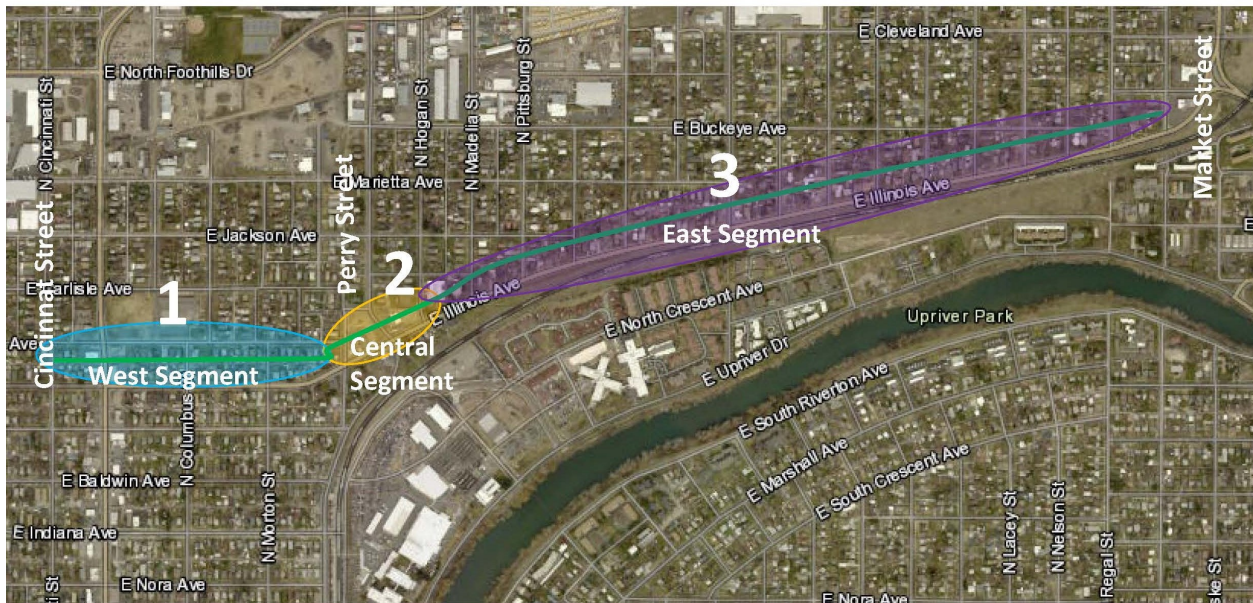


Results: Illinois Bikeway Survey #1

Please take this survey to provide feedback on the series of design alternatives developed for bikeway improvements on Illinois Avenue from Cincinnati Street to Market Street.

Different design alternatives have been developed for three distinct sections of the corridor:

- West Segment - Cincinnati Street to Perry Street
- Central Segment - Perry Street to Madelia Street
- East Segment - Madelia Street to Market Street



Illinois Ave. - Project Area by Segment

1. West Segment - Cincinnati to Perry

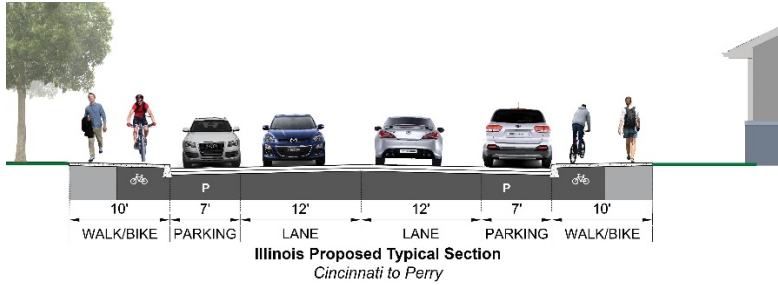
This section consists of a narrower right-of-way with one lane of travel in each direction and on-street parking on both sides of the street.



