

Greenville BUILD Project

Public Input Survey #1

Comment Summary Responses

Comment Period Ending October 9, 2020

A newsletter and survey regarding the Greenville BUILD Project were mailed to owners and residents for projects B, D, E, F, and G in late September 2020. Public involvement activities had been completed previously for the A and C projects. The extents of each project can be seen below in **Figure 1**. Printed versions were also hand delivered to residences and businesses for project D. An electronic copy was provided to multi-tenant property owners or managers within the project D hand delivery boundary and to leaders of community resources or organizations and stakeholders as identified by the City of Greenville. Respondents were given the option to mail in their survey or complete it online. During the comment period ending on October 9, 2020, a total of 17 survey respondents responded to the survey (8 via mail, 9 online).

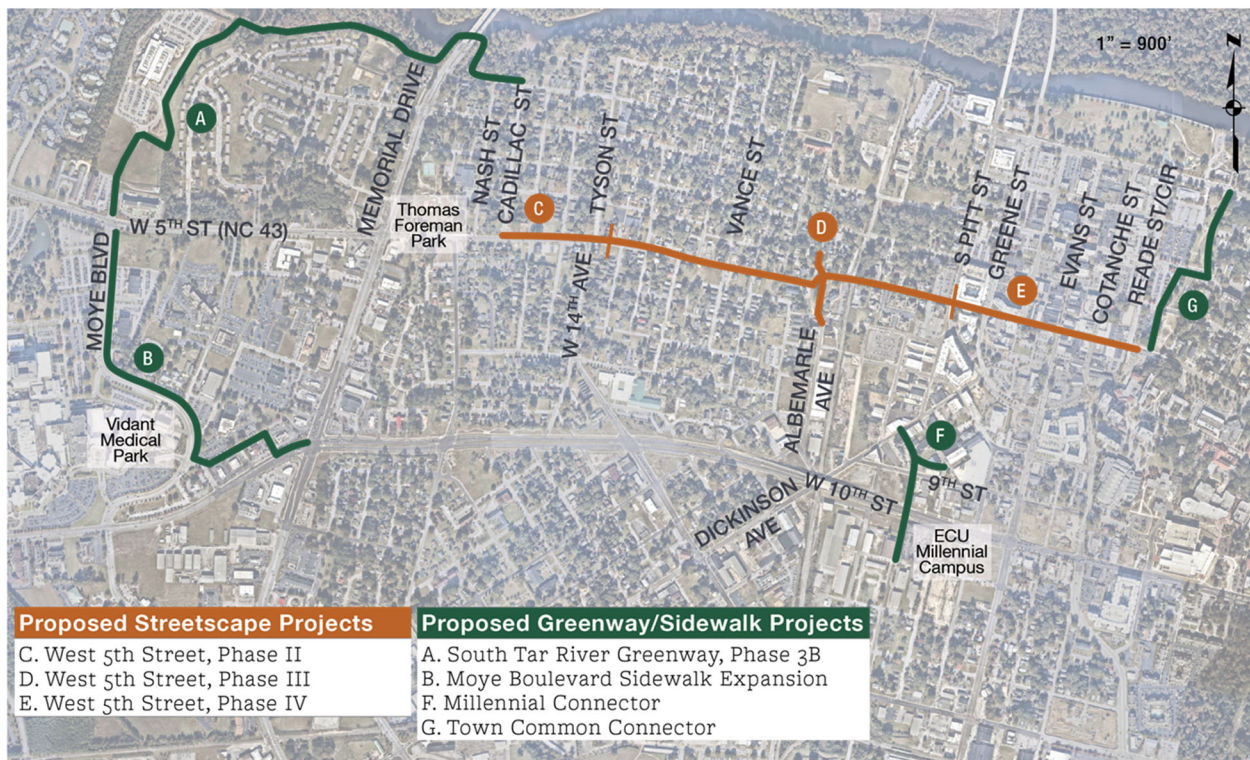


Figure 1 – Greenville BUILD Project Extents

The survey posed seven questions. The first two questions asked respondents how they regularly use each of the project corridors and the types of destinations they travel to along each of the corridors. Both of these questions allowed respondents to indicate as many transportation modes as applied (more than one option) per project corridor. Questions 3 and 4 asked respondents to rank the importance of various streetscape elements and amenities. Questions 5 and 6 were multiple choice and asked respondents what types of cyclist facilities and lighting they would prefer. The last question left a

space for additional comments or suggestions. Each of the response options, and corresponding distribution of responses received, are shown below in **Figures 2-19**. Comments and suggestions presented by the public are summarized under **Question 7**.

Question 1A. How do you regularly use the Project A: South Tar River Greenway Phase 3B corridor?

Of the 15 respondents to Question 1A, the largest grouping of respondents (ten people) indicated that they use the Project A corridor for leisurely or recreationally walking or running. Six respondents indicated that they leisurely or recreationally bike along the corridor. These survey results are consistent with the intended purpose of the greenway to provide improved access and connectivity for pedestrian and bicycle users. The corridor is located along the South Tar River, generally away from employment centers.

