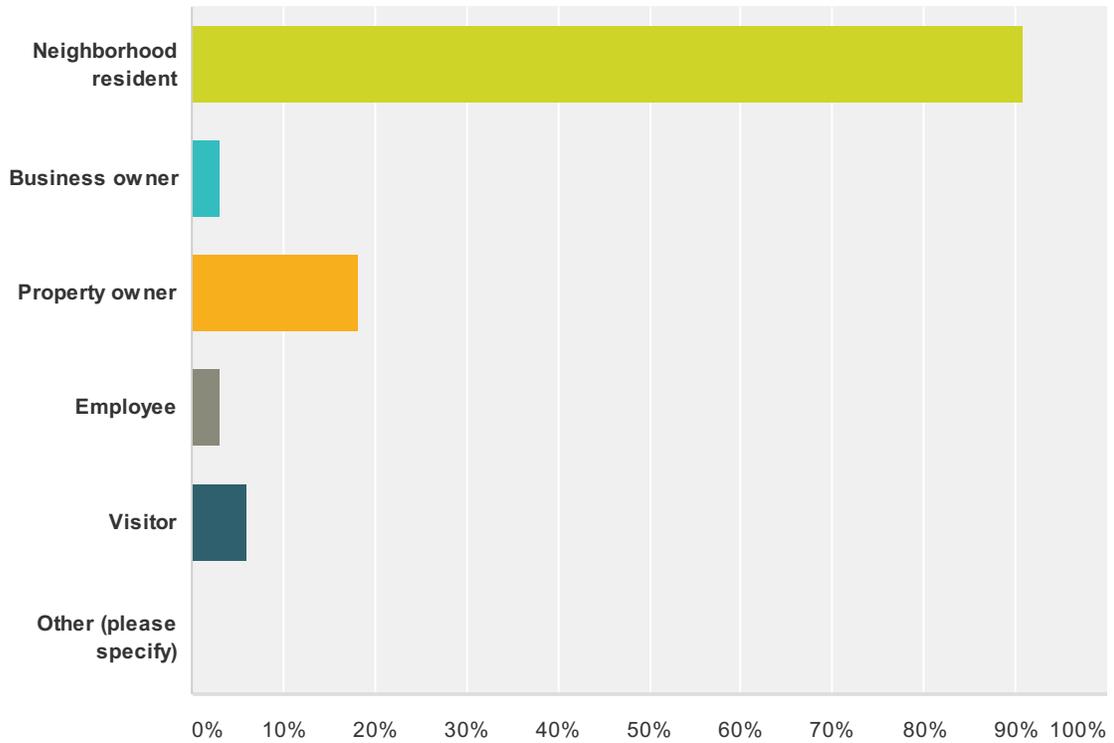


Q5 How would you describe yourself (in terms of the study area)? (check all that apply)

