



**Lanewood Street – Douglas Circle Questionnaire Results – September 2022**

A total of 62 responses were received.

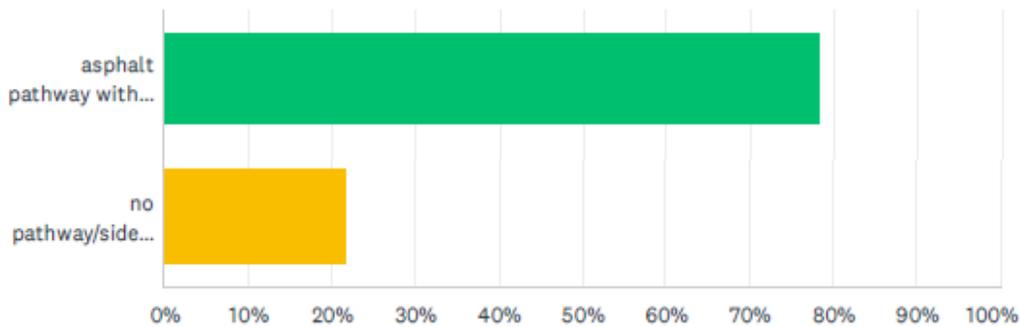
**Q1 Please provide your name and property address.**

Answered: 62 Skipped: 0

ANSWER CHOICES	RESPONSES
Name:	100.00% 62
Property Address:	100.00% 62

**Q2 After reviewing the pathway alternative concepts, which option is your preference?**

Answered: 60 Skipped: 2



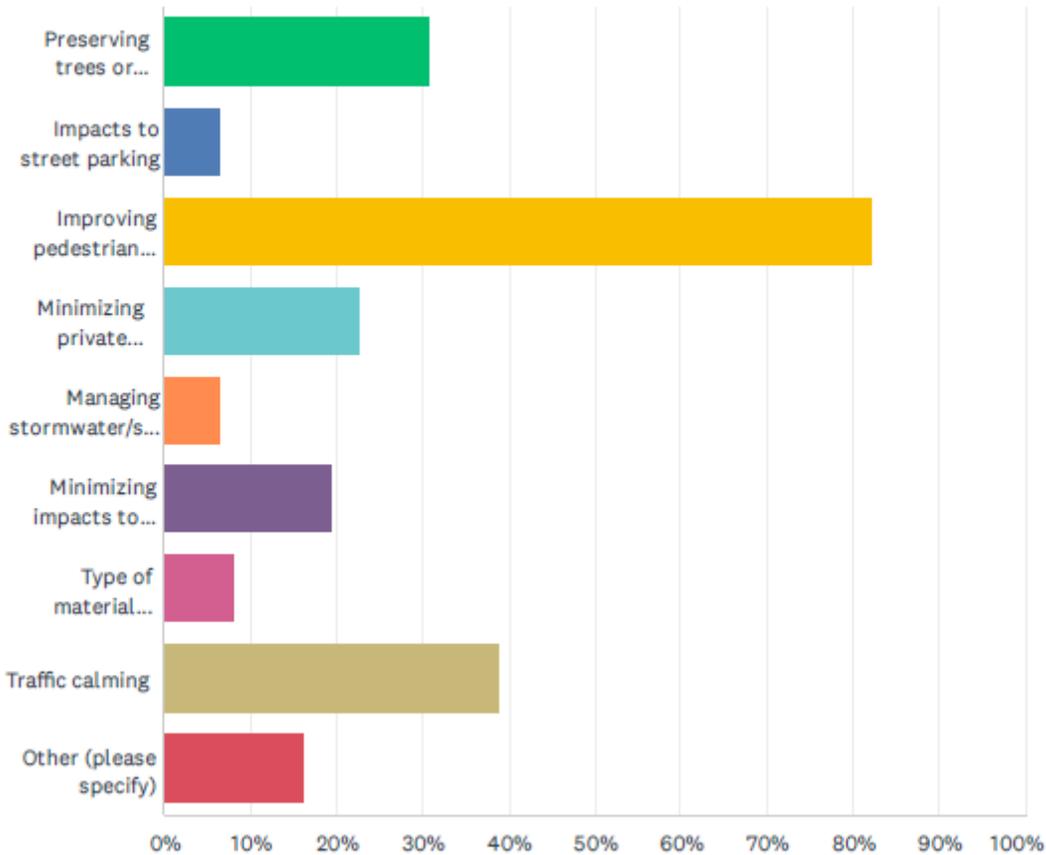
ANSWER CHOICES	RESPONSES
asphalt pathway with a concrete curb, located on the south side of Lanewood Street and the south side of Douglas Circle on the south loop	78.33% 47
no pathway/sidewalk improvements	21.67% 13
TOTAL	60