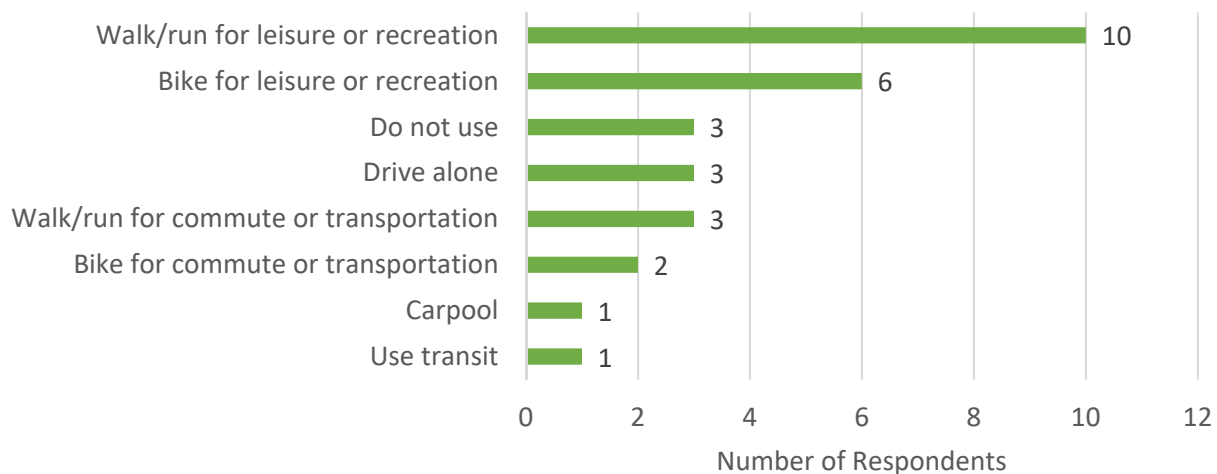


Figure 2 – Distribution of Method and Purpose of Use for Project A: Tar River Greenway Phase 3B

Question 1B. How do you regularly use the Project B: Moye Boulevard Sidewalk corridor?

Of the 13 respondents to Question 1B, more people use the corridor for commuting purposes than recreational purposes. These results are consistent with the purpose of the project, which is to improve pedestrian and bicycle access and connectivity between the surrounding community, businesses, and medical facilities near the corridor. In general, more pedestrians than bicyclists use this corridor.

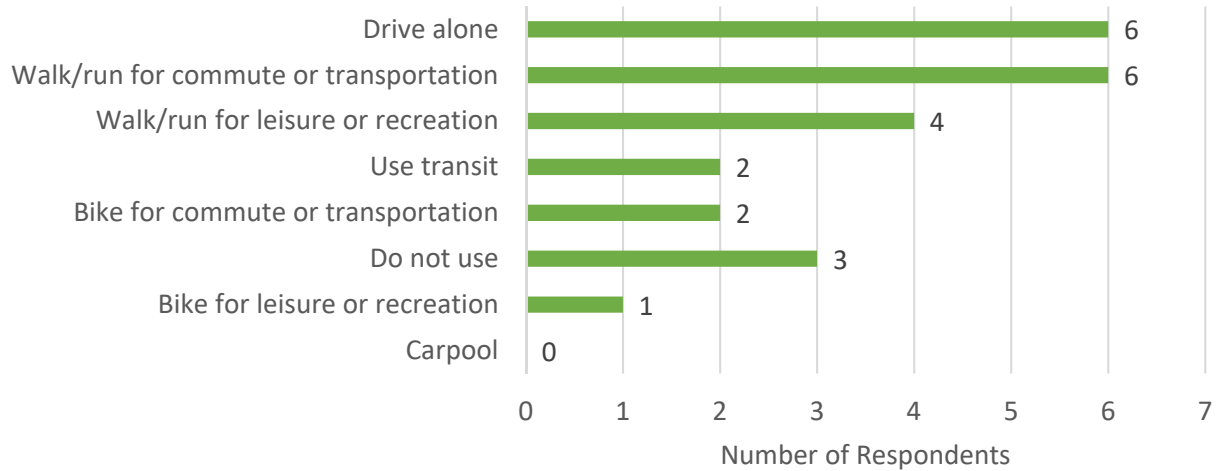


Figure 3 – Distribution of Method and Purpose of Use for Project B: Moye Boulevard Sidewalk

Question 1C. How do you regularly use the Project C: West 5th Street (Cadillac Street to Sheppard Street) corridor?

Of the 17 respondents to Question 1C, nine people indicated that they drive alone along the corridor. Pedestrians and bicyclists use the corridor more often for recreation than for commuting. These survey results are consistent with the purpose of the project, which proposes to improve safety, access, and connectivity for a wide range of users including drivers, pedestrians, bicyclists, and transit users.

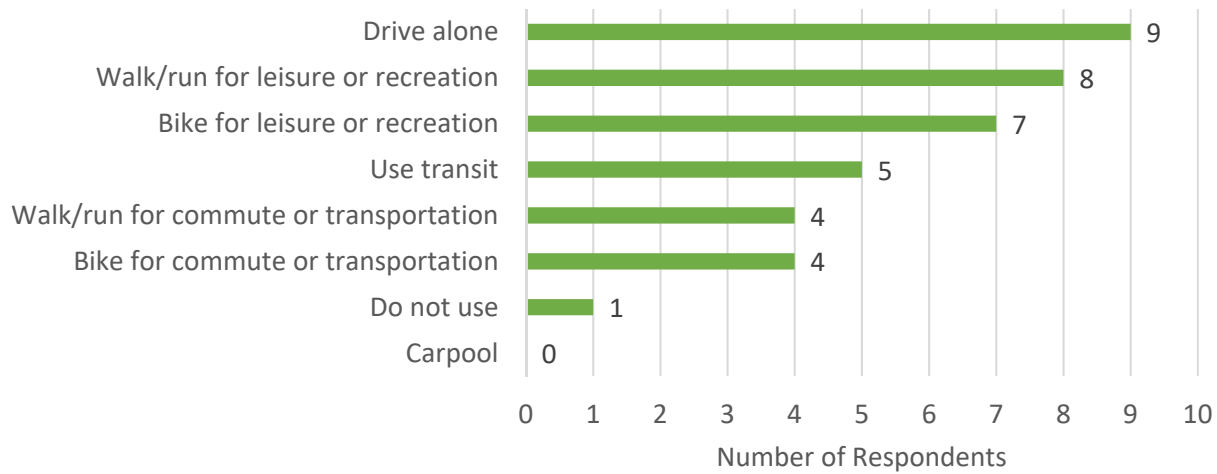


Figure 4 – Distribution of Method and Purpose of Use for Project C: West 5th Street (Cadillac Street to Sheppard Street)

Question 1D. How do you regularly use the Project D: West 5th Street (Sheppard Street to South Pitt Street) corridor?