Answered: 33 Skipped: 1

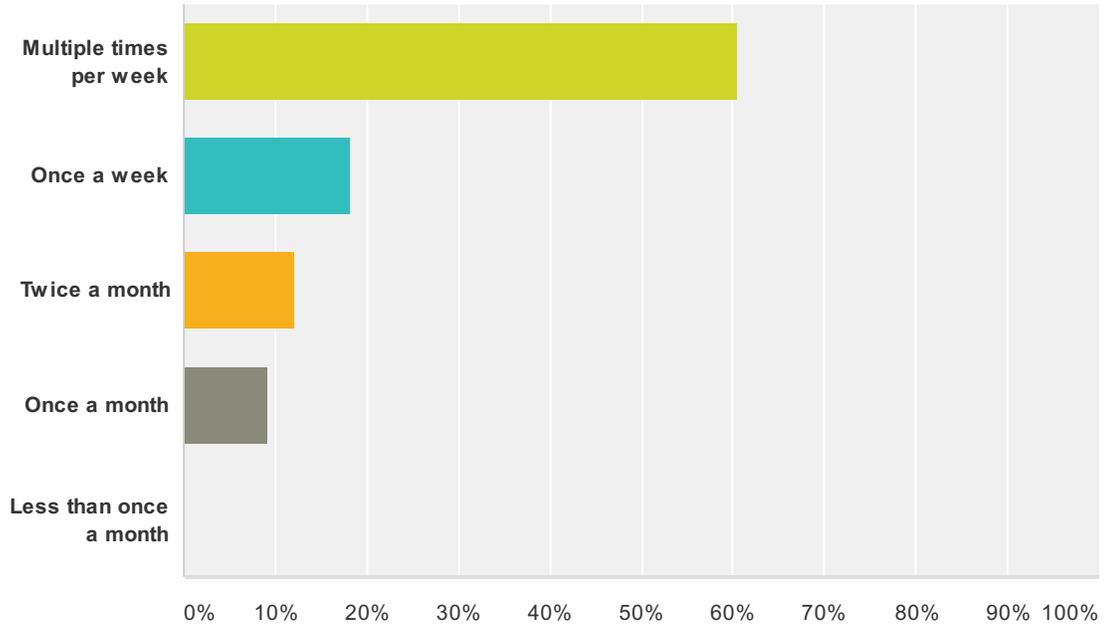


Answer Choices	Responses
Neighborhood resident	90.91% 30
Business owner	3.03% 1
Property owner	18.18% 6
Employee	3.03% 1
Visitor	6.06% 2
Other (please specify)	0.00% 0
Total Respondents: 33	

#	Other (please specify)	Date
	There are no responses.	

Q6 How often do you visit this neighborhood retail area?

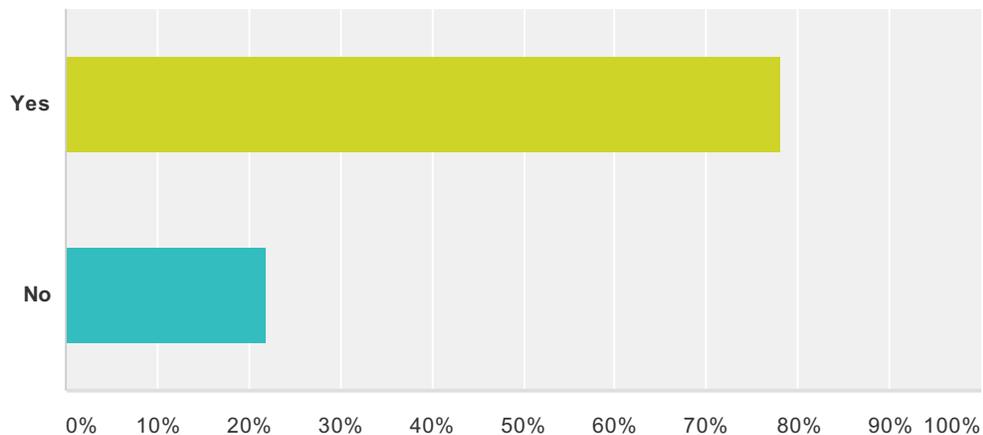
Answered: 33 Skipped: 1



Answer Choices	Responses
Multiple times per week	60.61% 20
Once a week	18.18% 6
Twice a month	12.12% 4
Once a month	9.09% 3
Less than once a month	0.00% 0
Total	33

Q7 Do you feel there is an appropriate balance between commercial and residential uses within the area?

Answered: 32 Skipped: 2



Answer Choices	Responses
Yes	78.13% 25
No	21.88% 7
Total	32

#	Comments:	Date
1	The leading block (26th to 27th) could use some serious improvement as it looks incredibly run down and sketchy. This sort of "kills the vibe" for the neighborhood when entering from the city centre. The remaining buildings and store fronts are relatively decent. Better parking (more clearly marked and timed appropriately) could also help out.	2/21/2014 9:46 AM
2	There should be a more varied use of commercial space i.e. a better business mix to meet the needs of the neighborhood.	2/18/2014 10:16 AM
3	Too many businesses.	2/17/2014 6:32 PM

