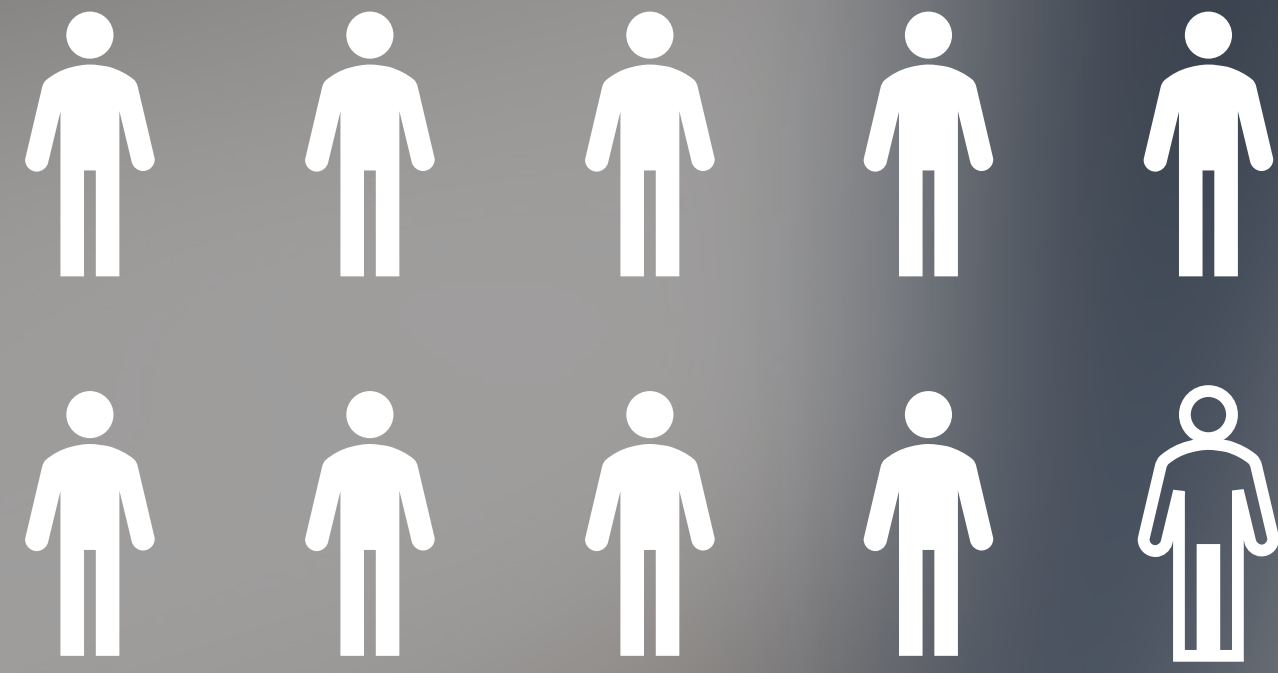
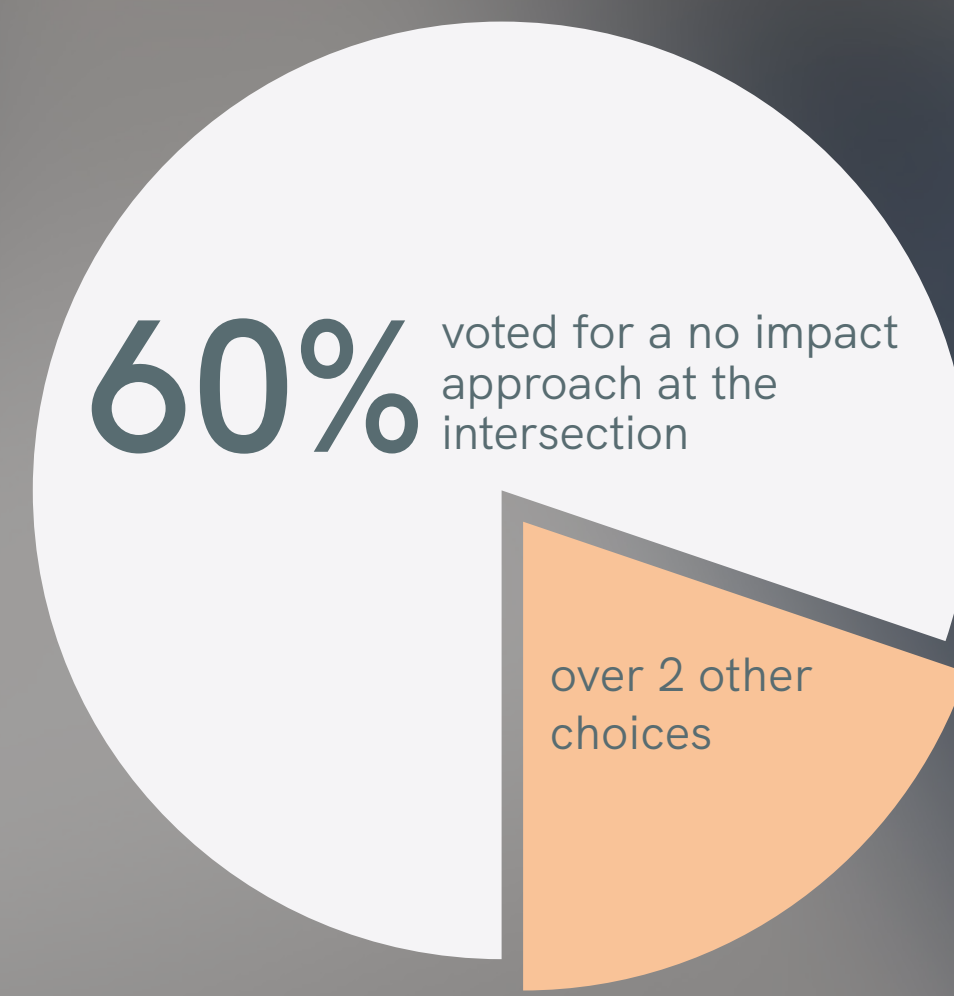


90% LIVE IN THE PROJECT AREA OR COMMUTE ALONG BARRACKS.



