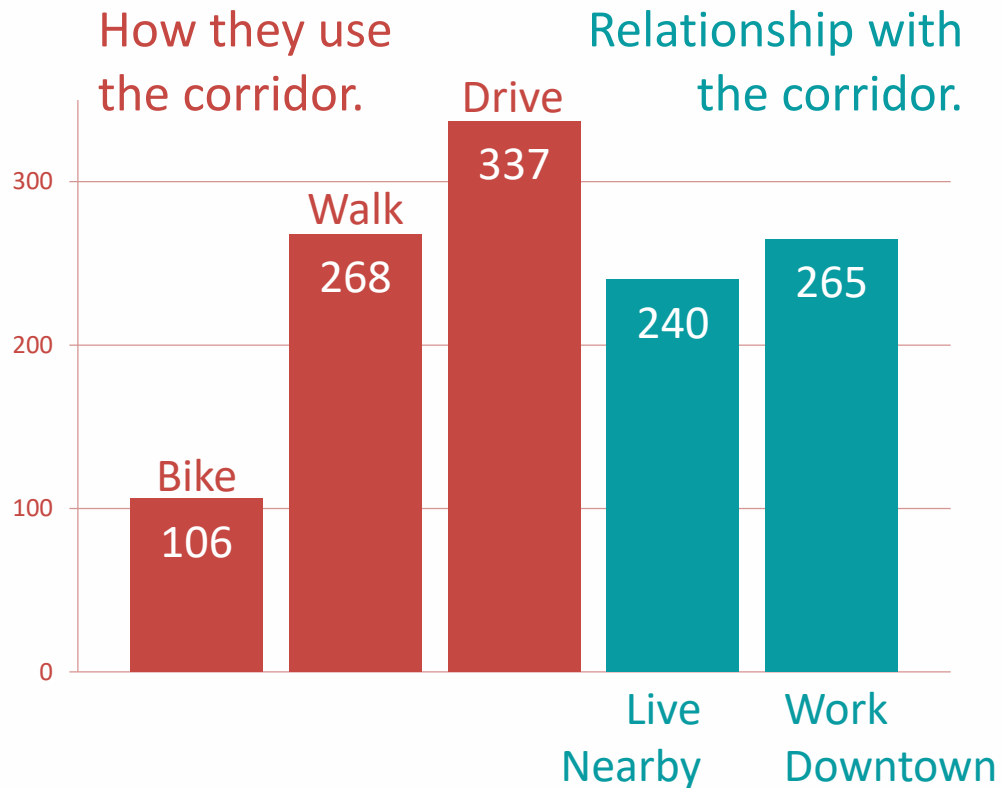


# MetroQuest Survey

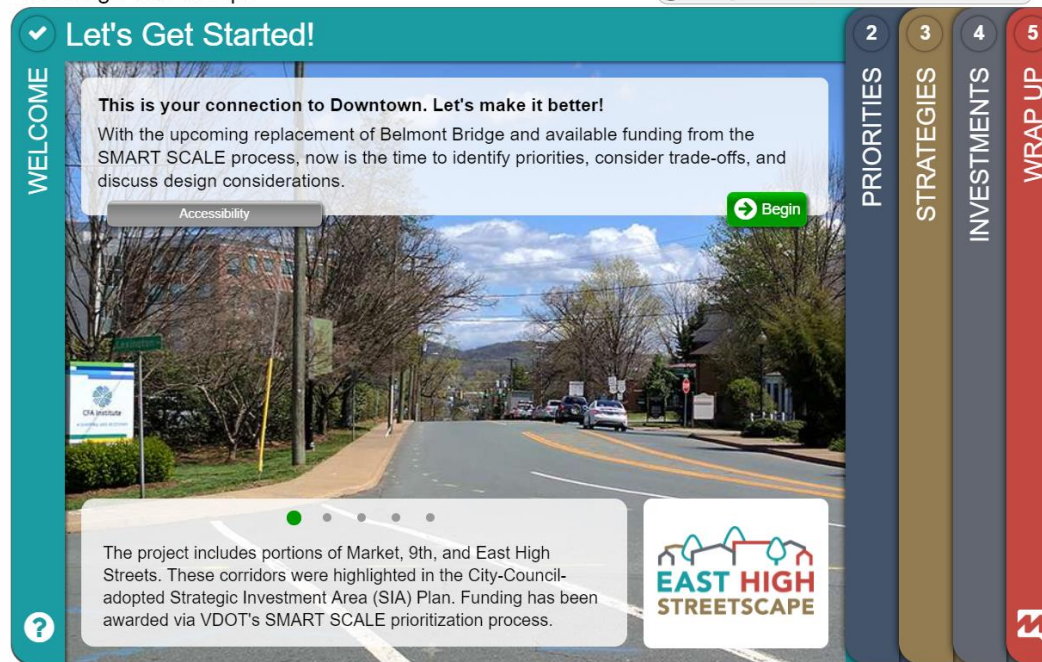
April 18, 2018 to May 31, 2018



530	participants
13,495	individual data points
380	written comments
4/18 to 5/31	survey period