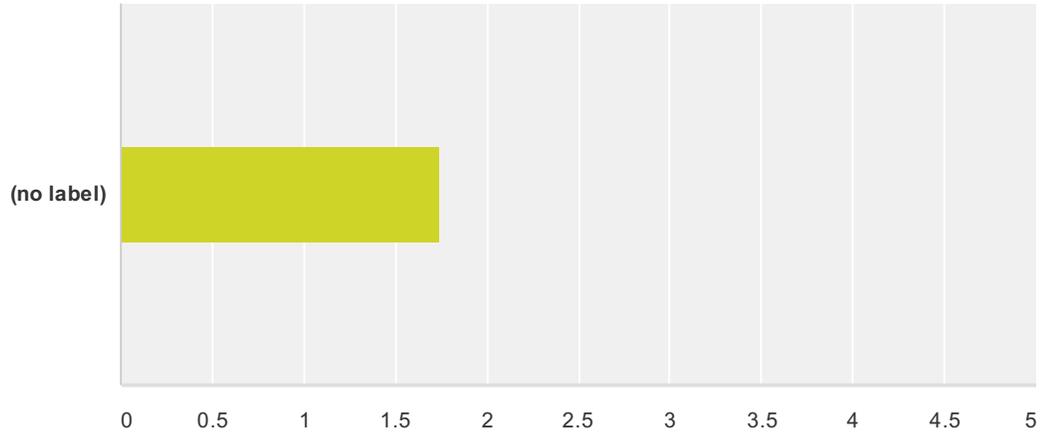
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree

Note: Questions 8-10 address requirements that currently apply in a pedestrian zone and questions 11 -14 address requirements that may be added to pedestrian zones.

Q8 Uses should be prohibited that do not contribute to the desired pedestrian-oriented setting (for example, gas stations, and restaurants with drive-in lanes).

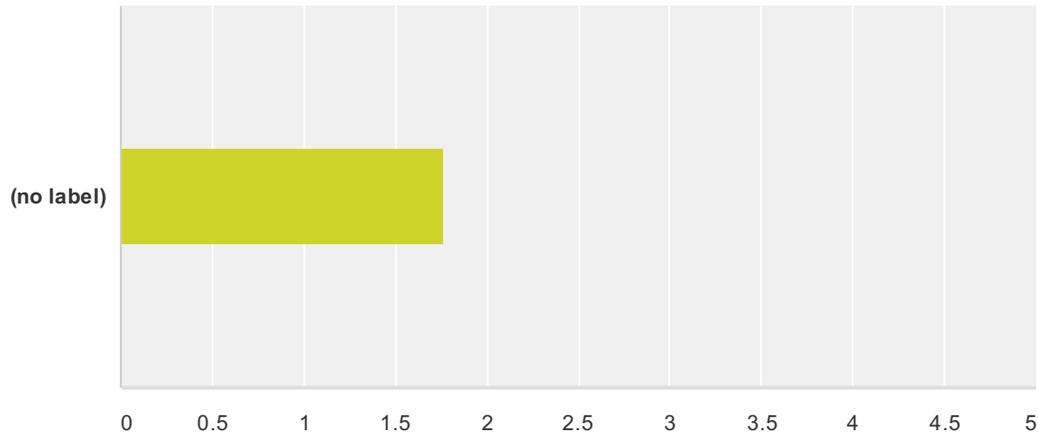
Answered: 34 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	67.65% 23	14.71% 5	2.94% 1	5.88% 2	8.82% 3	34	1.74

Q9 Active commercial uses should be required at the street level on key streets and some side streets (for example, shops, restaurants, real estate offices, community services).