Of the 16 respondents to Question 1D, the largest number of respondents (12 people) indicated that they drive alone along the corridor. Pedestrians currently use the corridor more frequently than

bicyclists, although both use the corridor for recreation and commuting. These survey results are consistent with the purpose of the project, which proposes to improve safety, access, and connectivity for a wide range of users including drivers, pedestrians, bicyclists, and transit users.

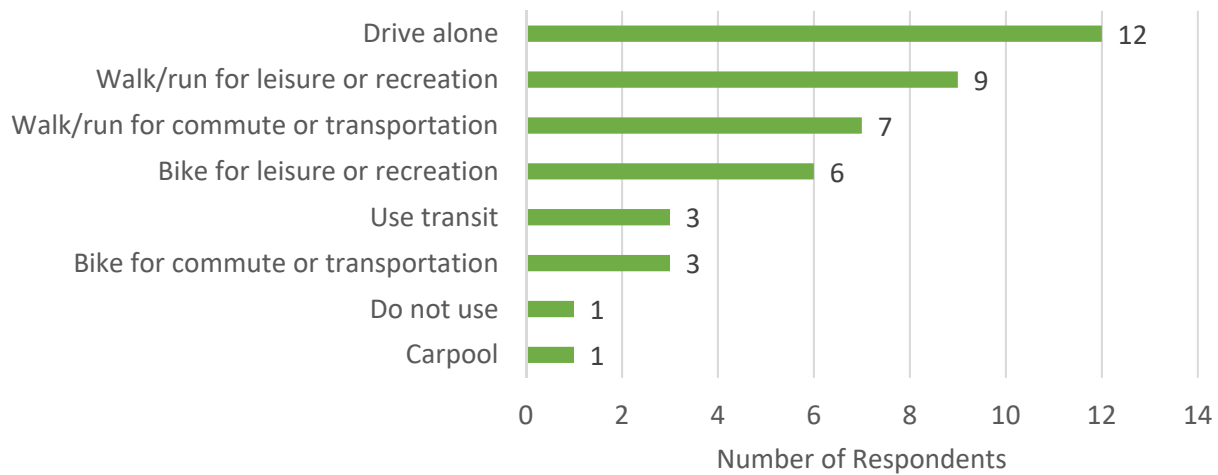


Figure 5 – Distribution of Method and Purpose of Use for Project D: West 5th Street (Sheppard Street to South Pitt Street)

Question 1E. How do you regularly use the Project E: West 5th Street (South Pitt Street to Reade Street/Circle) corridor?

Of the 15 respondents to Question 1E, nine people indicated they drive alone along the corridor. Recreational uses are more common than commuting uses for pedestrians and bicyclists, although both are frequent. These survey results are consistent with the purpose of the project, which proposes to improve safety, access, and connectivity for drivers, pedestrians, and bicyclists. These survey results are consistent with the purpose of the project, which proposes to improve safety, access, and connectivity for a wide range of users including drivers, pedestrians, bicyclists, and transit users.

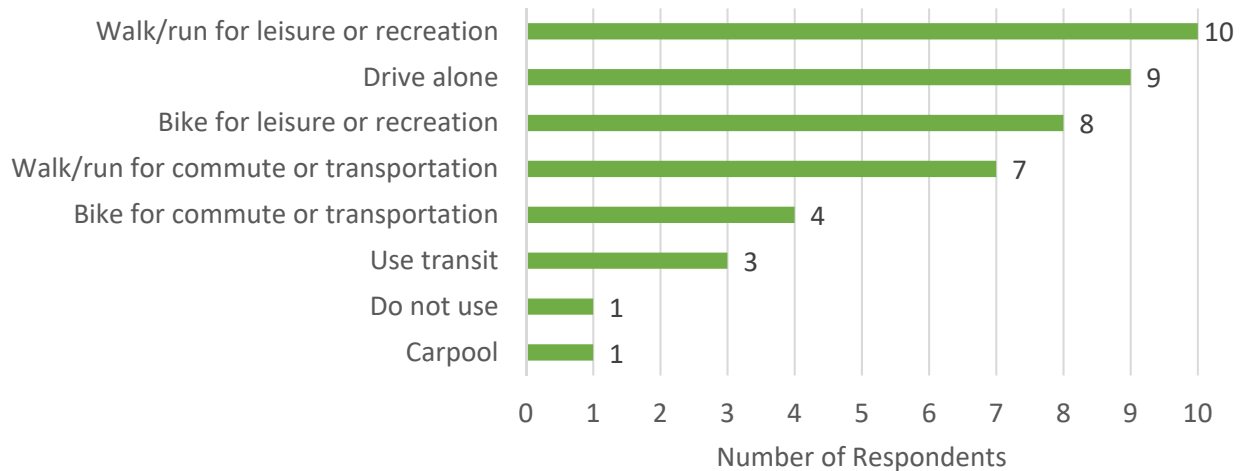


Figure 6 – Distribution of Method and Purpose of Use for Project E: West 5th Street (South Pitt Street to Reade Street/Circle)

Question 1F. How do you regularly use the Project F: Millennial Connector corridor?

Of the 15 respondents to Question 1F, only six people indicated that they drive along the corridor, and six do not use it at all. Recreational uses are slightly more common than commuting uses for pedestrians and bicyclists. The relatively low number of current bike and pedestrian users on this corridor could be due to the lack of existing facilities for north-south travel in this area and presents a need that could be addressed by the project. The purpose of this project is to improve access and connectivity for bicycle and pedestrian users, and therefore would address this need.