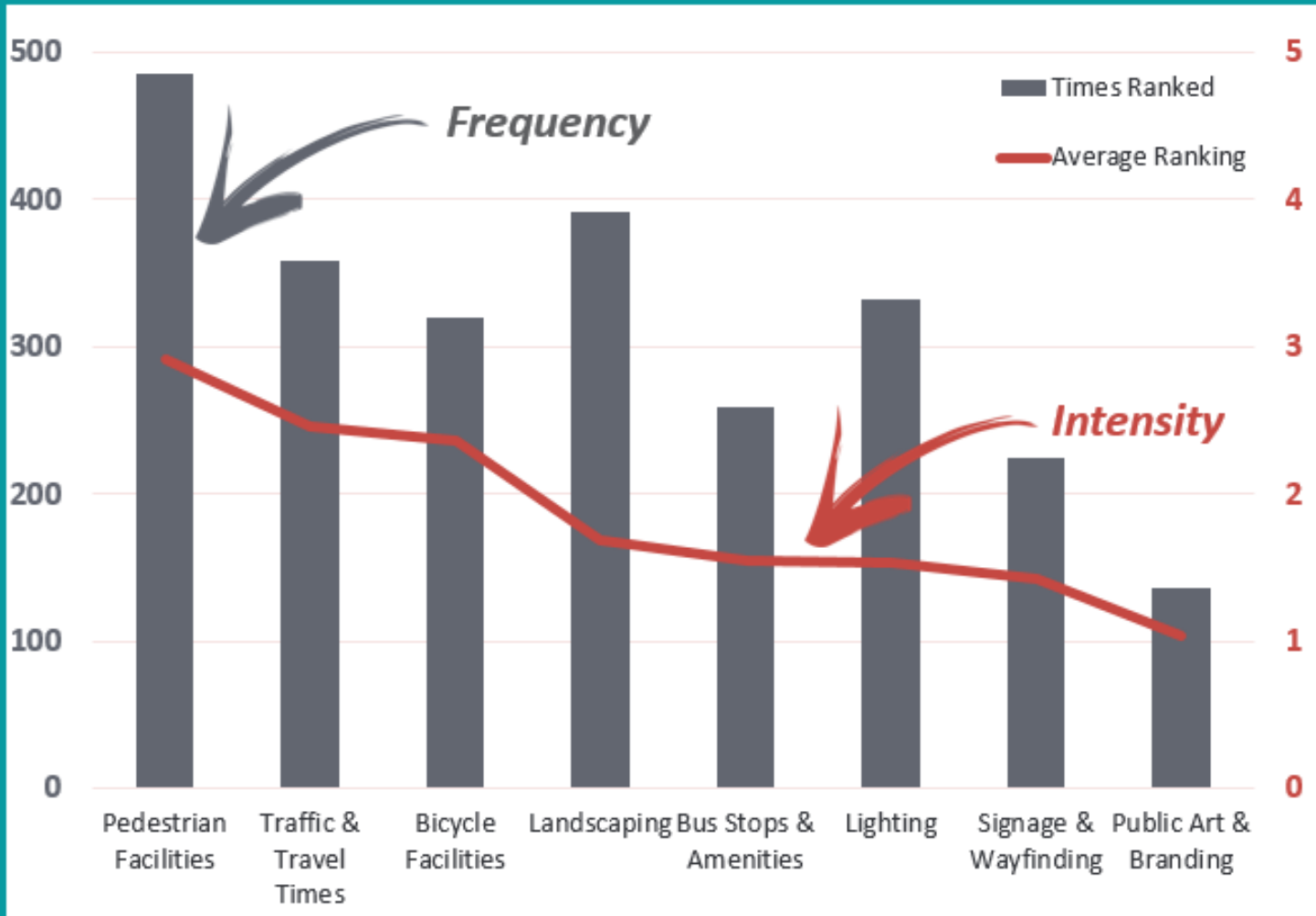
## East High Streetscape



- Many comments used words such as simple, functional, aesthetic, and accessible to describe the ideal streetscape.
- Most people prioritize design features that directly relate to the movement of people (regardless of mode). Ancillary investments such as branding, public art, and wayfinding typically rated lower.
- Enhanced design requests typically focused on buffering bicyclists and pedestrians from traffic.

