

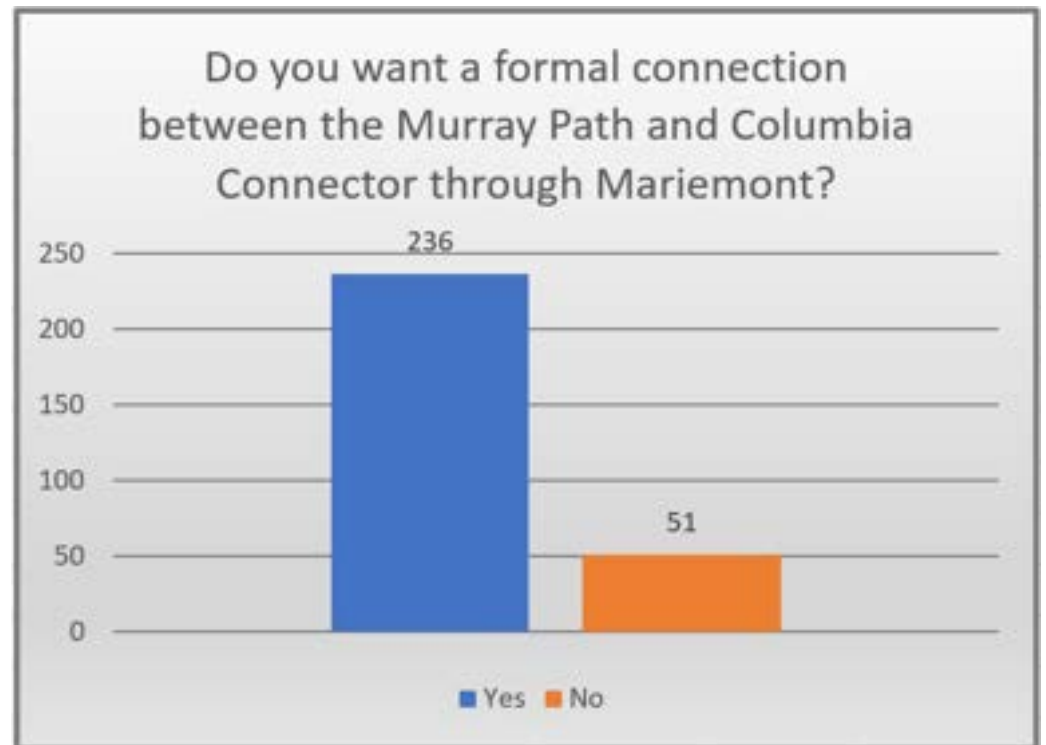
Public Meeting #1 — Feedback Survey Results