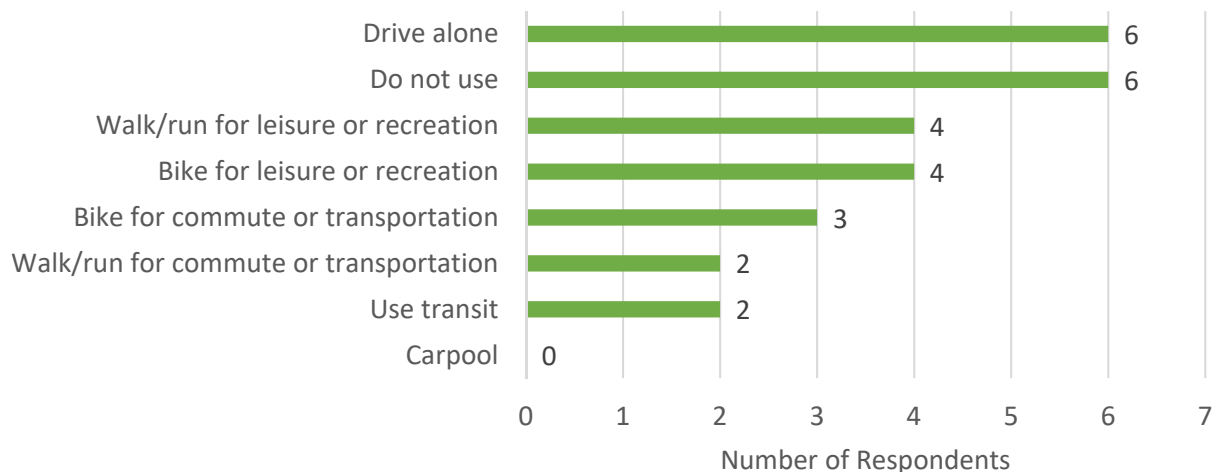


Figure 7 – Distribution of Method and Purpose of Use for Project F: Millennial Connector

Question 1G. How do you regularly use the Project G: Town Common Connector corridor?

Of the 14 respondents to Question 1G, six people drive along the corridor. The corridor is more heavily used for recreational use by pedestrians and bicyclists. The proposed design of this project currently

includes landscape architecture elements such as an overlook and gazebo which would be consistent with the recreational uses described above.

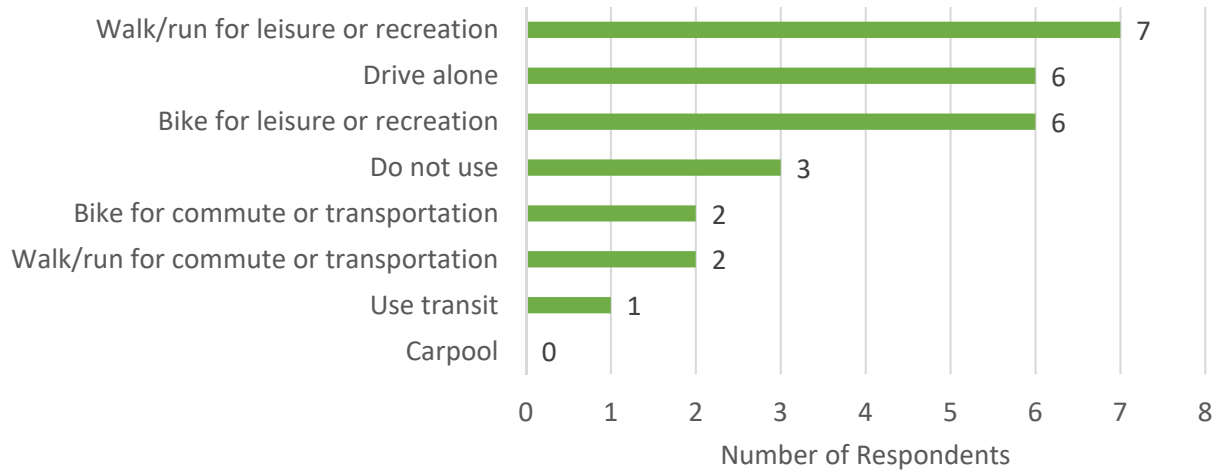


Figure 8 – Distribution of Method and Purpose of Use for Project G: Town Common Connector

Question 2A. What types of destinations do you travel to along the Project A: Tar River Greenway Phase 3B corridor?

Of the 14 respondents to Question 2A, over half (eight people) indicated that they travel along the project corridor to a recreational destination. Since this project will tie into other phases of the greenway, these results are consistent with the intended recreational use of the trail.

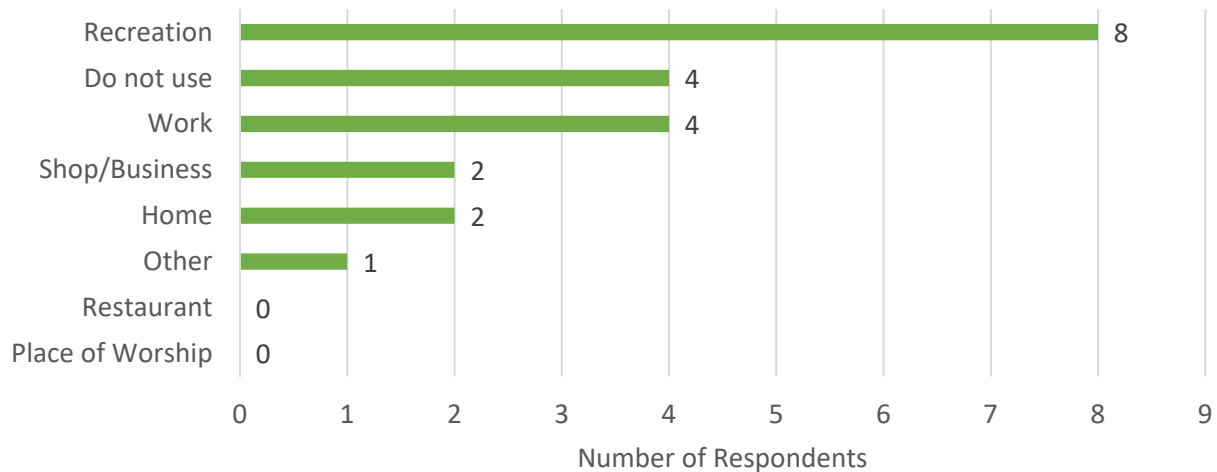


Figure 9 – Distribution of Destinations for Project A: Tar River Greenway Phase 3B

Question 2B. What types of destinations do you travel to along the Project B: Moye Boulevard Sidewalk corridor?