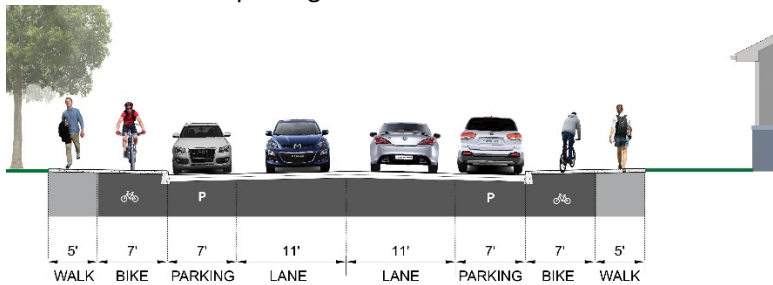
Cincinnati to Perry:
Existing Conditions

Illinois Existing Conditions

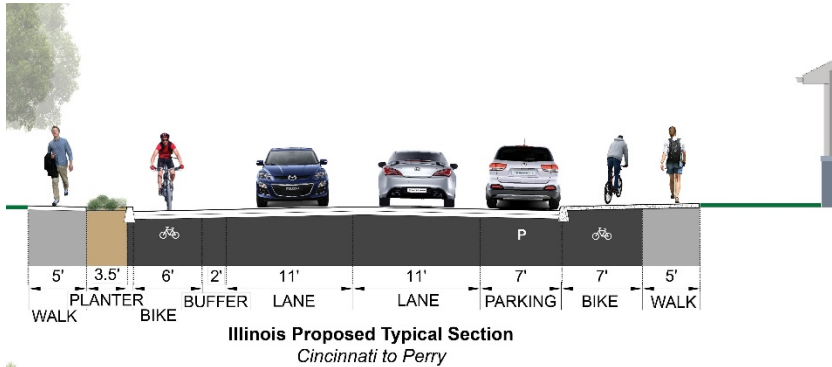
Option 1: This option widens the sidewalk area to create 5-foot wide curb-side raised bike lanes on both sides of the street. Motor vehicle travel lanes would be 12-feet wide.



Option 2: Similar to Option 1, this option includes wider, 7-foot wide curb-side raised bike lanes and maintains on-street parking. Motor vehicle travel lanes would be 11-feet wide.



Option 3: This option includes an eastbound curb-side raised bike lane and a westbound in-street buffered bike lane in the place of on-street parking. A planter-strip separates the westbound bike lane from the sidewalk.



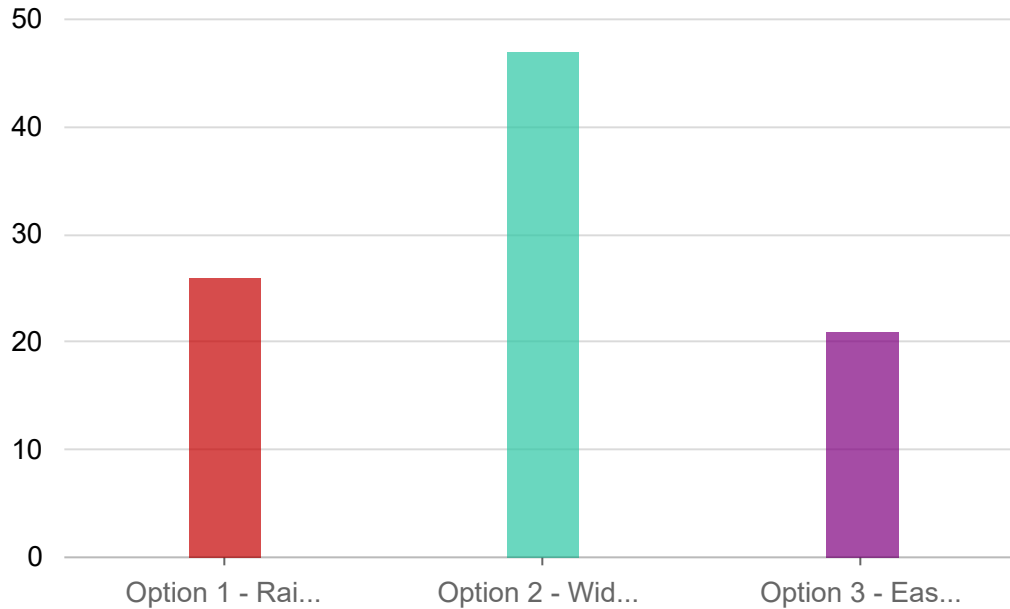
Which design option do you prefer for the West Segment - Cincinnati to Perry?