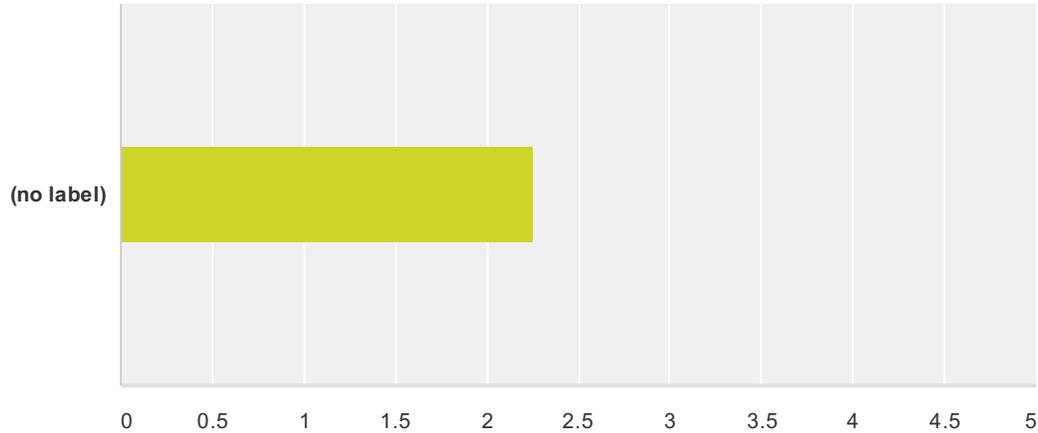
Answered: 34 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	61.76% 21	17.65% 6	5.88% 2	11.76% 4	2.94% 1	34	1.76

Q10 In areas that have a minimum off-street parking requirement, some reduction in the number of parking spaces should be available to encourage businesses to move into the area.

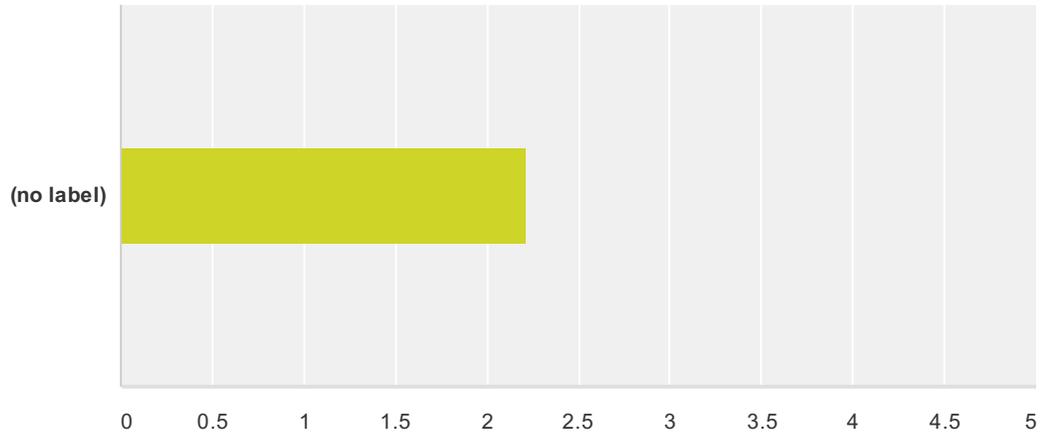
Answered: 32 Skipped: 2



	1	2	3	4	5	Total	Average Rating
(no label)	43.75% 14	18.75% 6	15.63% 5	12.50% 4	9.38% 3	32	2.25

Q11 Require all new buildings in pedestrian zones to provide overhead weather protection along main streets.

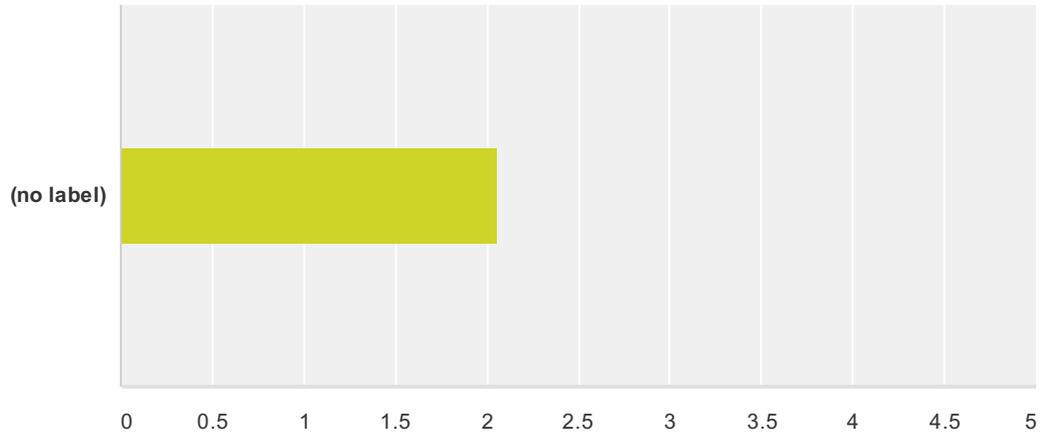
Answered: 33 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	42.42% 14	21.21% 7	18.18% 6	9.09% 3	9.09% 3	33	2.21

Q12 Prohibit businesses with drive-in lanes on the periphery of pedestrian zones (not just in the pedestrian zone itself).