Of the 14 respondents to Question 2B, approximately the same number of people said that they work or shop along the project corridor. These results are consistent with the purpose of the project, which

proposes to improve access and connectivity for those working or doing business at the nearby businesses and medical facilities.

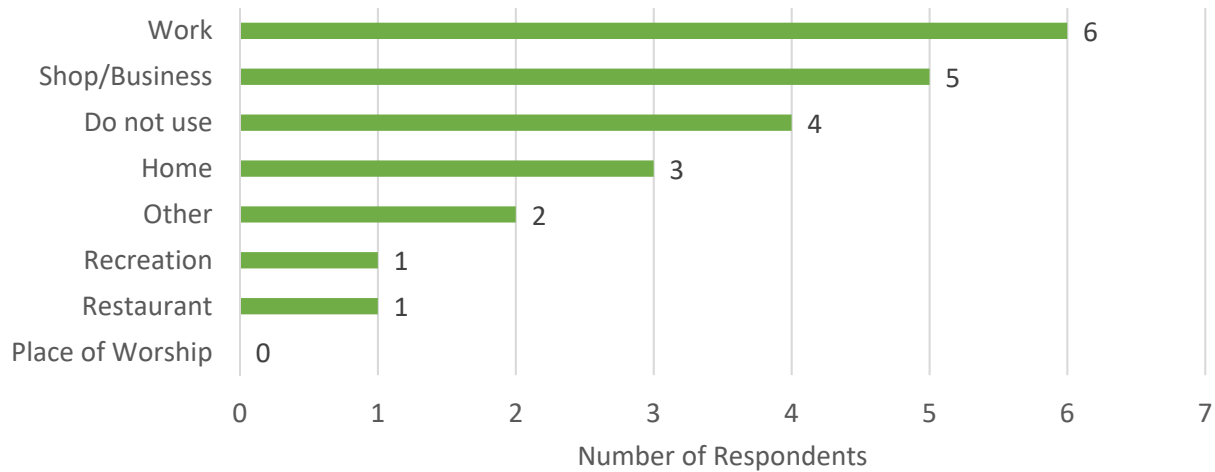


Figure 10 – Distribution of Destinations for Project B: Moye Boulevard Sidewalk

Question 2C. What types of destinations do you travel to along the Project C: West 5th Street (Cadillac Street to Sheppard Street) corridor?

Of the 16 respondents to Question 2C, seven people indicated they travel along the project corridor to recreational destinations. Similarly, six people said they either live or work along the project corridor. Three people indicated other destinations along the corridor, including to use transit or manage apartments.

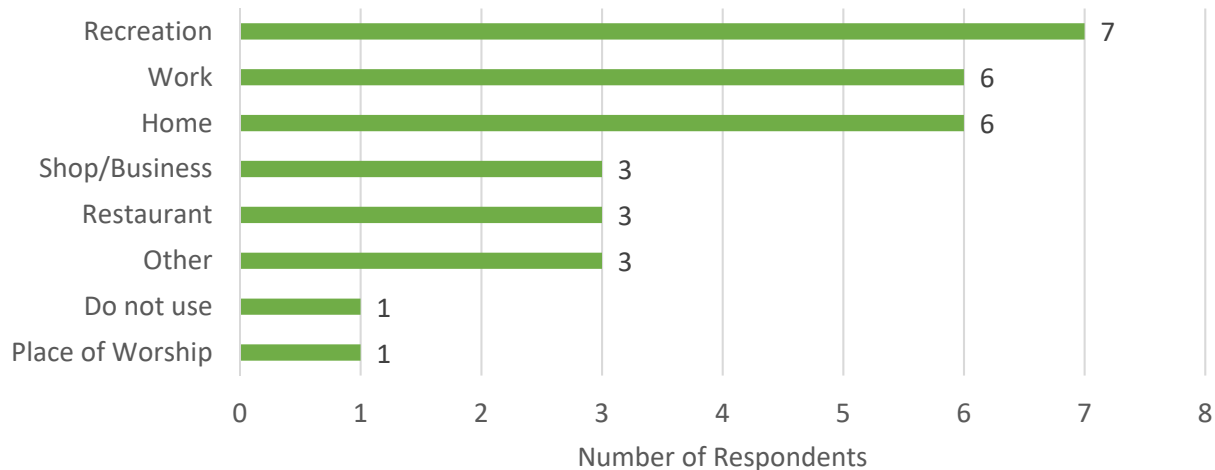


Figure 11 – Distribution of Destinations for the Project C: West 5th Street (Cadillac Street to Sheppard Street)

Question 2D. What types of destinations do you travel to along the Project D: West 5th Street (Sheppard Street to South Pitt Street) corridor?

Of the 16 respondents to Question 2D, eight people indicated they travel along the project corridor to recreational destinations. An equal number of respondents (seven people) said they live, work, or go to restaurants along the corridor.