290 total responses from within Mariemont

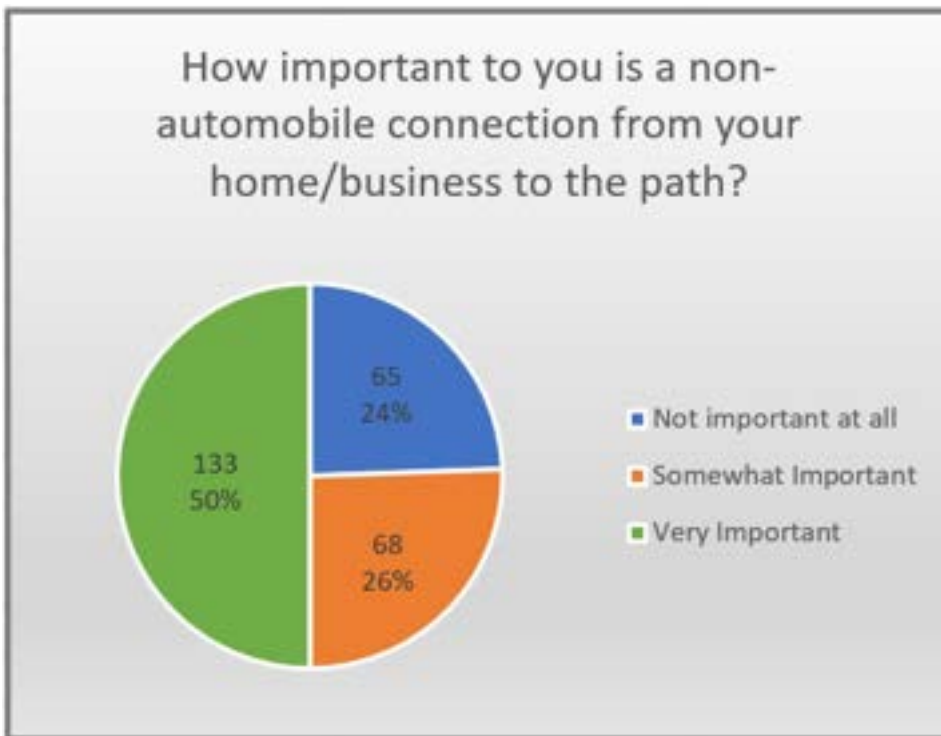
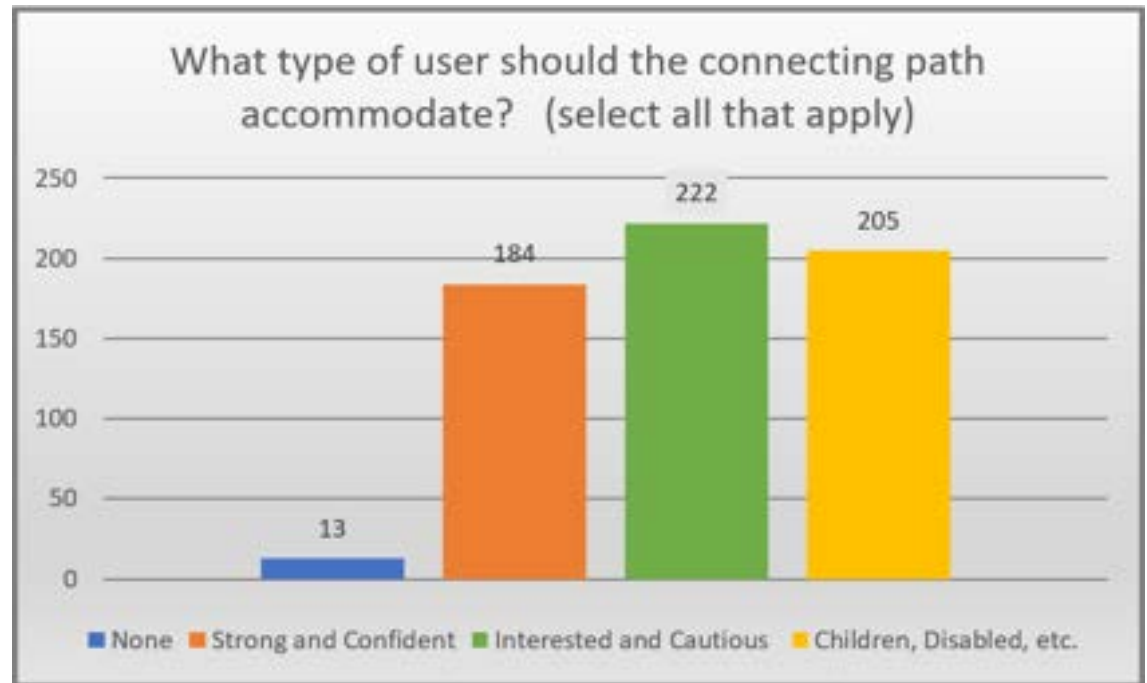
60 paper, 230 online

Note that 8 of these are from outside of Mariemont very nearby (within MM School Dist)

A strong majority of respondents indicated that they would like a formal connection between the Murray Path and the Columbia Connector through Mariemont. Note that this question did not distinguish what type of path connection that would be – separated path, protected cycle track, and shared neighborhood street were discussed in the presentation as options.