90 Respondents took the survey, and 81 live in the project area or commute on Barracks Road.



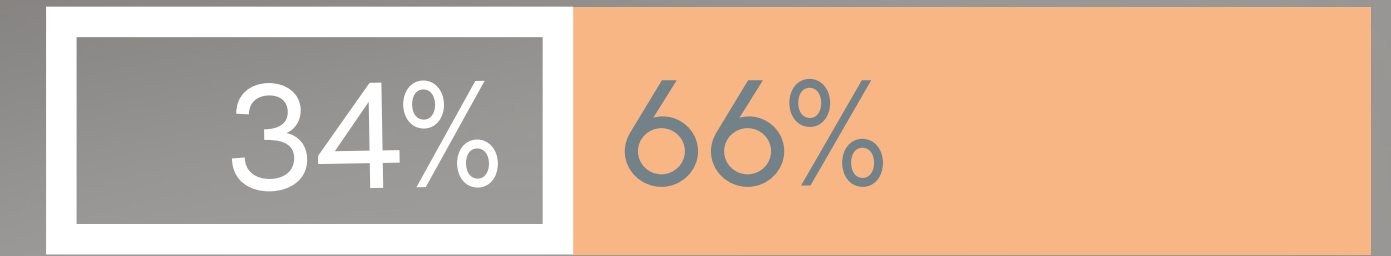
NO IMPACTS PREFERRED ON THE NORTH SIDE OF BARRACKS INTERSECTION.

Intersection option #1 (no wall/impacts on the north side of barracks road) was significantly preferred over two other options by 25 of 42 respondents.

IMPROVING PEDESTRIAN SAFETY WAS THE #1 RANKED PRIORITY.



Respondents ranked 8 improvement options/priorities from most important to least important.



A SHARED USE PATH IS PREFERRED OVER IN-ROAD BIKE FACILITIES.

66% of respondents to this question preferred a shared-use path over in-road bike facilities

# KEY TAKEAWAYS FROM THE BARRACKS/EMMET IMPROVEMENT PROJECT SURVEY



RESULTS SPLIT NEARLY 50/50 ON LANDSCAPE BUFFER BETWEEN ROAD AND SHARED USE PATH.

There was nearly a 50/50 split as to whether a curbside landscape buffer should be used between the road and shared use path.

RESPONDENTS PREFER MEADOWBROOK BE RESTRICTED TO RIGHT MOVEMENTS ONLY.



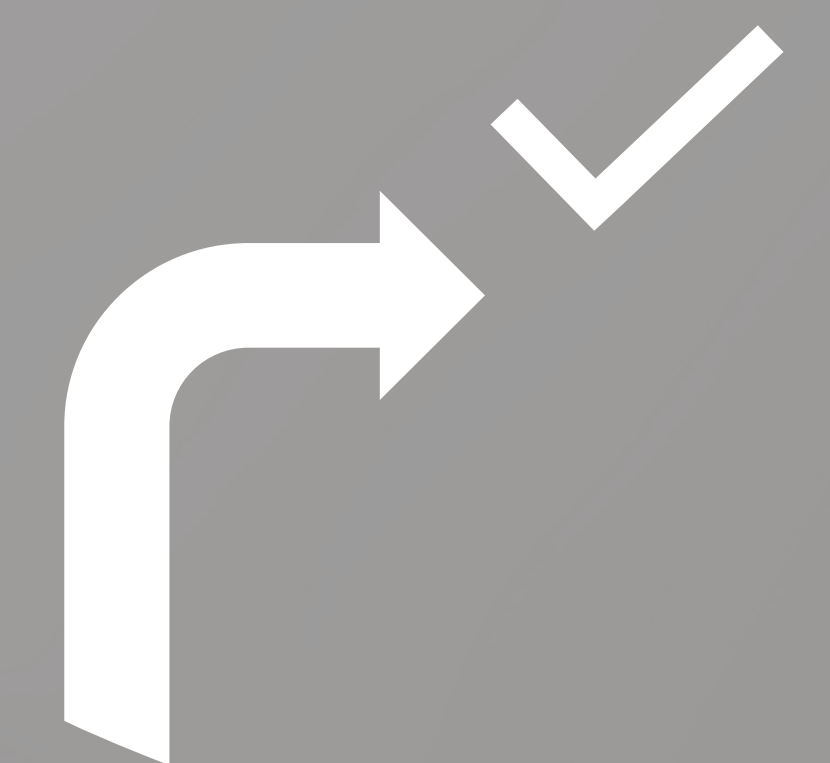
Nearly 60% of respondents prefer that Meadowbrook Road access be restricted to Right-In/Right-Out movements only.



MORE THAN 50% WOULD BIKE ON BARRACKS ROAD IF IT WERE SAFER.

53% of respondents said that they would bike on Barracks Road if it were made safer.

RESPONDENTS PREFERRED A RIGHT TURN ONLY LANE ON WESTBOUND BARRACKS.



In optional written feedback, 9 respondents preferred a dedicated right-turn-only lane on Westbound Barracks Road, rather than a thru-right lane