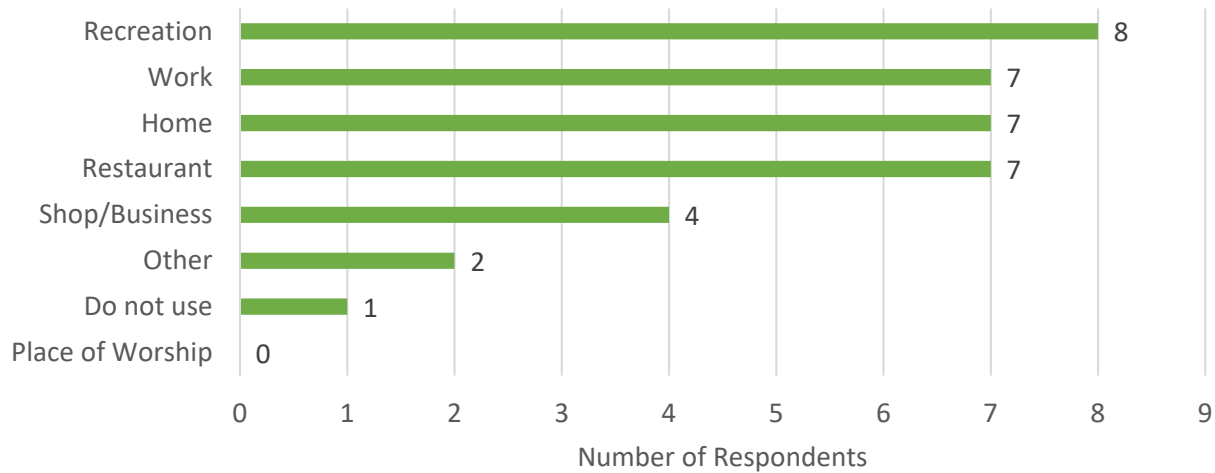


Figure 12 – Distribution of Destinations for the Project D: West 5th Street (Sheppard Street to South Pitt Street)

Question 2E. What types of destinations do you travel to along the Project E: West 5th Street (South Pitt Street to Reade Street/Circle) corridor?

Of the 15 respondents to Question 2E, eight people indicated they travel along the project corridor to recreational destinations. The number of people who shop, work, or live along the corridor were similar.

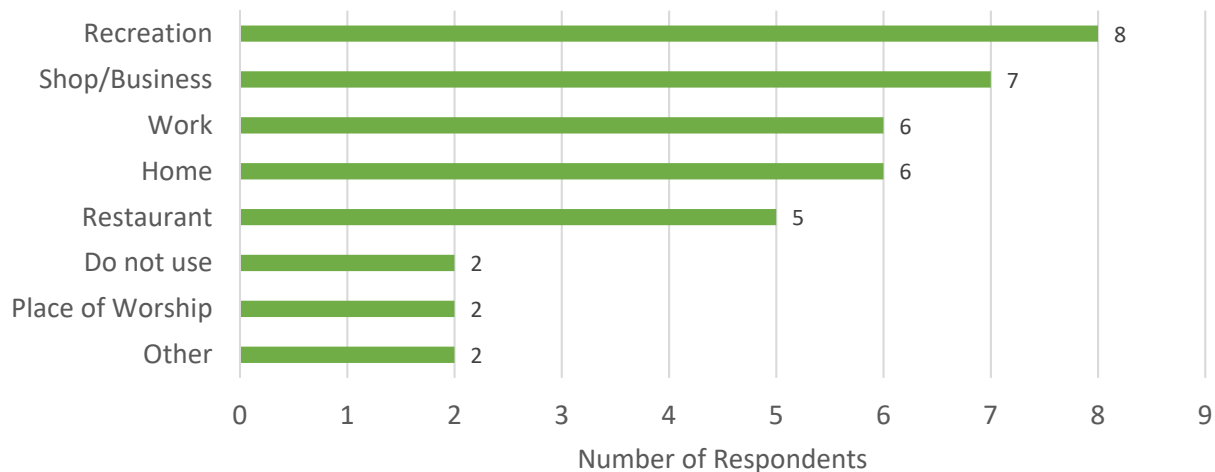


Figure 13 – Distribution of Destinations for the Project E: West 5th Street (South Pitt Street to Reade Street/Circle)

Question 2F. What types of destinations do you travel to along the Project F: Millennial Connector corridor?

Of the 15 respondents to Question 2F, six people indicated they do not use this corridor. Other respondents said they travel to recreational destinations, businesses, restaurants, or work along the corridor. These results are consistent with the intended use of the trail, which proposes to provide leisure and recreational use opportunities while also providing a non-vehicular transportation connection to the ECU Millennial Campus, various businesses, and restaurants in the area.

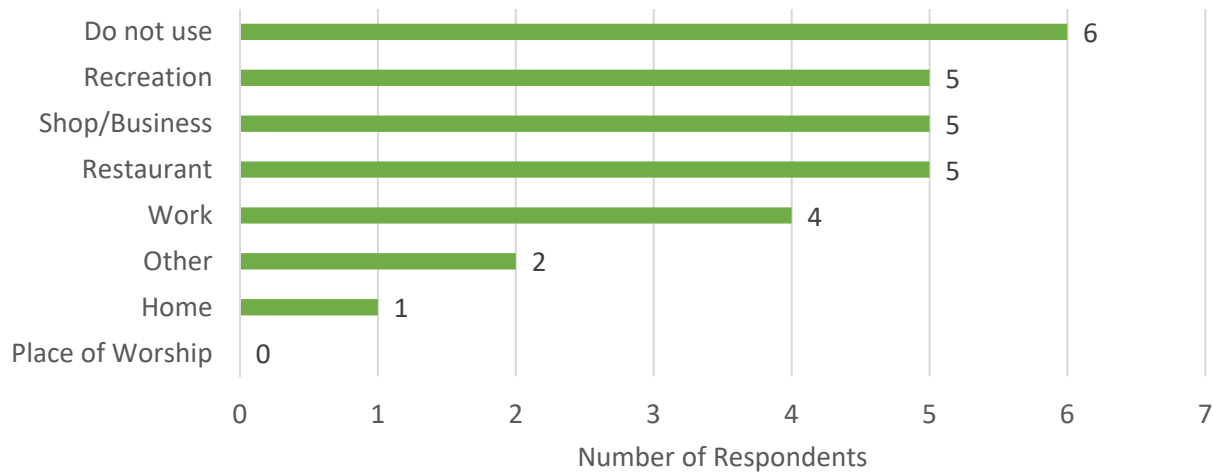


Figure 14 – Distribution of Destinations for the Project F: Millennial Connector

Question 2G. What types of destinations do you travel to along the Project G: Town Common Connector corridor?

Of the 16 respondents to Question 2G, the largest number of respondents (ten people) indicated they travel along the project corridor to recreational destinations. This project is located near parks, shopping, and East Carolina University, so this result is consistent with the anticipated use and proposed

connections of the project.