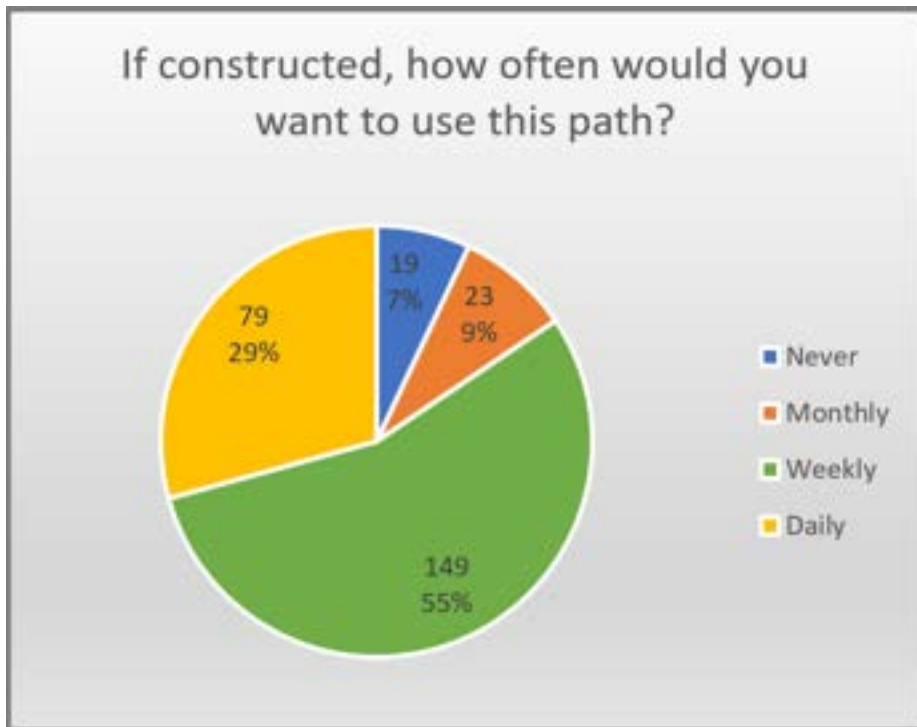
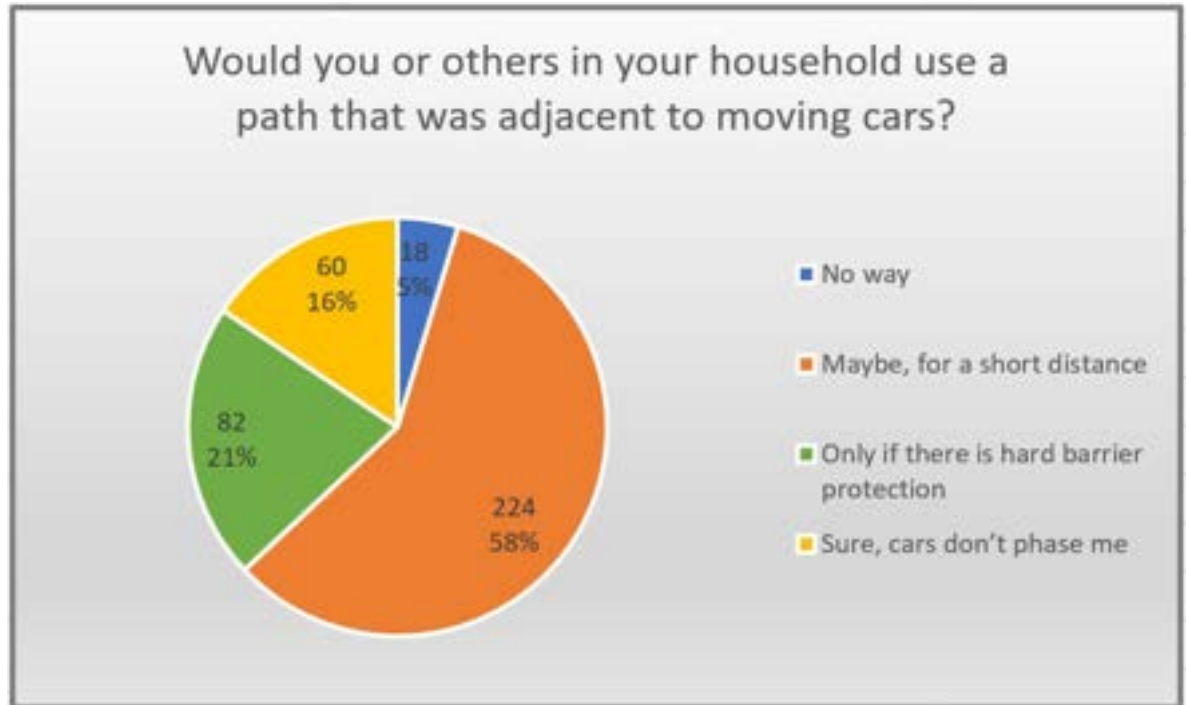


Feedback indicates a balance of all types of users should be accommodated. Note that some residents commented that they did not understand the question nor the purpose of it being asked.