Please select your preferred option.

- Option 1 - Raised bike lanes with on-street parking and 12-foot wide motor vehicle travels
- Option 2 - Wider 7-foot wide raised bike lane with on-street parking and 11-foot wide motor vehicle travel lanes
- Option 3 - Eastbound raised bike lane, westbound in-street buffered bike lane and planting strip, and 11-foot wide motor vehicle travel lanes

Illinois Bikeway Survey

Which design option do you prefer for the West Segment - Cincinnati to Perry?



Answers	Count	Percentage
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Option 1 - Raised bike lanes with on-street parking and 12-foot wide motor vehicle travel lanes	26	27.66%
Option 2 - Wider 7-foot wide raised bike lane with on-street parking and 11-foot wide motor vehicle travel lanes	47	50%
Option 3 - Eastbound raised bike lane, westbound in-street buffered bike lane and planting strip, and 11-foot wide motor vehicle travel lanes	21	22.34%

Answered: 94 Skipped: 0

2. Central Segment - Perry to Madelia

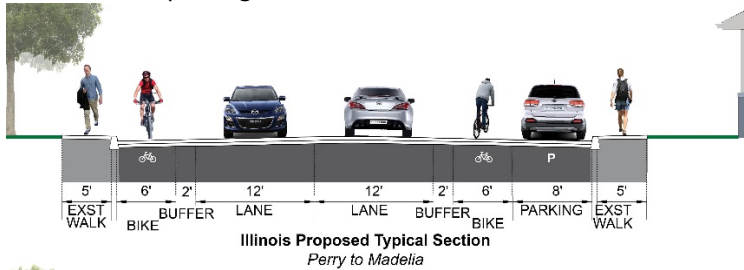
This section consists of a more complex lane configuration with dual southbound left-turn lanes on Perry Street and existing median structures. On-street parking will be maintained in front of the homes east of Perry Street in both alternatives.



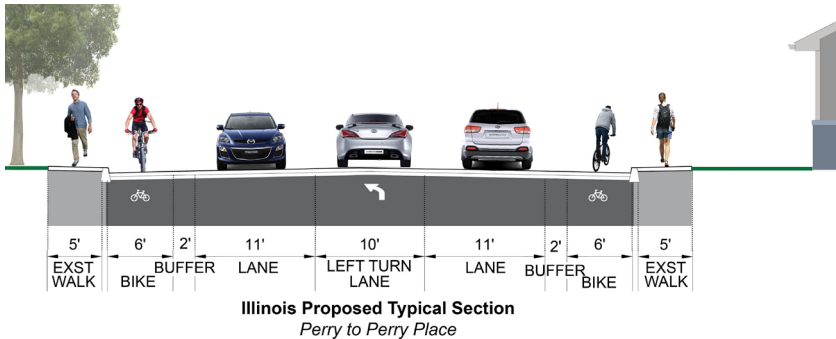
Perry to Madelia:
Existing Conditions

Illinois Existing Conditions

Option 1: This alternative consists of in-street buffered bike lanes, maintaining two motor vehicle travel lanes and on-street parking on the south side of the street.



Option 2: This option consists of curbside buffered bike lanes in both directions and maintains a southbound center turn lane. On-street parking will be maintained in front of the homes east of Perry Street, from Perry Place to Madelia.