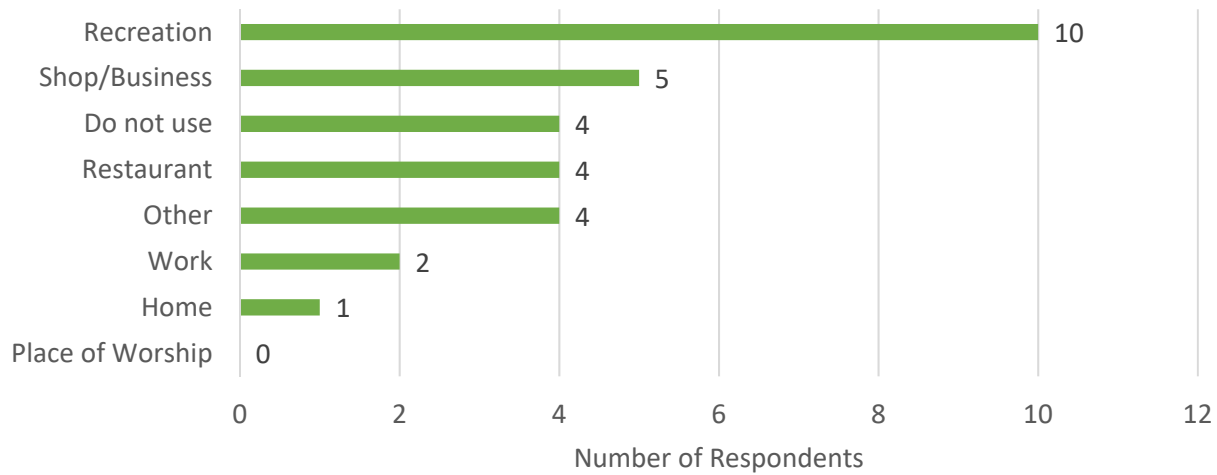


Figure 15 – Distribution of Destinations for the Project G: Town Common Connector

Question 3. Please rank the following streetscape elements in order of their importance to you on the West 5th Street Projects (C, D, E).

The figure below shows the respondents’ relative importance that they placed on the following five streetscape elements. The higher bars indicate a greater importance and the shorter bars indicate a lower importance. Based on this, respondents see wider sidewalks as the highest priority, closely followed by street trees and landscaping. On-street parking were seen as the least important elements.

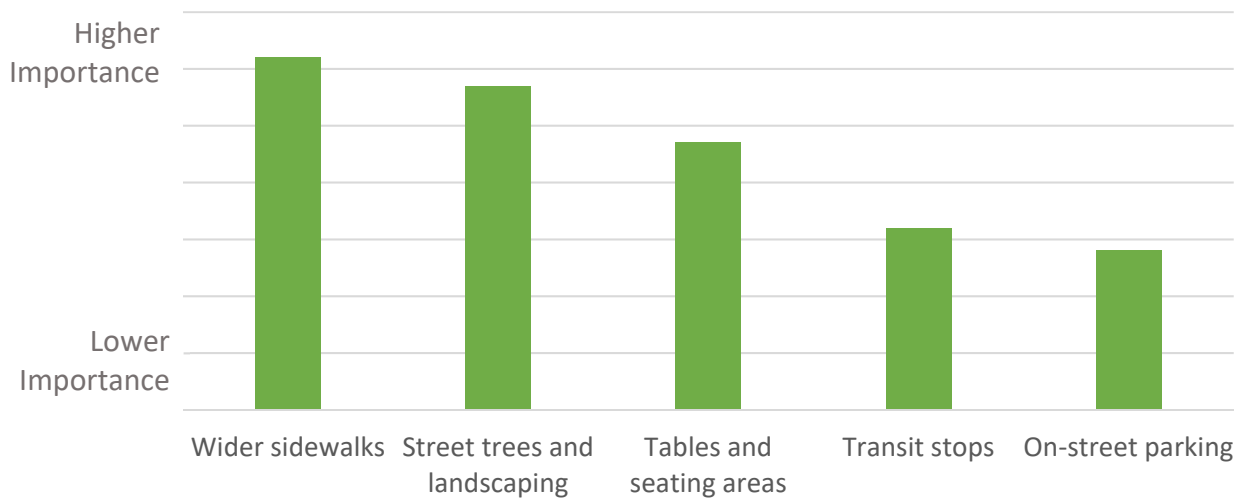


Figure 16 – Distributed Ranking of Preferred Streetscape Elements

Question 4. Please rank the following amenities in order of their importance to you for the greenway and sidewalk projects (A, B, F, and G).

The figure below shows the respondents' weighted rankings for each of the given categories. The higher bars indicate a greater importance and the shorter bars indicate a lower importance. Based on this, respondents see landscaping and lighting as the most important amenities along the greenway and sidewalk projects. Exercise equipment stations were ranked as the least important.