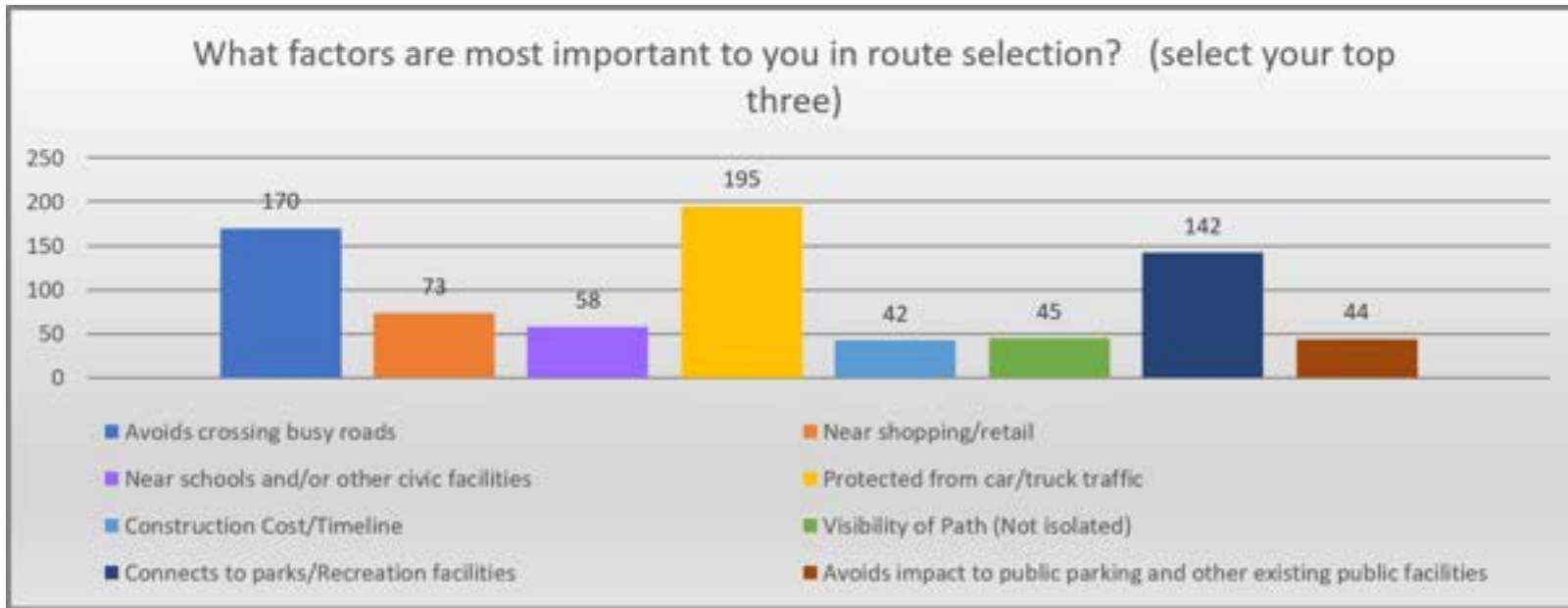
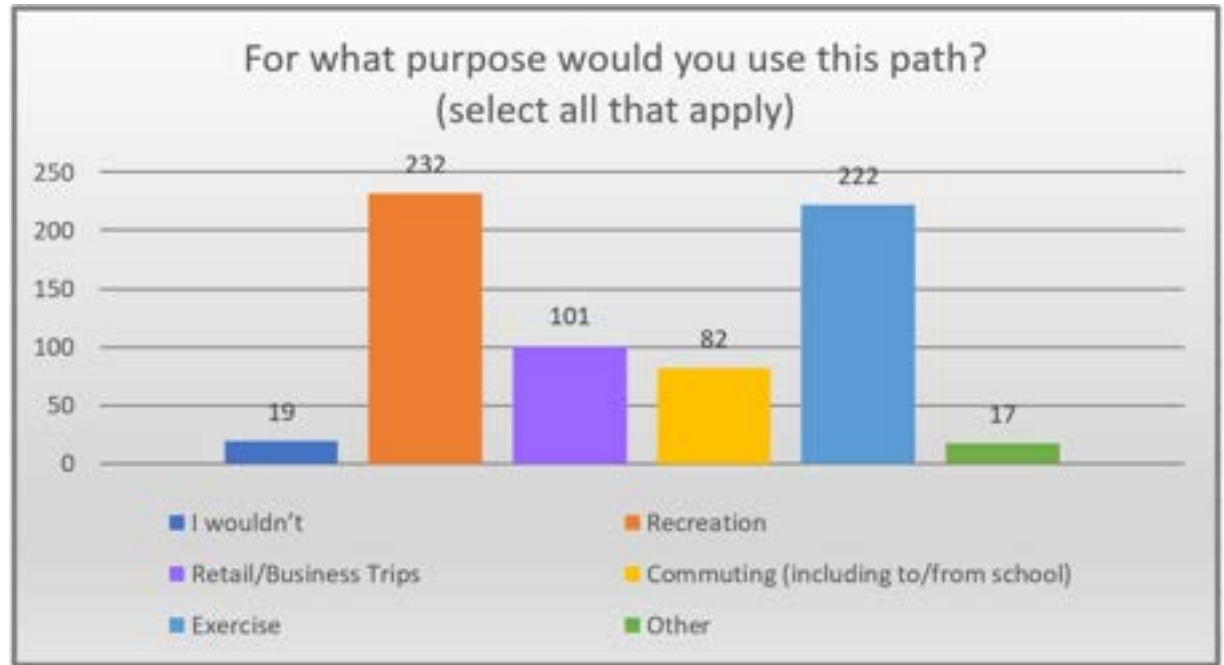
Over half of total survey takers responded that a non-automobile connection was at least somewhat important with a larger percentage responding very important.

A majority of respondents are willing to be adjacent to vehicular traffic for a short distance and/or with barrier protection. There is hesitancy for most potential path users to be adjacent to traffic in a significant way.