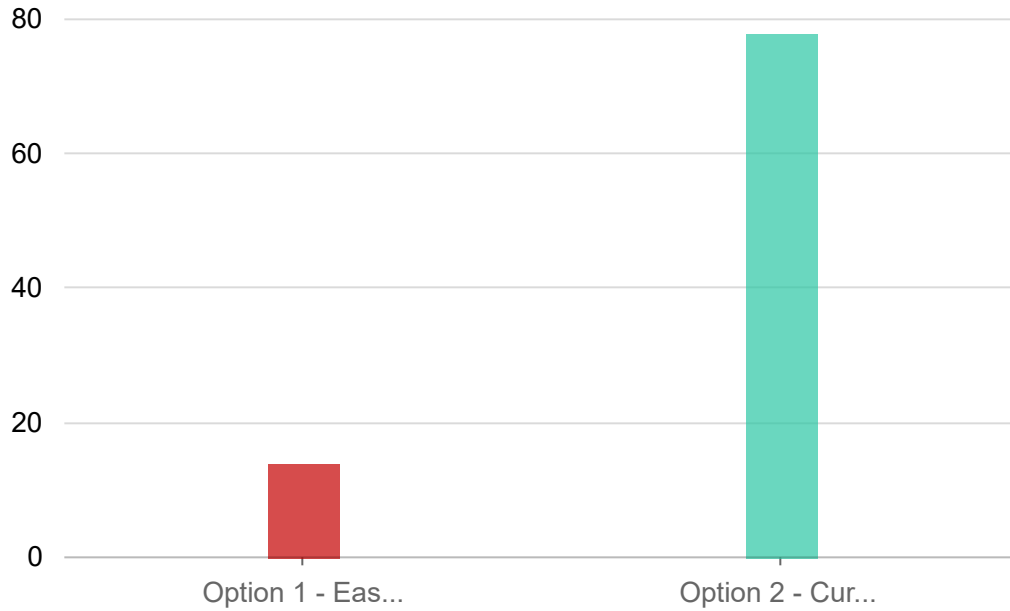


Which design option do you prefer for the Central Segment - Perry to Madelia?

- Option 1 - Eastbound buffered bike lane with curbside parking and westbound curbside buffered bike lane
- Option 2 - Curbside buffered bike lanes in both directions, no on-street parking between Perry Street and Perry Place

Illinois Bikeway Survey

Which design option do you prefer for the Central Segment - Perry to Madelia?



Answers	Count	Percentage
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Option 1 - Eastbound buffered bike lane with curbside parking and westbound curbside buffered bike lane	14	14.89%
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Option 2 - Curbside buffered bike lanes in both directions, no on-street parking between Perry Street and Perry Place	78	82.98%
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Answered: 92 Skipped: 2

3. East Segment - Madelia to Market

This section makes up the majority of the project corridor, with a bluff on the south side of the street for the majority of the section. The lack of driveways and curbside uses on the south side of the street creates opportunities for more design options.

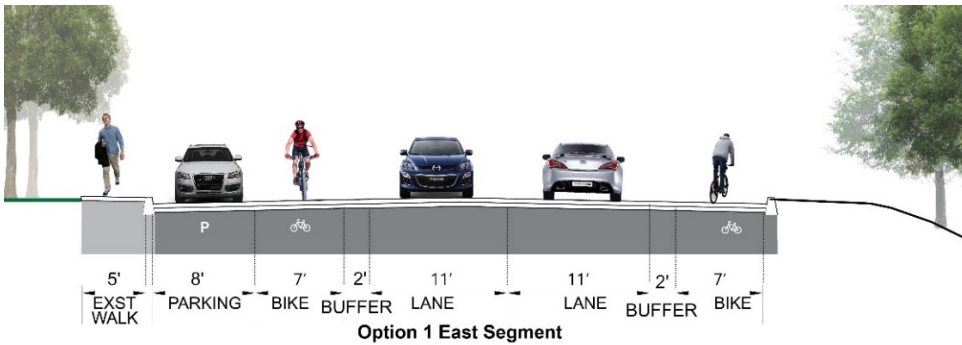
All options consider replacing the existing, little-used on-street parking lane on the south side of the street with pedestrian and bicycle facilities.