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Q3 What is your preference based on? (Please select the top three)

Answered: 62 Skipped: 0



ANSWER CHOICES	RESPONSES
Preserving trees or minimizing impacts to trees	30.65% 19
Impacts to street parking	6.45% 4
Improving pedestrian safety	82.26% 51
Minimizing private property impacts	22.58% 14
Managing stormwater/street runoff	6.45% 4
Minimizing impacts to landscaping in the right-of-way	19.35% 12
Type of material (concrete or asphalt)	8.06% 5
Traffic calming	38.71% 24
Other (please specify)	16.13% 10
Total Respondents: 62	



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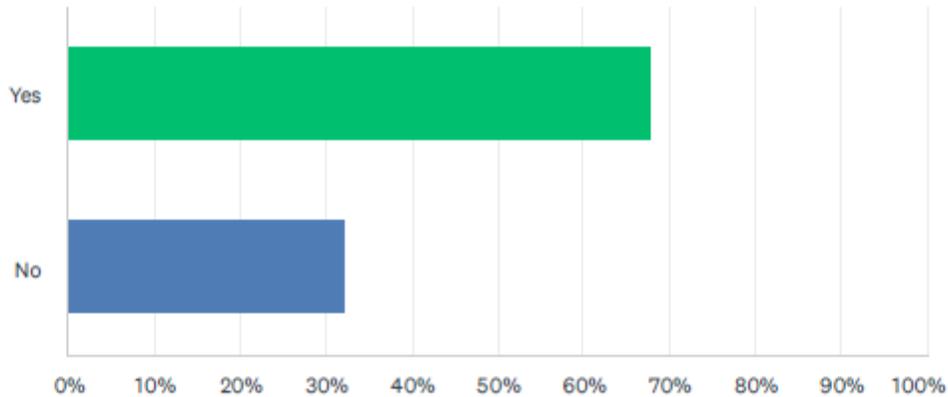
Other (please specify)	
1	Seems an unnecessary use of taxpayer money for a walkway that hasn't been shown to enhance safety or the neighborhood.
2	This pathway is definitely needed for adults, children and pets who regularly walk, bike and run this stretch with no protections from cars, particularly on Douglas Circle
3	Better than nothing
4	The two roads while sometimes busy are safe to walk as is.
5	Improving the access to Iron Mtn. park by pedestrians.
6	There needs to be more information about each of these projects. How much would each option cost and where are the funds coming from?
7	Asphalt without concrete curb on South sides Lanewood, and Douglas Circle.
8	I have no issues walking along these roads as is.
9	The speed at which many cars travel on the south loop of Douglas circle is currently dangerous. The size of speed bumps is limited to the size of the current speed bumps to allow for emergency vehicles. Many cars that travel on Douglas circle come by our house at 35 to 40 miles per hour and do not slow down for the speed bumps. If the city cannot come up with a reliable way to slow down traffic, the current designs to encourage more foot and bike traffic appear to be counter productive. Although the presence of a raised concrete curb will offer some sense of safety for pedestrians, until the city can prohibit bicycles and power driven bikes from using the walkway, pedestrians will still be at risk.
10	enhancing the beauty of the street (i.e. a well-done path)



Lanewood Street – Douglas Circle Questionnaire Results – September 2022

### Q4 Would you like the City to explore further use of traffic calming options along Lanewood Street and Douglas Circle?

Answered: 59 Skipped: 3



ANSWER CHOICES	RESPONSES
Yes	67.80% 40
No	32.20% 19
Total Respondents: 59	

Q5	Is there anything else you would like to share with us about the proposed pathway on Lanewood Street and Douglas Circle?
1	I am quite conflicted. It would be lovely to have the path for safer walking and biking, but this plan looks like it has too much adverse impact to the trees and the private property owners. Regardless of the outcome, thanks for exploring more safe places to walk and bike.
2	We have a 1925 property with existing mature landscaping. Any removal of the trees and plants along Douglas Circle would have a negative impact on property value and aesthetics.
3	Lanewood is an important feeder street to Lake Grove Elementary School and I support any efforts to encourage more safe walk and bike to school routes.
4	Until the actual demand for this pathway is known, it truly doesn't seem helpful to pedestrians or the property owners it impacts. Narrowing an already very narrow and increasingly busy residential street will definitely not enhance the street's safety nor quiet enjoyment of Douglas Circle's homeowners. Drivers using Douglas Circle as a through-way between Boone's Ferry and Upper or Iron Mountain already drive off the sides of the road in their haste to pass oncoming cars that don't fit side-by-side as it is. Narrowing Douglas Circle by an additional 5' for the proposed pathway will just make hurried drivers veer farther off the paved road and cause damage to shoulder grading and private property. And where will the homeowners along the proposed pathway put their three large garbage cans every Monday afternoon and Tuesday so as not to impede roadways, driveways and proposed pathways?



