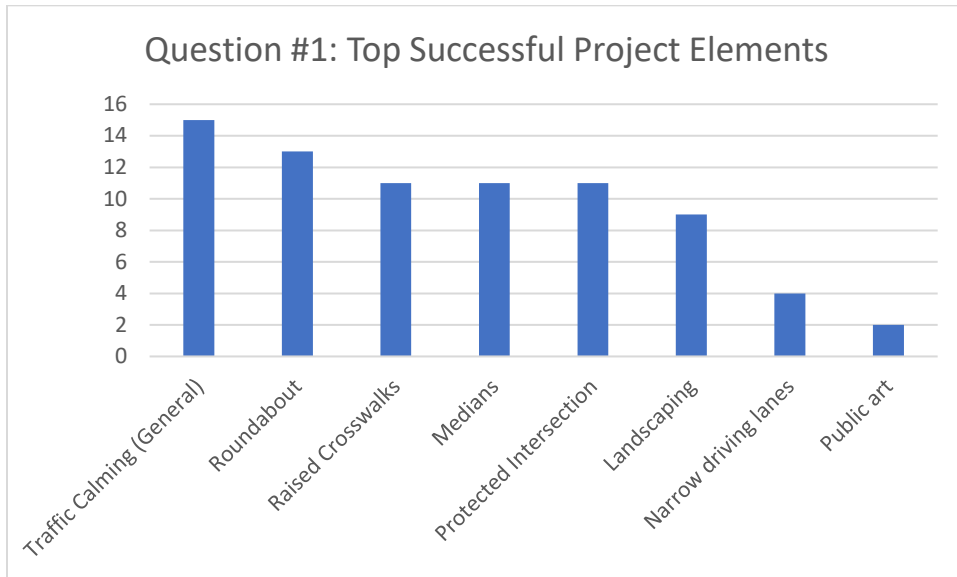
- Live along 1000 West (32%)
- Live in the nearby (61%)
- Ride a bike in the area (47%)
- Walk in the area (50%)
- Drive in the area (61%)



## Project Questions

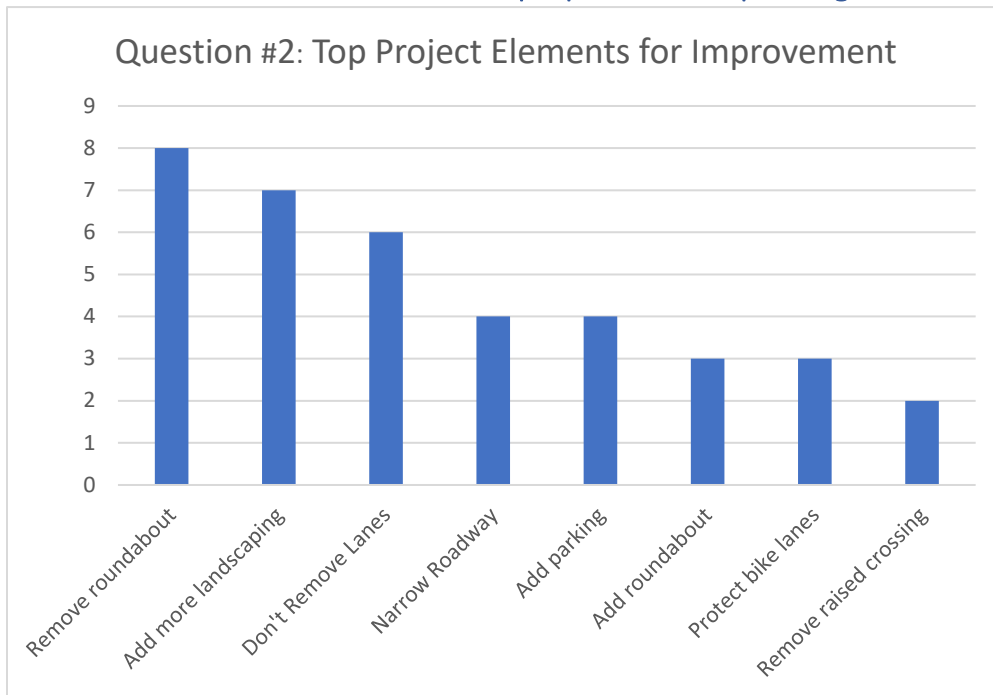
Respondents were asked to provide feedback on the 40% project roll plot. All questions were open-ended. The bar graphs shown indicate assumed categorization based on responses. A full list of responses is provided at the end of the document.

Question #1: Which elements of the proposed concept design, in your opinion, are successful?



This question shows high levels of support for traffic calming in general. The next four top responses (roundabout, raised crosswalks, medians, and the protected intersection) further reflect the support for a calmer street. Landscaping was similarly popular and narrowing driving lanes and public art were also mentioned by multiple respondents.