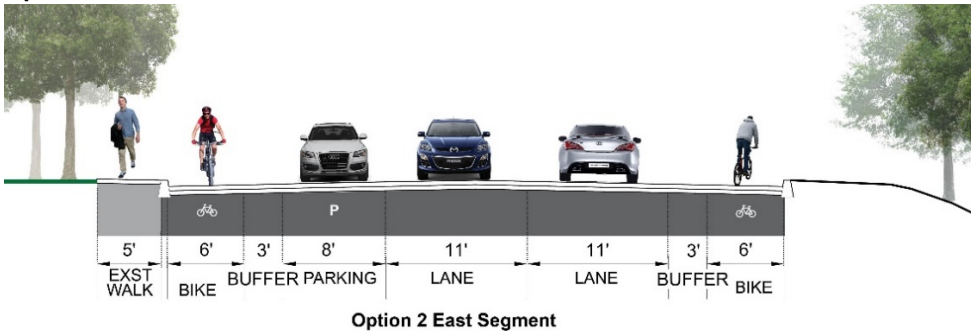
**Madelia to Market:
Existing Conditions**

Illinois Avenue Existing Conditions

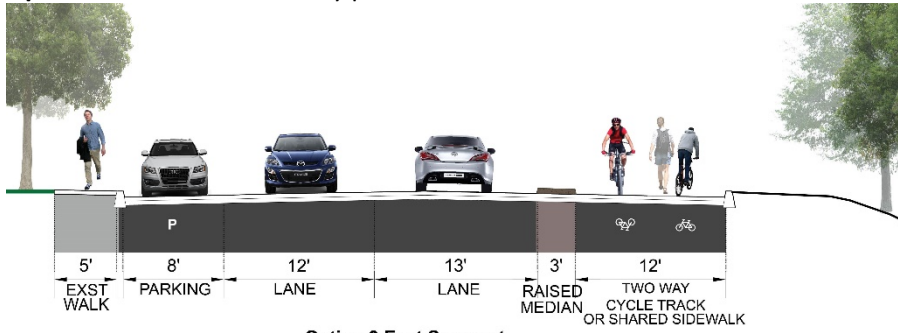
Option 1: Eastbound buffered bike lane, westbound buffered bike lane between parking and the motor vehicle travel lane.



Option 2: Curbside buffered bike lanes in both directions.

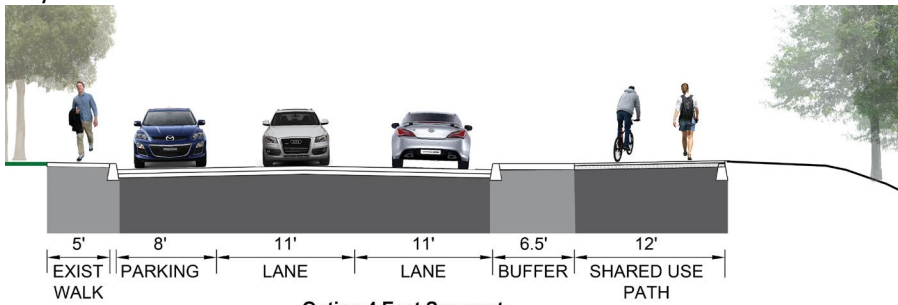


Option 3: South side two-way protected bike lane or shared sidewalk.



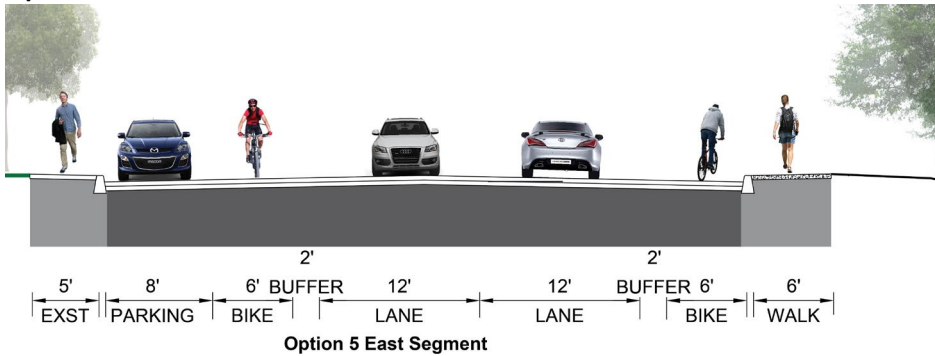
Option 3 East Segment

Option 4: South side shared-use path. A crossing would be installed near Madelia to transition west-bound bicyclists to the other side of the road.