**Lanewood Street – Douglas Circle Questionnaire Results – September 2022**

5	I would greatly appreciate it the city would consider extending this project to include adding a connection of asphalt pathway on Twin Fir between the new path at Douglas Circle to the existing path on Upper Drive. As school children are required to walk to a bus stop from Upper Drive to the corner of Douglas Circle and Twin Fir and as pedestrians, bikes and cars are in constant conflict on this small section of road, I think it would be a worthwhile addition to the project to ensure their safety.
6	I live to the north of this pathway at Twin Fir and Fir Ridge. I view this path as a first step to my ultimate goal of a pathway from Wembley Park Rd to Douglas Circle so that I can safely walk to Lake Grove.
7	Really important to calm speeding on Douglas circle. Cars roll thru stop signs at Douglas/Lanewood and drive very fast on Douglas circle. Dangerous.
8	The two roads are sometimes busy especially earlier morning and later afternoon but not enough to justify the damage to the trees, bushes, and other vegetation. Sidewalks and curbs would also negatively affect water drainage.
9	Great idea. I wish there was a safer way to walk the curves/hills between Wembley Road and Douglas circle.
10	The south-side Lanewood option 1 ignores the entire central issue of pedestrian safety and comfortable walking, because of the path narrowing approaching the critical corner/intersection at Douglas Circle. The narrowing places pedestrians at great danger. Please revise the design to sacrifice a few trees and keep the path at 5' width all the way to Twin Fir. And of course option 2 makes far more sense for connectivity with Iron Mt. natural area, especially given the presence of the new traffic signal at Lanewood and Boones Ferry.
11	Looking forward to it!
12	Reduce traffic on Douglas Circle by making it a ONE WAY street
13	There needs to be Four Way Stop signs at Lanewood Street, and Boones Way to slow down traffic going east and west. That would make it safer for pedestrians crossing. There is way too much speeding along that stretch!
14	It would be great to trim back the trees on the north side of Lanewood between Boones Ferry and Boones Way for more parking.
15	It will be a huge improvement!
16	Twin Fir Road really, really needs safe pedestrian walkways! I would prefer to see concrete sidewalks for safety, cost, longevity, and aesthetics.
17	A radar speed limit sign on Lanewood would be helpful to reduce speeding in this street as well. The Pathway is a great idea.
18	Seems it should connect to the Upper Drive pathway along Twin Fir.
19	The proposal does not consider the easier and less costly option to make Douglas Circle a one way loop and use a portion of the existing paved surface to add a pedestrian pathway. This would require no additional paving, no rework of water meters and no impacts to private easements and landscaping. A similar design already exists on much of the Lake Loop trail and on Upper Drive. To persist in spending additional funds to add curbs/sidewalks is both costly and an irresponsible use of funds. A much more passive and economical solution would be a one-way loop on Douglas Circle and designation of part of the existing Douglas Circle pavement to a pedestrian pathway. In the interest of budget and impact, please reconsider this proposal.
20	Many people run the stop signs at both the 1) Twin Fir/Douglas Cir corner and 2) Douglas Cir/Lanewood. What are the options to help mitigate this?
21	The number of cars simply rolling thru the stops at the Lanewood/Douglas Circle and Douglas Circle/Twin Fir intersections is dangerous to pedestrians. As someone who regularly walks, runs and bikes better pedestrian safety is definitely needed.
22	Move the signs to a more pedestrian friendly location! Please, I beg you! Right now the staked signs are in low visibility locations at dangerous (for pedestrians) corners. Thanks!!!