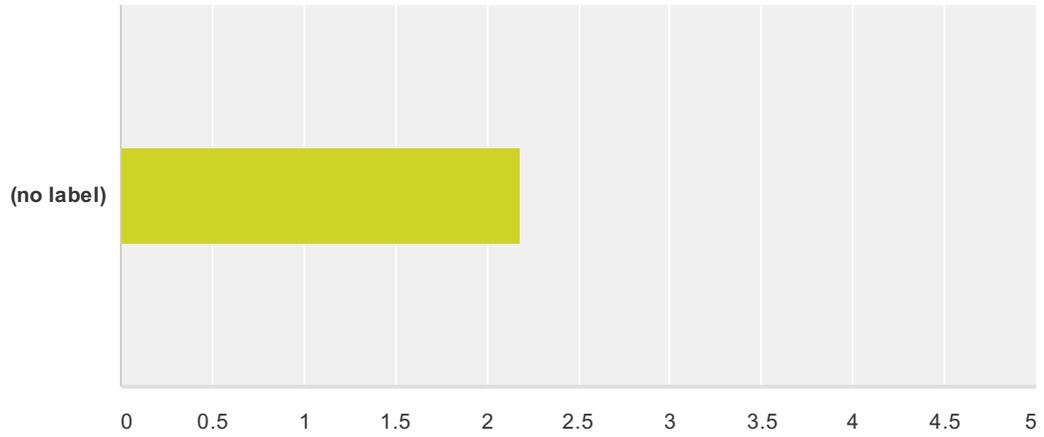
Answered: 33 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	51.52% 17	12.12% 4	18.18% 6	15.15% 5	3.03% 1	33	2.06

Q13 Require wider than average sidewalks in pedestrian zones even if the extra width comes from the adjacent properties.

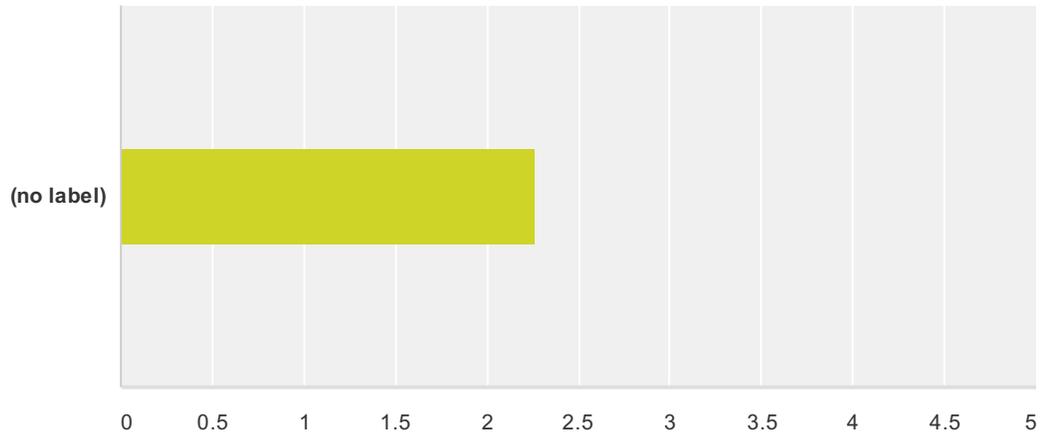
Answered: 34 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	32.35% 11	35.29% 12	17.65% 6	11.76% 4	2.94% 1	34	2.18

Q14 Require new development meets a minimum size requirement (minimum floor area) in Urban Villages, Urban Centers and Station Area Overlay Districts.