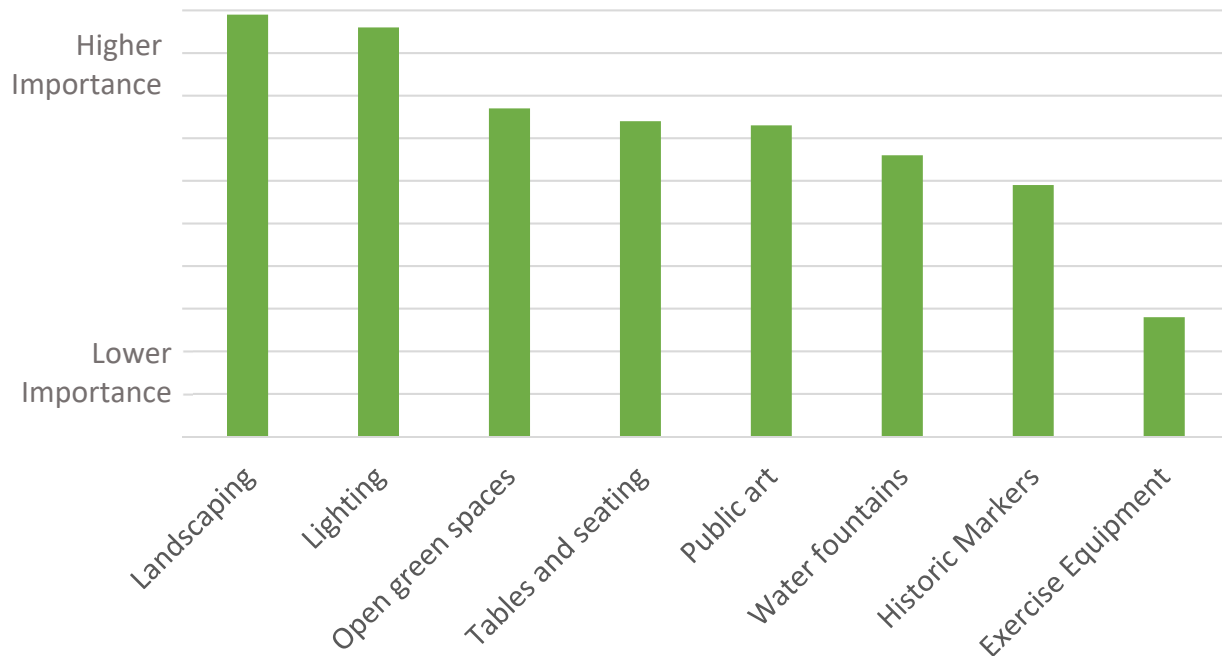


Figure 17 – Distributed Ranking of Preferred Greenway and Sidewalk Amenities

Question 5. On West 5th Street, what type of facility would you prefer for bicyclists?

The respondents were closely split between which form of bicycle facility they preferred. The two most popular options were the on-street bike lanes with striping and multi-use paths for shared use with pedestrians. The wide roadway lanes were the least preferred option.

In the current design, on-street bike lanes are proposed throughout the West 5th Street corridor, with the exception of the Uptown Greenville area where wide roadway lanes for shared use with vehicles were proposed based on the tight right of way constraints on that portion of the corridor. Multi-use paths for shared use with pedestrians are proposed on all of the sidewalk and greenway projects.

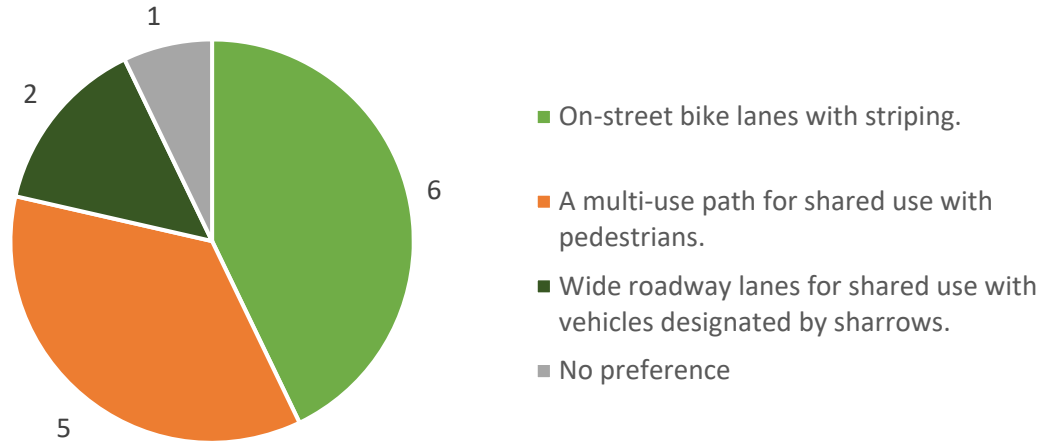


Figure 18 – Distribution of Preferred Bicyclist Facility Type

Question 6. What type of additional lighting would you prefer to see implemented on the greenway and sidewalk projects?

Of the 14 respondents to Question 6, eight people said that they would prefer decorative pedestrian level lighting.

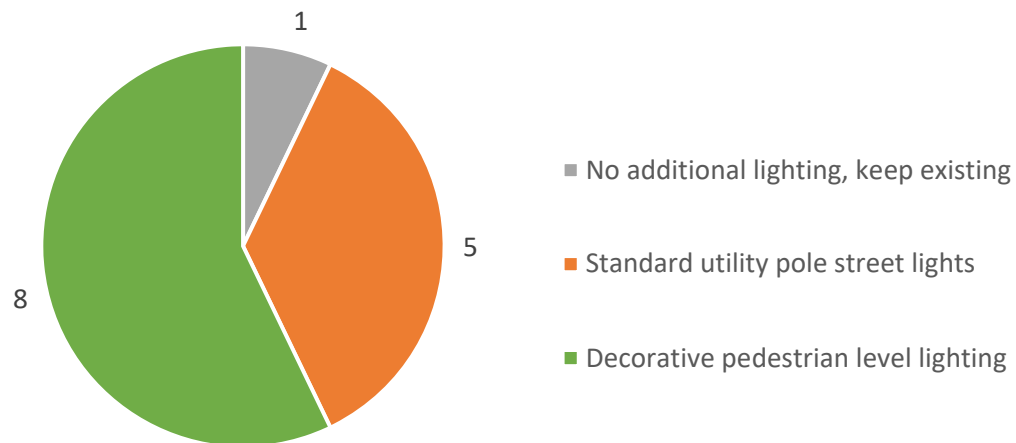


Figure 19 – Distribution of Preferred Greenway and Sidewalk Lighting Type

Question 7. Do you have any additional comments or suggestions for the Greenville BUILD Project? Please provide the specific project letter or name with any corresponding comments.

Space was also provided on the survey for additional comments and suggestions not covered by the previous questions. These comments are summarized below:

- Suggest public trash cans



- Request a greenway with more lighting than normal on West 5th Street
- In favor of the roundabouts on West 5th Street
- Suggest a streetscape design that allows for potential permanent COVID changes, such as al fresco dining and space for social distancing
- Request for pedestrian and cyclist facilities
- Concerned about prioritizing pedestrians over cyclists and motorists