



CHAPTER III

Public Input

This section provides a brief review of the public comments received throughout this planning process. Many of the comments were solicited during a joint Open House with the Clifton/Fruitvale Community Plan Neighborhood Meetings held in the Clifton Community Hall on February 28, 2006. More than 200 local residents attended the meetings to provide comments on the future of the Clifton area. During this Open House, representatives from the Regional Transportation Planning Office (RTPO) and LSC were present to answer questions regarding pedestrian planning in the area. LSC distributed a short questionnaire which asked multiple-choice questions and provided open-ended questions to identify problem areas and improvements in the study area. This chapter presents the responses from those questionnaires as well as the comments provided. The questionnaire used is presented in Appendix C. Survey comments are presented in Appendix D. Additional graphs are presented in Appendix E. The Mesa County Board of County Commissioners meeting on June 26, 2006 was the final public meeting. All public comments are provided in Appendix D. Public comments were received from the Clifton/Fruitvale Open Houses, via e-mail from local residents, and open houses hosted by the RTPO.

QUESTIONNAIRE RESULTS

While there were only 15 residents who completed the questionnaire, their answers are presented for review. This does not represent a statistically-significant sample of responses; however, it does provide insight into problem areas and how facilities are rated. It is likely that these results would remain fairly consistent if a larger sample were obtained.

A total of five questions, some with multiple subparts, were asked of attendees. Questions ranged from use of facilities to ranking from “poor” to “very good” when

asked things such as safety of walking and/or riding throughout the area, ease of crossing streets, and transit-related questions.

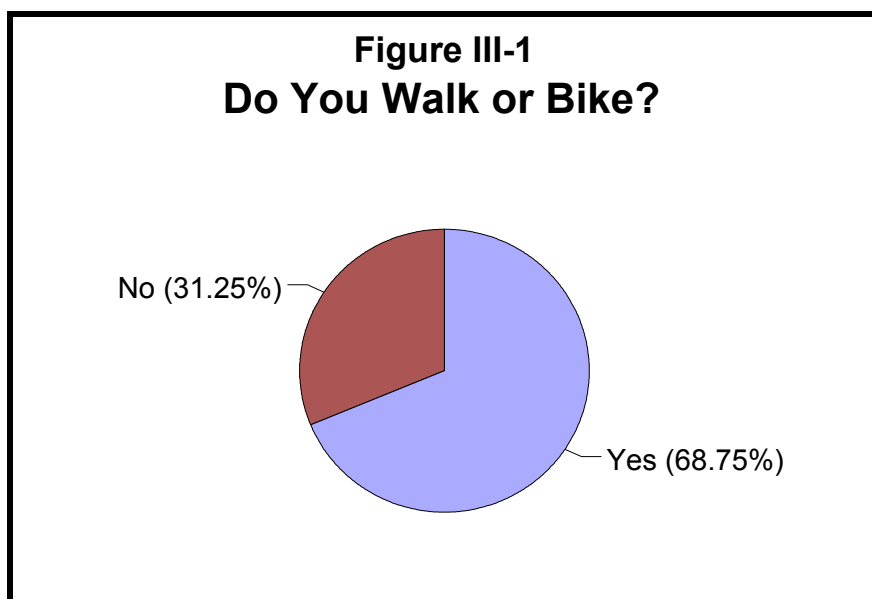
Residence

Respondents were asked to indicate the major intersection nearest to where they live.

Use of Facilities

Residents were asked if they currently walk or bicycle in the Clifton area. Figure III-1 illustrates these responses. As shown, nearly 70 percent of the respondents indicated that they do walk or bike in the area. Reasons for walking and/or biking in the area are provided in Figure III-2. Respondents were asked to check all facility types which they use, so percentages are reported for all responses, not just respondents. As shown, 48 percent of the responses indicated that facilities are used for recreation, while 28 percent reported facilities are used for running errands. Surprisingly, nearly 8 percent of the time, facilities are used for work.

When asked which facilities respondents use, 23 percent of the respondents use sidewalks, 17 percent use unpaved street shoulders, and 17 percent use crosswalks. Figure III-3 presents those responses.