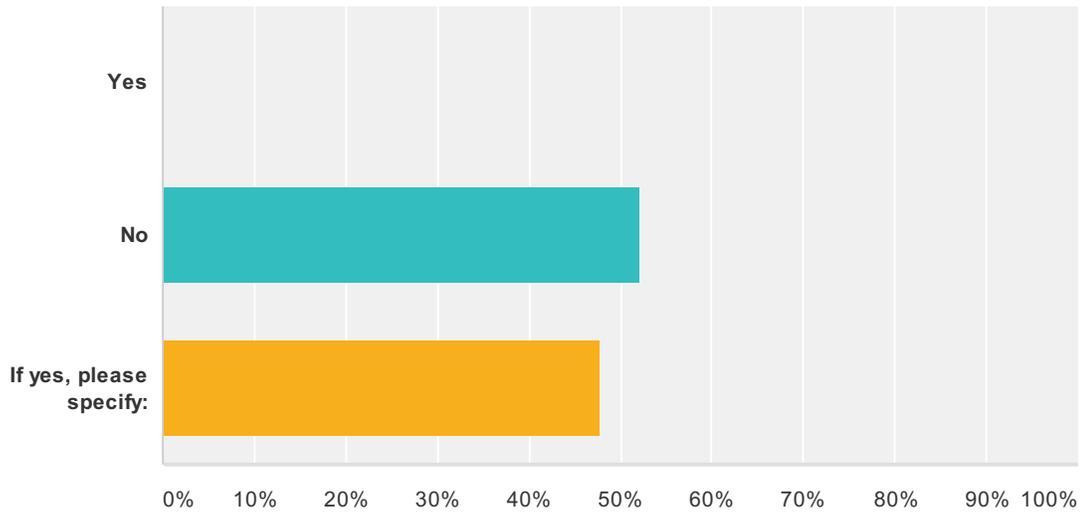
Answered: 34 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	35.29% 12	20.59% 7	32.35% 11	5.88% 2	5.88% 2	34	2.26

Q15 Are there other specific uses that should be allowed in pedestrian zones?

Answered: 23 Skipped: 11

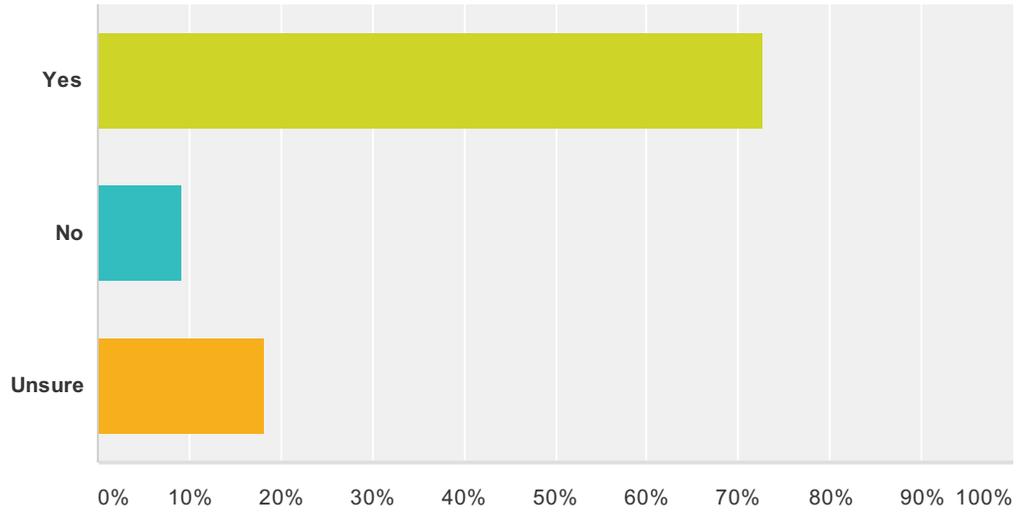


Answer Choices	Responses
Yes	0.00% 0
No	52.17% 12
If yes, please specify:	47.83% 11
Total	23