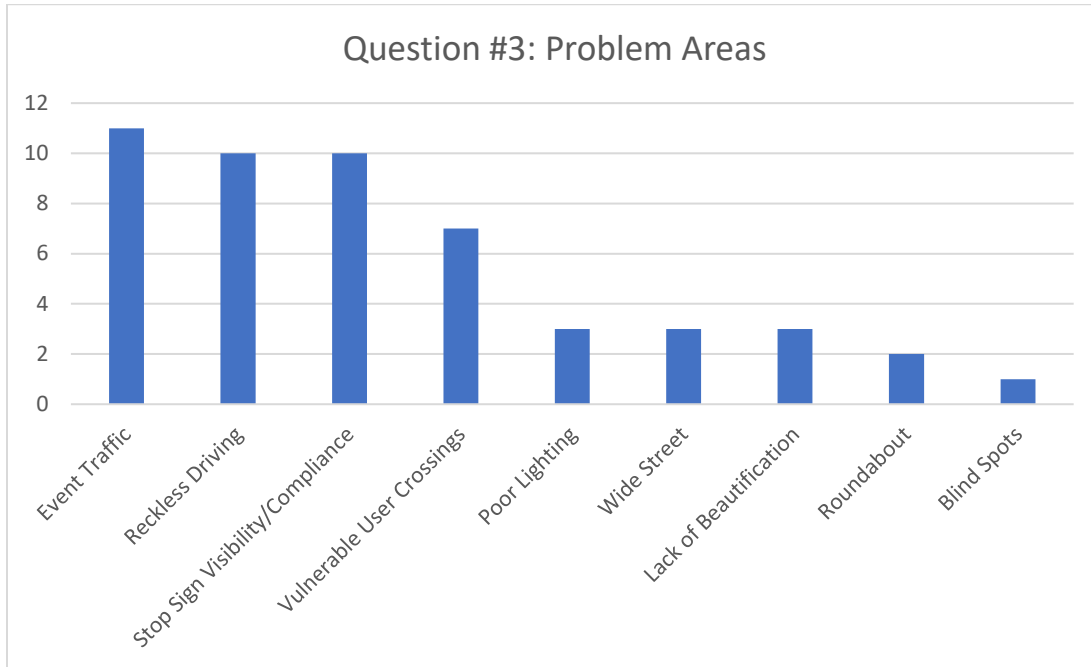
Question #2: Which elements of the proposed concept design could be better?



The results of this question demonstrate divided support of project elements. While 8 respondents would like to see the roundabout removed, 13 respondents noted that they liked the proposed

roundabout in Question #1. Similarly, within the same questions, 6 respondents did not like the changes to the lane configuration (Question #2) while 4 respondents did support the change (Question #1). Landscaping did not seem to be a controversial topic as it was mentioned by 7 respondents in Question #2 and saw similar support in Question #1 (9 respondents).

**Question #3: In your experience, where is the biggest problem area within the project boundaries?**



This question demonstrates the general concern around event traffic and related or unrelated reckless driving in the area. All-way stop sign visibility and compliance in particular were mentioned frequently, indicating a need to be mindful of clear sign placement. Vulnerable user crossings were another main common concern amongst respondents.

**Open-ended responses - Summary**

All three survey questions provided were open-ended. Each comment was read and categorized by topic (it was common for an individual comment to have multiple topics). The table below presents common topics across all questions, ranked by the number of times that topic occurred. Topics are coded by color, with red indicating concern/opposition and green indicating support. It is acknowledged there is overlap among some of the topics (e.g. traffic congestion vs traffic diversion onto local streets due to traffic congestion).

Comment Topic	Occurrence
<i>Support improved crossings (bike/ped safety)</i>	19
<i>Concern for drivers disregarding stop signs / reckless drivers</i>	19
<i>Likes roundabout</i>	17
<i>Traffic calming needed</i>	15
<i>Support landscaping / median</i>	14

<i>Comment Topic</i>	<i>Occurrence</i>
<i>Agrees with need to make road changes at 500 N</i>	13
<i>Special event traffic creates problems for neighbors</i>	13
<i>Agrees with need to make road changes corridor-wide</i>	12
<i>Likes raised crosswalks / speed humps</i>	9
<i>Want focus on aesthetics</i>	8
<i>Reduce travel lanes / street is too wide</i>	8
<i>Does not like roundabout</i>	8
<i>Need to be able to accommodate special event traffic / don't reduce vehicle capacity</i>	8
<i>Dislike raised medians and/or concrete islands in road</i>	6
<i>Adjust design to be better for bikes</i>	5
<i>Lack of street lighting</i>	4
<i>Poor sight distance at cross streets</i>	4
<i>Better staffing and traffic control during special events</i>	3
<i>Prefer traffic signal</i>	2
<i>All way stop control</i>	2

Concerns about existing reckless driving (particularly stop sign compliance) and event traffic were very common and seemed to inform the support or dislike for the project. It should be noted that most concerns around worsened traffic due to the lane reconfiguration were in conjunction with events at the State Fair Park, not for daily traffic volumes. While some dislike the project for this reason, others believe it will help traffic flow. A traffic analysis was done as part of the study, indicating a lane reduction is technically reasonable in the project area, even in event traffic. Overall, most agree that something needs to be done to better manage event traffic.

Another common helpful note was that the new stop signs in the area do not seem to be clearly visible. While many noted stop sign compliance as an existing issue, several went on to note that any new stop signs should be more visible than those previously installed in the neighborhood. Clearly visible stop signs will be important to help drivers familiarize themselves with the new configuration of the project area.

Additionally, many respondents supported landscaping and aesthetic improvements.