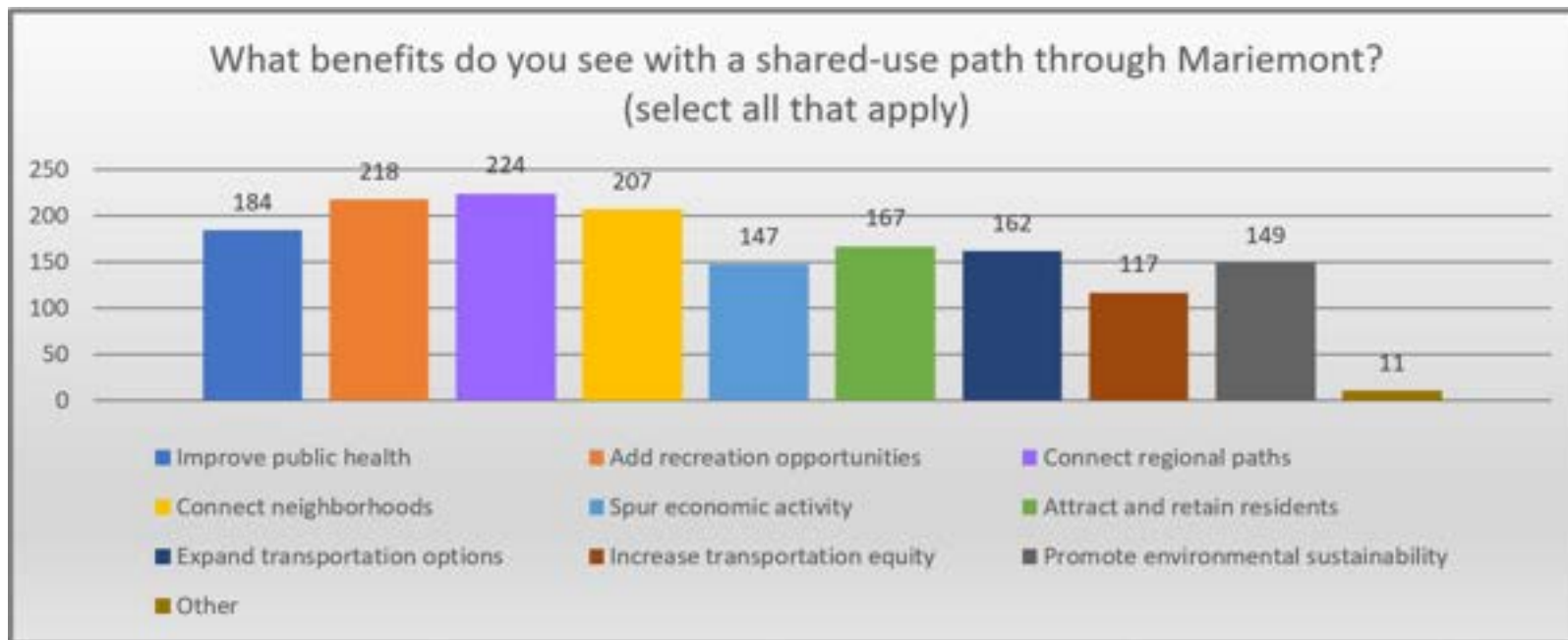
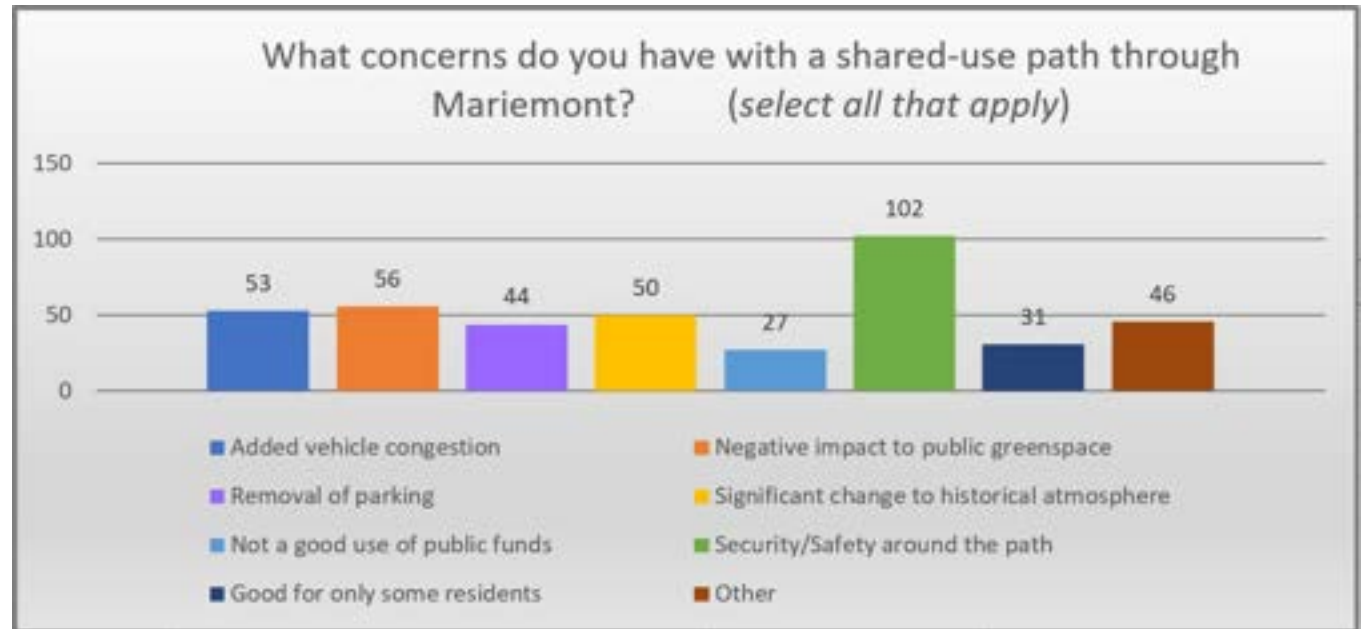
A majority of respondents would want to use the path at least weekly. Neighboring pathways (new and old) are seeing significant and increasing use and these survey results are in line with that.