#	If yes, please specify:	Date
1	Roofed or covered music venues offering scheduled concerts.	3/14/2014 1:47 PM
2	Bicycle facilities	2/27/2014 4:36 PM
3	Daycare, parks and grocery stores	2/27/2014 8:03 AM
4	no sure	2/23/2014 10:19 AM
5	Commercial businesses that generate foot traffic (favored over professional services offices which generate little). Businesses that attract visitors into the area for social purposes (restaurants, bistros, etc) to allow people to linger and stay for more than a "hit and run" visit.	2/21/2014 9:46 AM
6	Bike lanes	2/20/2014 9:31 PM
7	No Bikes, pedestrians only.	2/20/2014 2:54 PM
8	Outdoor seating. Use of the parking strip for benches or widening the sidewalk. Sidewalk repair.	2/18/2014 10:16 AM
9	Increase height limits to encourage more residential development.	2/11/2014 10:58 AM
10	Crafts people who sell on the premises should also be able to produce goods on the premises - for example clothing, food items, artworks.	2/11/2014 7:31 AM
11	Consider where you are putting bike parking. There needs to be adequate bike parking of course to meet the high demand, but it shouldn't impede pedestrians	1/25/2014 5:37 PM

Q16 Should this area be designated as a pedestrian zone?

Answered: 33 Skipped: 1



Answer Choices	Responses	
Yes	72.73%	24
No	9.09%	3
Unsure	18.18%	6
Total		33

Q17 Additional Comments/Questions:

Answered: 10 Skipped: 24

#	Responses	Date
1	I love the idea of limiting or prohibiting driveway curb cuts in pedestrian zones. In the cases where an exception must be made (e.g. No alley or side street access to the site), the city should charge a TBD curb cut fee commiserate with the harm the curb cut causes. Or require the developer to offset the harm with some public benefit, similar to what is required for alley vacations. This would allow the market to weigh and decide how important the curb cuts are. E.g. Buildings might choose to locate parking off-site, or more sincerely consider how badly they want curb cut access.	3/2/2014 10:46 AM
2	My one concern is that I am a resident in this neighborhood with offstreet parking. Because I live directly on E. Madison and 26th, I am concerned I will have difficulty finding parking for my vehicle in front on my residence if more people are parking to then walk in the pedestrian zone. There would need to be additional parking allocated to ensure this works. Also, I am for this being a pedestrian zone as long as it does not disrupt the current bus lines that travel through E. Madison. Having accessible bus lines also encourages people to take public transportation and reduces the number of cars on the road (and parking)	2/23/2014 12:11 PM
3	your questions are way too complicated for me to answer with certainty. Please use common language and makes those questions more understandable. Thanks	2/23/2014 10:19 AM
4	Madison valley	2/20/2014 9:31 PM
5	I don;t think you should eliminate parking in this area. It would be bad for business and bad for elderly people who can't walk long distances. I think it is fine as it is..	2/20/2014 3:17 PM
6	No bike lanes replacing streets	2/20/2014 2:54 PM
7	Please eliminate sandwich board signs, which clutter the walking space and are ugly. Please provide more trash and recycling containers. Our neighborhood has 2 which ware constantly overflowing. Adding one additional crosswalk, and looking at the bike crossing at 29th Ave E and East Madison. All important for our neighborhood. lindy@madisonvalley.org	2/18/2014 10:16 AM
8	My utmost concern is parking around here. Currently this area is an RPZ. No business owners whatsoever should be given special consideration for using the residential streets as thier personal parking space.	2/17/2014 6:32 PM
9	well, it's not quite clear what area you have in mind when you say "East Madison." Madison Park and Madison Valley should definitely be pedestrian zones. Also eventually the area around 14th and Madison.	2/11/2014 7:31 AM
10	This survey was very confusing. I of course don't just stay in one location in the city, so I would like the chance to comment on multiple areas. However, it's really confusing and annoying to figure out exactly what you are referring to by the intersections and locations you list on the first page of this survey. This will dissuade a lot of people from responding, so it may invalidate your attempt to solicit input from the public. Wouldn't it be possible to have some kind of map I could click on to indicate the areas I would like to comment on? I would expect the city planning department would have those kind of GIS resources. Thank you.	1/25/2014 5:37 PM