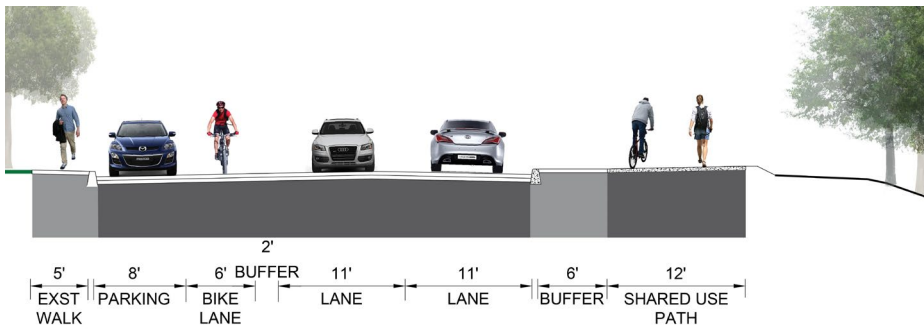
Option 4 East Segment

Option 5: South side sidewalk and buffered bike lanes in both directions.



Option 5 East Segment

Option 6: South side shared-use path, westbound on-street bike lane.



Option 6 East Segment

For the six design options for the Eastern Segment from Madelia to Market, please drag and drop the options below in order of preference.

The option placed at the top of the list will indicate your top preference.

Option 2: Curbside buffered bike lanes in both directions

Option 3: Southside two-way protected bike lane

Option 5: South side sidewalk and standard bike lanes

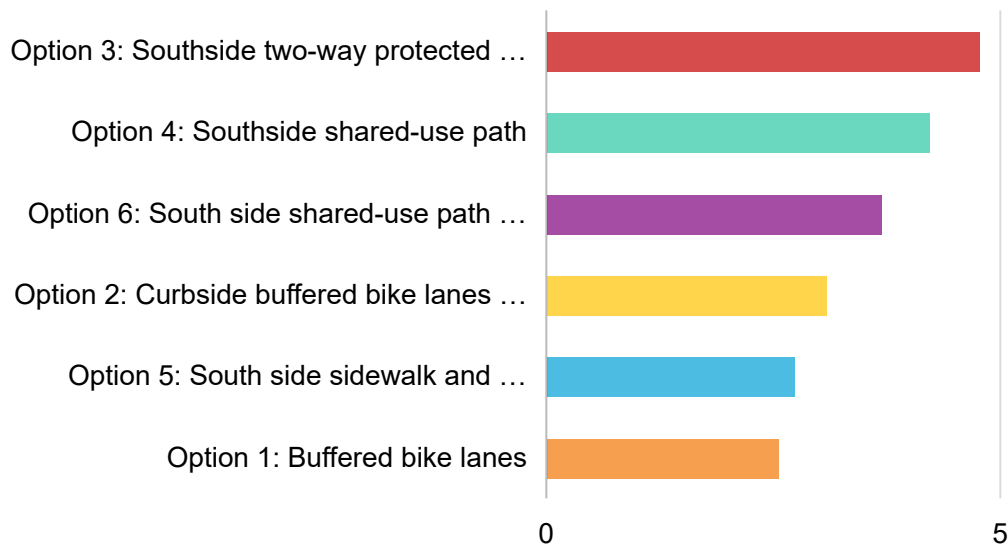
Option 4: Southside shared-use path

Option 6: South side shared-use path and westbound bike lane

Option 1: Buffered bike lanes

Illinois Bikeway Survey

For the six design options for the Eastern Segment from Madelia to Market, please drag and drop the o...