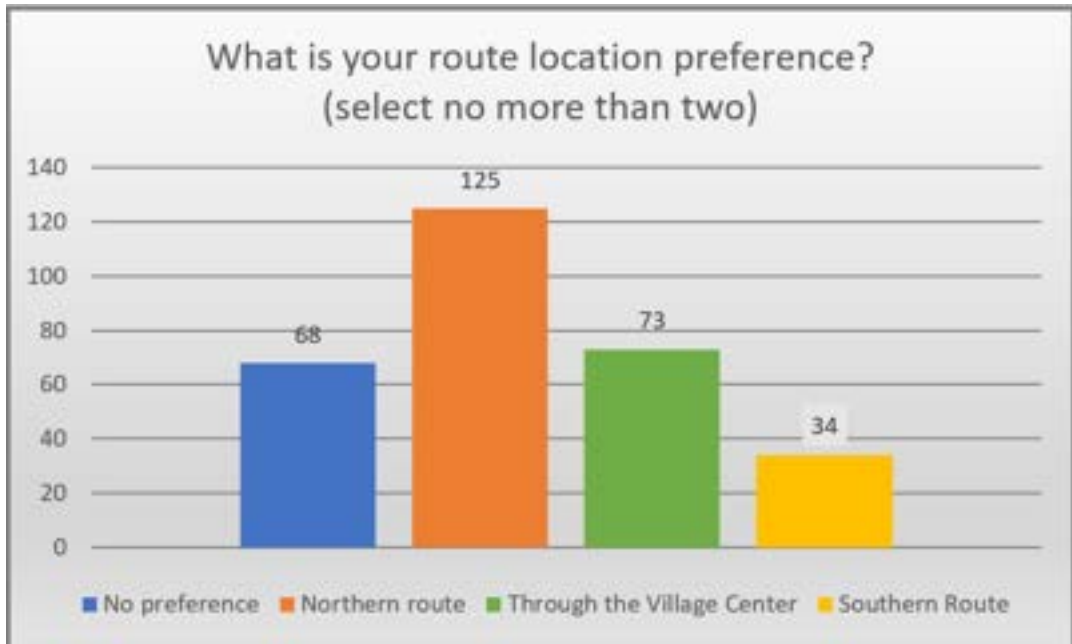
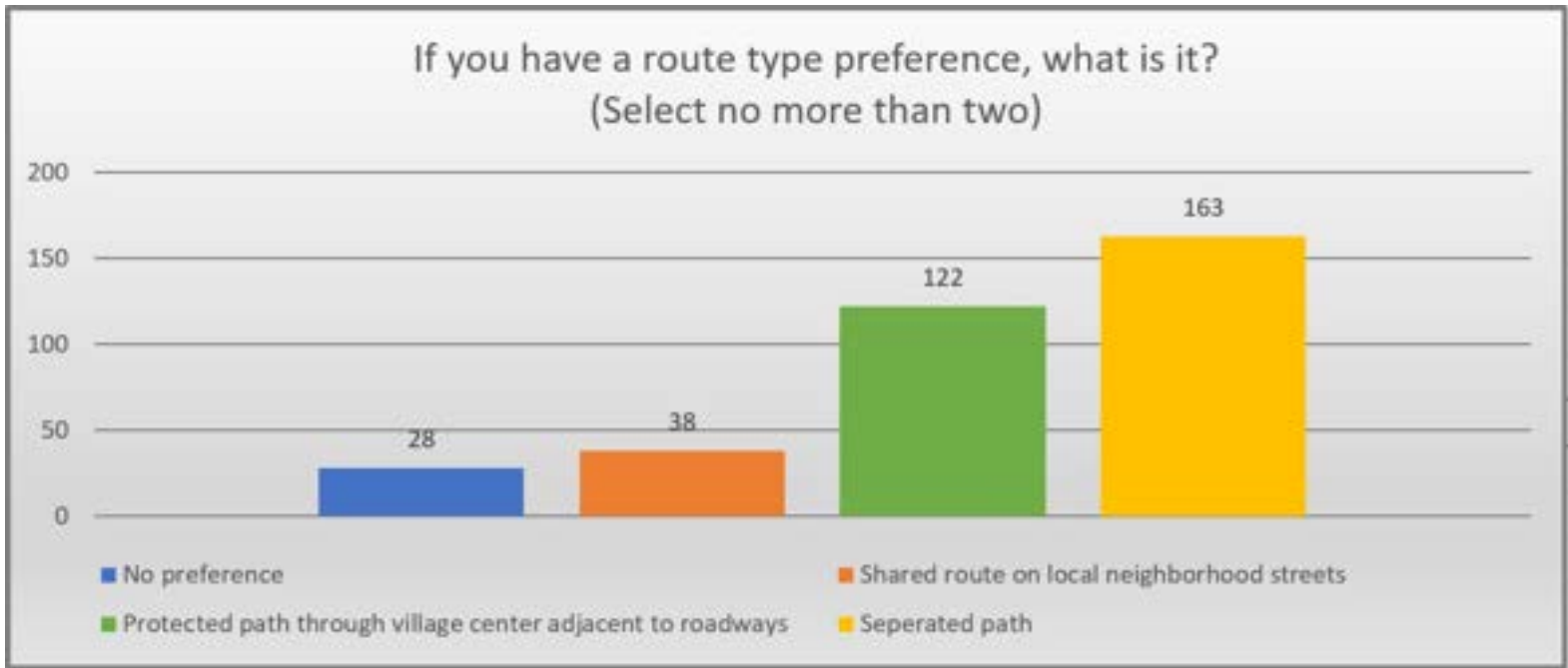
Recreation and exercise are the most popular anticipated uses of the pathway for respondents. This is in line with shared use path observations in the region. However, a significant amount of respondents also expressed a desire to use the path for commercial activity and commuting trips.