**Figure III-2
Reason For Use**

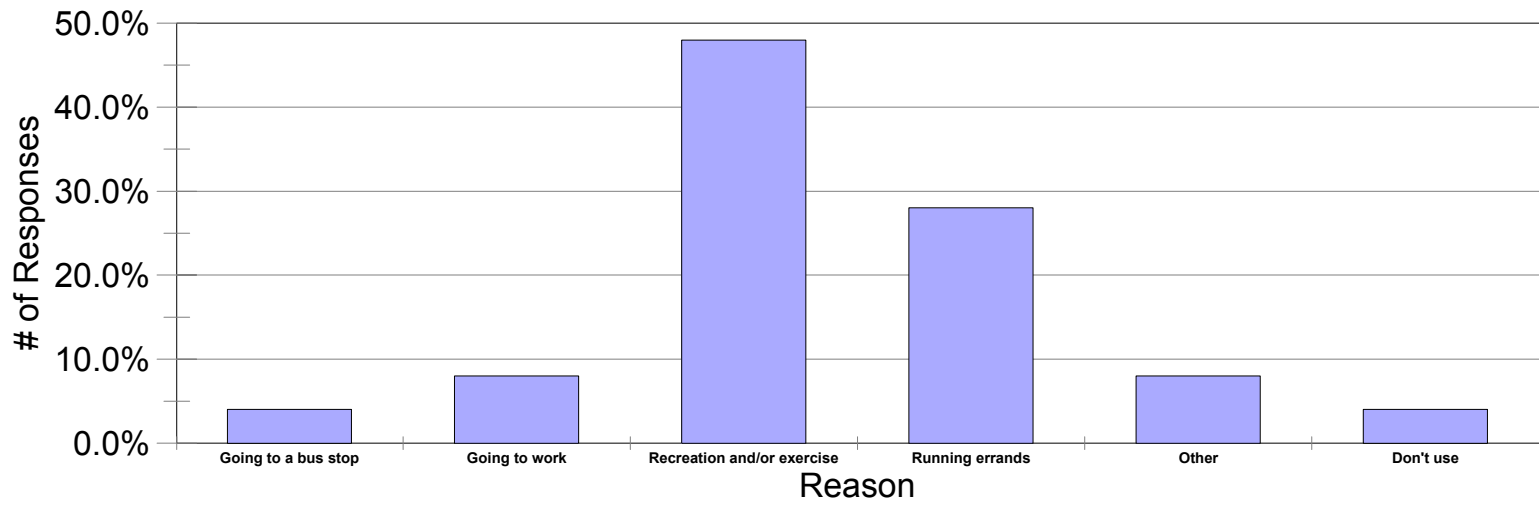
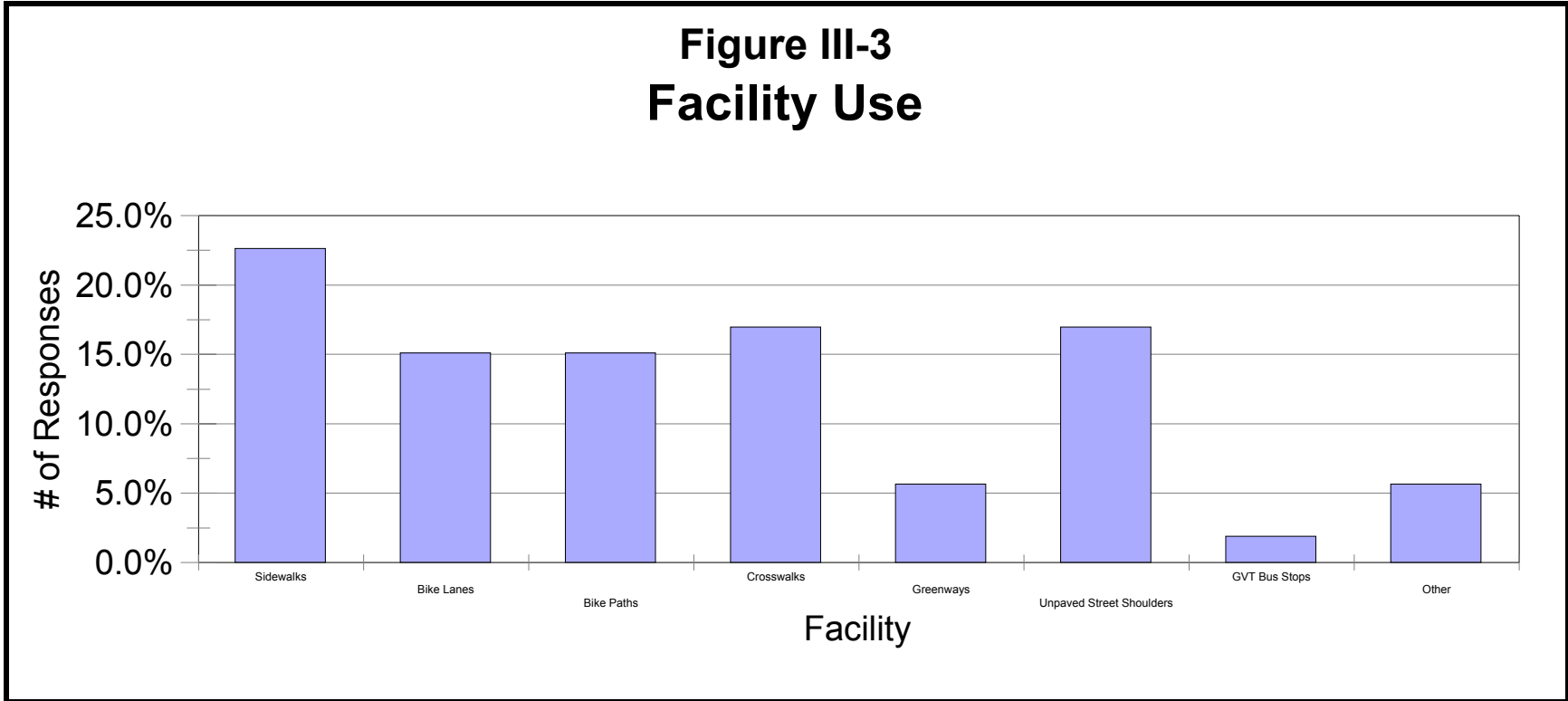