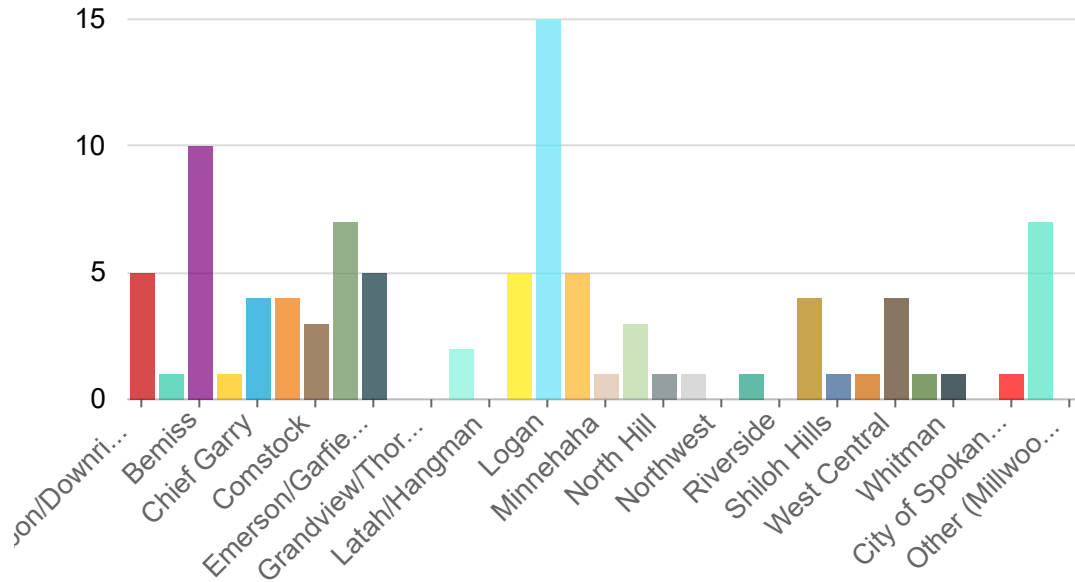


Rank	Answers	1	2	3	4	Average score
1	Option 3: Southside two-way protected bike lane	43.96% 40	21.98% 20	17.58% 16	5.49% 5	4.76
2	Option 4: Southside shared-use path	23.08% 21	30.77% 28	12.09% 11	18.68% 17	4.21
3	Option 6: South side shared-use path and westbound bike lane	16.48% 15	10.99% 10	23.08% 21	29.67% 27	3.68
4	Option 2: Curbside buffered bike lanes in both directions	8.79% 8	8.79% 8	23.08% 21	20.88% 19	3.08
5	Option 5: South side sidewalk and standard bike lanes	5.49% 5	10.99% 10	14.29% 13	16.48% 15	2.73

Answered: 91 Skipped: 3

Illinois Bikeway Survey

Neighborhood - Please indicate your neighborhood below.



Answers **Count** **Percentage**

Answers	Count	Percentage
Audubon/Downriver	5	5.32%
Balboa/South Indian Trail	1	1.06%
Bemiss	10	10.64%
Browne's Addition	1	1.06%
Chief Garry	4	4.26%
Cliff-Cannon	4	4.26%
Comstock	3	3.19%
East Central	7	7.45%
Emerson/Garfield	5	5.32%
Five Mile Prairie	0	0%

Grandview/Thorpe	0	0%
Hillyard	2	2.13%
Latah/Hangman	0	0%
Lincoln Heights	5	5.32%
Logan	15	15.96%
Manito/Cannon Hill	5	5.32%
Minnehaha	1	1.06%
Nevada Heights	3	3.19%
North Hill	1	1.06%
North Indian Trail	1	1.06%
Northwest	0	0%
Peaceful Valley	1	1.06%
Riverside	0	0%
Rockwood	4	4.26%
Shiloh Hills	1	1.06%
Southgate	1	1.06%
West Central	4	4.26%
West Hills	1	1.06%
Whitman	1	1.06%
City of Cheney	0	0%
City of Spokane Valley	1	1.06%
Spokane County	7	7.45%
Other (Millwood, Liberty Lake, Airway Heights, Idaho)	0	0%

Answered: 92 Skipped: 2