The clear top three factors in route selection are: avoid crossing busy roads, protected from car/truck traffic, and connects to parks/recreation facilities. This feedback points to a desire for a comfortable, recreational feel for the pathway more so than a transportation facility.

These two charts illustrate the perceived concerns and benefits of a potential path through Mariemont. The concern of safety/security around the path stood out prominently amongst the others while each of the listed benefits received a significant number of votes. Another key observation is that the total votes for benefits was far greater than the total votes for concerns.

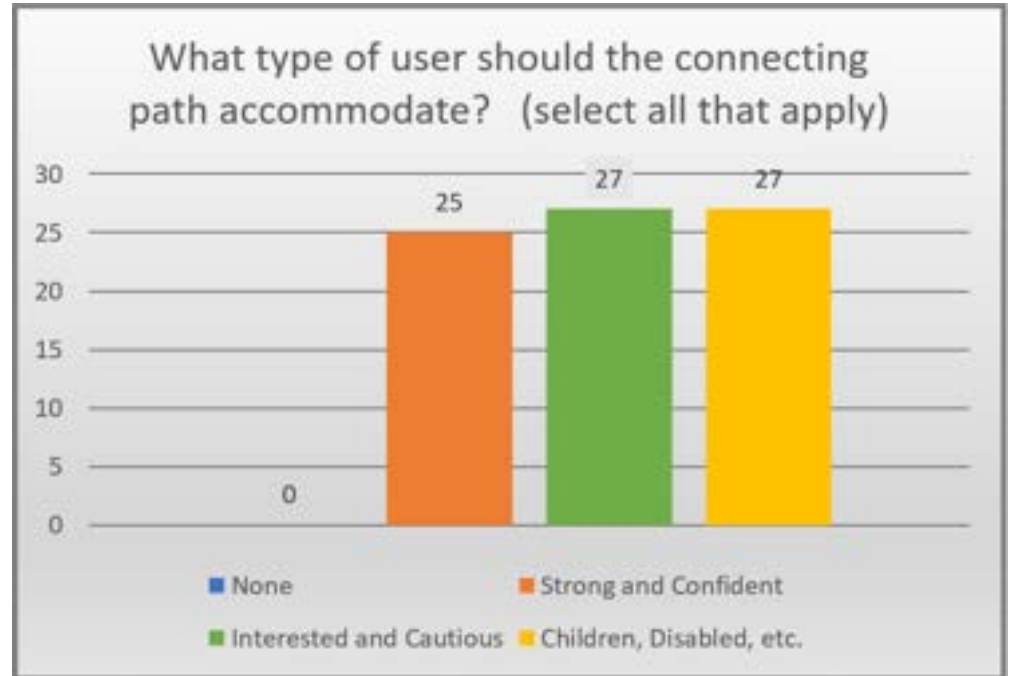
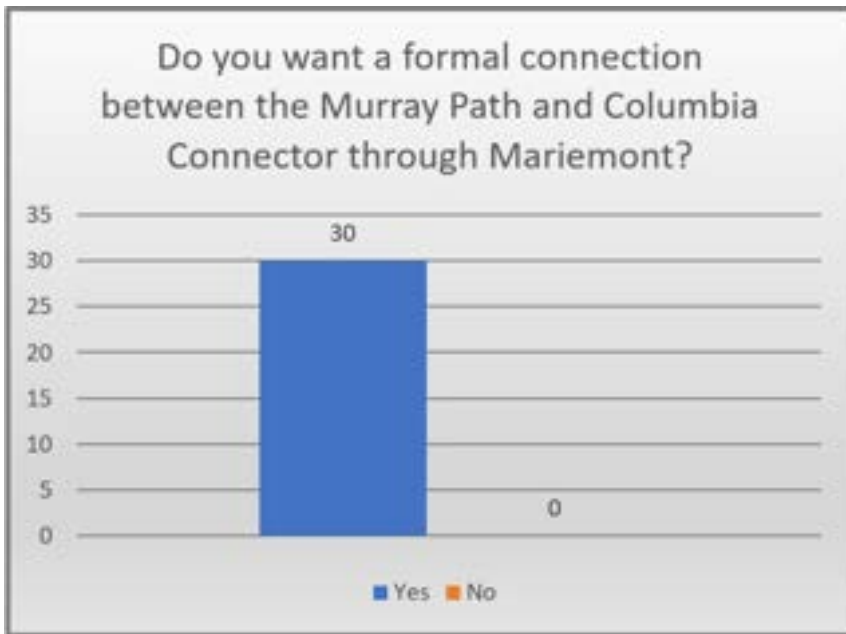