# Priority Ranking

Constraints such as time, space, and money will informed design decisions. Participants were asked to identify which design elements were important to them.



- Sidewalks should be safe, enjoyable and provide connections.
- Corridor design should accommodate cars, bikes, and pedestrians in a way that doesn't force cars onto neighborhood streets.
- Bicycle facilities should be buffered from traffic to the extent possible.
- Landscaping should provide shade and a buffer from traffic but be low maintenance.

## Comment Notes

- Many comments used words such as simple, functional, aesthetic, and accessible when to describe the ideal streetscape.



# Design Strategies

## Pedestrian Facilities

### STANDARD SIDEWALKS



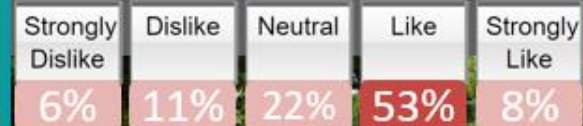
## Traffic and Travel Speeds

### TRAFFIC SAFETY



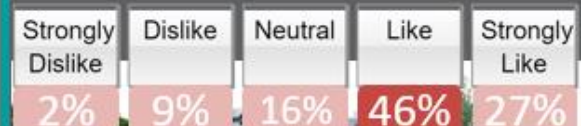
## Bicycle Facilities

### CONVENTIONAL BIKE LANES



## Landscaping

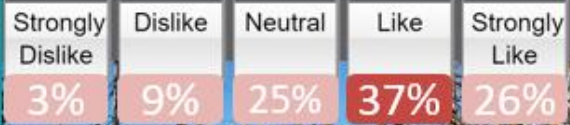
### PLANTED MEDIAN



### BUFFERED SIDEWALKS



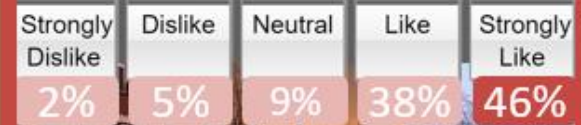
### SIGNAL TIMING



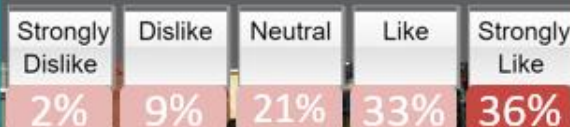
### BUFFERED BIKE LANES



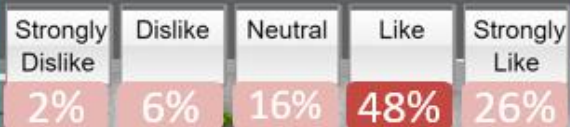
### ENHANCED SIDEWALK BUFFER



### WIDE SIDEWALKS



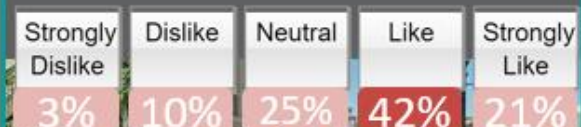
### TURN LANES



### INTERSECTION BIKE BOXES



### STREET FURNITURE





# Design Strategies

## Bus Stops & Amenities

### POLE & SIGN

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
6%	21%	40%	28%	5%



## Lighting

### PEDESTRIAN-SCALE LIGHTING

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
1%	1%	4%	45%	49%



## Signage & Wayfinding

### PEDESTRIAN WAYFINDING

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
3%	8%	19%	50%	19%



## Public Art & Branding

### INTEGRATED PUBLIC ART

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
1%	6%	6%	34%	52%



### SEATING WITH BENCH

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
1%	6%	13%	55%	25%



### OVER STREET LIGHTING

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
17%	36%	22%	20%	6%



### VEHICLE WAYFINDING

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
4%	5%	15%	58%	18%



### BRANDED HARDSCAPES

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
7%	14%	29%	37%	12%



### HYBRID BENCH/POLE

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
11%	30%	24%	26%	10%



### DECORATIVE LIGHTING

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
9%	22%	29%	27%	13%



### MONUMENTS

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
4%	18%	36%	34%	8%



### BRANDED AMENITIES

Strongly Dislike	Dislike	Neutral	Like	Strongly Like
2%	5%	39%	41%	13%



# Investments

How would you prioritize spending on improvements?

Fixed costs were set at \$30 to account for planning and design expenses, utility relocation, and minor right-of-way/easement acquisition.

High investment in sidewalks and lighting (including landscaping) continued the trend for these features being a priority.

While Branding & Wayfinding received the least investment, those who invested funds in the category invested a higher portion of it.