Figure III-3 Facility Use



Facility Ratings

Of greater importance is how respondents rate the current facilities. This is provided in Table III-1. Respondents were asked to rate on a scale from “poor” to “very good” current facility use and types of characteristics associated with pedestrian facilities. A rating of below 2.0 would indicate a “poor” to “fair” rating, while an average rating of 2.5 would be between “fair” and “good.” A rating greater than 3.0 would indicate facilities were rated from “good” to “very good.” As shown, only one category had a rating of 2.5 or better—the category that bus stops are easy to get to. As indicated, the lowest rating was the category of “Separation of traffic from walkways.” This category received an average rating of 1.2, indicating a rating just above “poor.”

Table III-1 Walkability/Bikeability of Clifton		
Question	Responses	Average Rating
<i>There are sidewalks where you need to go</i>	15	1.3
Bus stops are easy to get to	11	2.5
<i>It is safe to walk</i>	15	1.8
<i>It is safe to ride a bike</i>	14	1.5
Condition of sidewalks	11	2.1
<i>Separation of traffic from walkways</i>	13	1.2
<i>Ease of crossing streets</i>	14	1.9
Safety of crossing streets	15	2.1
<i>Curb ramps at street crossings</i>	9	1.9
<i>Width of streets at pedestrian crossings</i>	12	1.9
Adequate pedestrian signal time to cross streets	11	2.2
<i>Markings and signs for pedestrian crossings</i>	9	1.7
<i>Lighting on walkways</i>	13	1.3
<i>Signs for bicycle facilities</i>	13	1.5
<i>Markings for pedestrian walkways</i>	9	1.7
<i>Pedestrian access to bus stops</i>	7	1.7
Bus stop waiting and boarding areas	7	2
Rating: 1=Poor 2=Fair 3=Good 4=Very Good	Rating of below 2 would be Poor to Fair Rating of 2.5 would be between Fair to Good Rating of 3 or better would be Good to Very Good	
*NOTES: <i>Italics = Average Rating below 2.0 (fair)</i> Bold = Ratings at or above 2.0 (fair)		