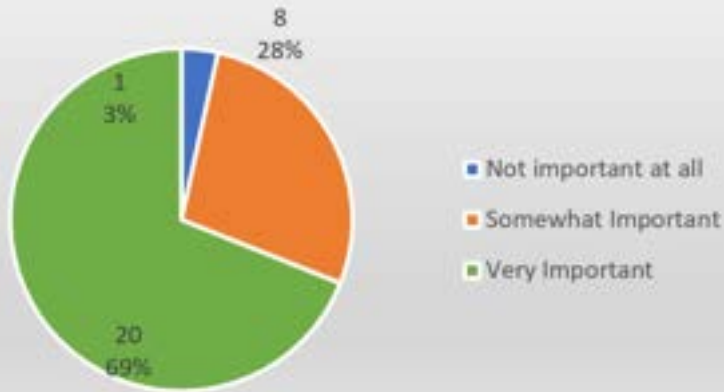
The final two charts illustrate preferences regarding location and type of trail to be constructed. The combination of a separated path along the northern route received the highest number of votes. However, a protected path through the Village Center also received a significant number of votes.

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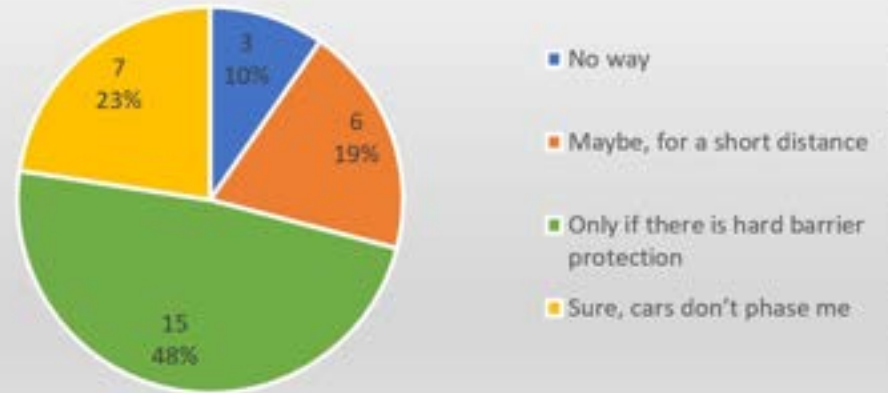
32 responses from outside Mariemont



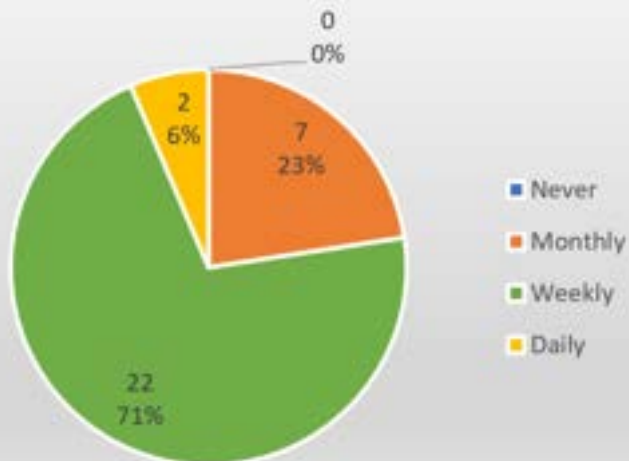
How important to you is a non-automobile connection from your home/business to the path?



Would you or others in your household use a path that was adjacent to moving cars?



If constructed, how often would you want to use this path?



For what purpose would you use this path? (select all that apply)