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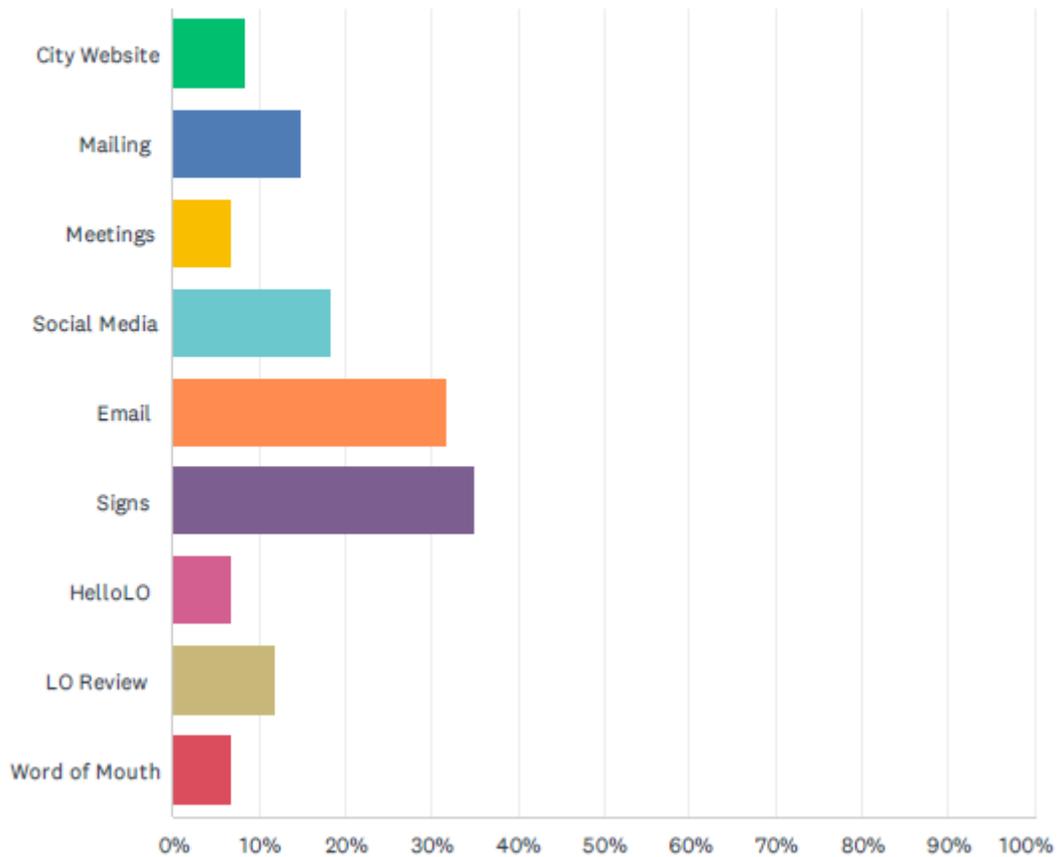
23	Thank you for pursuing these pathway projects. I think they will greatly enhance our neighborhoods and improve pedestrian safety.
24	We are happy city is engaging residents. The street is too busy at certain times and unsafe without a walk path.
25	If the pathway is created on the south side of the south loop of Douglas Circle it appears that all of the mail boxes along that route will need to be moved to the opposite side of the street. Also, it seems unfair that each property owner would be responsible for maintaining the pathway and curb in-front of their property.
26	XXXX Sabina Ct PO Box XXXX
27	Please add the calming. People fly down these streets way over speed limit.
28	We have 3 young children. The two older ones (7 and 5) both go to Lake Grove elementary. This is a fantastic project to make their walk to school safer. We also frequently walk to the Goodin lake easement and having a path along the south side of Douglas Circle makes that a much safer walk (would be great to extend the path along Twin Fir to connect to the pathway on Upper). Although we are considerate of the impact on our neighbors landscaping; our preference is for a pathway that is adequately wide to accomodate 2 to 3 people walking together.
29	The south side of Douglas Circle is very narrow and very busy--especially with the new signal at Lanewood and Boones Ferry. The addition of a 5 foot wide pathway will have a significant impact on the homes along this street, in terms of tree removal, landscaping, privacy and noise. Since the north side of Douglas Circle option was eliminated, having no path would hopefully encourage pedestrian and bicycle on traffic along Upper Drive and Lake Grove where pathways already exist. Thank you
30	Have we considered extending this pathway to Upper? That would create a 'full loop' for people to walk safely on.
31	Generally speaking don't support anything that makes traffic slower or further takes away from the rights of drivers for rabid bicyclists.
32	What happens to the mail boxes which will be impacted by the pathway?
33	Seems like a decent compromise to improve pedestrian access, safety, on the busier sections of these streets.



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### Q6 How did you hear about this questionnaire?

Answered: 60 Skipped: 2



ANSWER CHOICES	RESPONSES	
City Website	8.33%	5
Mailing	15.00%	9
Meetings	6.67%	4
Social Media	18.33%	11
Email	31.67%	19
Signs	35.00%	21
HelloLO	6.67%	4
LO Review	11.67%	7
Word of Mouth	6.67%	4
Total Respondents: 60		



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Q7 If the City or project team needs clarifications on any of your input, please provide your email and phone number (optional)

Answered: 50 Skipped: 12

ANSWER CHOICES	RESPONSES	
Phone Number	86.00%	43
Email Address	96.00%	48