CITY OF BLOOMINGTON

Neighborhood Greenway Surveys

FINAL REPORT
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This report was prepared by Michael Milner, Joe Russo, Liam Shanahan, Regan Whitesell, and Ashley Clark as part of the SPEA-V 550 survey research course with substantial contributions from Mallory Rickbeil (Bicycle and Pedestrian Coordinator, City of Bloomington) who collaborated with the university team to design and implement the survey. The information provided in this report should be kept confidential and not shared beyond the client and student teams.

Table of Contents

1. Executive Summary 3
2. Sample Design 6
3. Questionnaire Development 7
4. Data Collection 9
5. Post-Survey Data Processing 11
6. Analysis 12
6.1A Use of the Hawthorne/Weatherstone Neighborhood Greenway 12
6.2A Feelings about the Hawthorne/Weatherstone Neighborhood Greenway 15
6.3A Hawthorne/Weatherstone Survey Demographics 17
6.1B Use of the W. Allen Neighborhood Greenway 18
6.2B Feelings about the W. Allen Neighborhood Greenway 19
6.3B W. Allen Survey Demographics 21
7. Limitations 23

Appendices 24
A. Pretest Debriefing Items 24
B. W. Allen Neighborhood Greenway Qualtrics Survey 25
C. Hawthorne/Weatherstone Neighborhood Greenway Qualtrics Survey 36
D. W. Allen Greenway Paper Survey (separate attachment) 47
E. Hawthorne/Weatherstone Greenway Paper Survey (separate attachment) 48
F. Mail Sampling Radius for Hawthorne/Weatherstone (top) and W. Allen (bottom) 49
G. W. Allen Mail Notification 50
H. Hawthorne/Weatherstone Mail Notification 52
I. Example Greenway Sign 54
J. Social Media Posts 55
K. W. Allen Greenway Website Screen Capture 56
L. Hawthorne/Weatherstone Greenway Website Screen Capture 57

1. Executive Summary

The Planning and Transportation Department of the City of Bloomington is a local government entity that ensures the elements making Bloomington special are maintained and enhanced as redevelopment and new development occurs (for more information, please see: https://bloomington.in.gov/planning). The Planning and Transportation staff proactively develop long-term plans that address important community issues such as the provision of adequate transportation infrastructure, the development of sidewalk pathways, and the protection and enhancement of Bloomington's neighborhoods.

The City of Bloomington Planning and Transportation Department partnered with our Indiana University (IU) research team including Joe Russo, Liam Shanahan, Regan Whitesell, Michael Milner, and Ashley Clark to gather resident feedback on the West Allen (hereinafter referred to as W. Allen) Neighborhood Greenway and the Hawthorne/Weatherstone Neighborhood Greenway[1].

The City had three objectives in administering surveys regarding these Greenways:

1. To inform the design of the W. Allen and Hawthorne/Weatherstone Greenways with public input
2. To better understand the attitudinal and transportation behaviors of the people who use or live in close proximity of the Neighborhood Greenways
3. To collect a basis of information from people who use or live near the Neighborhood Greenways to better understand potential project impacts

With these objectives in mind, the City and students from the IU research team prepared a draft survey for both the W. Allen Neighborhood Greenway and the Hawthorne/Weatherstone Neighborhood Greenway. Next, we worked with expert survey methodologist Ashley Clark to apply best practices in survey science to refine the questions. Following the review process, it was decided to split the survey into separate surveys for each Greenway to minimize respondent confusion and fatigue. Once the revised drafts were approved by the City, the survey was programmed for online administration, and a pretest was conducted in mid-February. Pretest feedback was then incorporated, and both surveys were finalized in early March.

On March 17th, the Planning and Transportation Department of the City of Bloomington mailed a survey invitation to the addresses of those who live in the areas surrounding the Greenways. Reminder signs were also posted in both areas advocating the benefits of completing the survey. Data collection ended for the Hawthorne/Weatherstone Survey on April 4th, and for the W. Allen Survey on April 11th. There were 89 usable responses to the Hawthorne/Weatherstone Greenway Survey, and 37 usable responses to the W. Allen Greenway Survey. The survey took on average 8 minutes to complete. After data collection was complete, data were cleaned, coded, and analyzed.

[1] A greenway is defined as a low speed, low volume, shared-space street that creates high-comfort walking and bicycling connections.

Highlights of findings from each survey are presented below.

Hawthorne/Weatherstone Greenway

- Overall, 75% of respondents who use the Greenway walk or use a mobility device on it. Sixty-six (66) percent bike on it.
- Among those who walk or use a mobility device, 78% use it at least weekly and 35% use it daily. Among those who bike, 53% use it at least weekly and 14% use it daily.
- Leisure and exercise were the most common reasons that those who walked or used a mobility device used the Greenway; the most common reason among those who biked was transportation.
- When asked to describe emotions that they associate with the Greenway, respondents gave positive associations (43%) more often than negative (31%).
- When asked to describe different experiences they would like people to have when they visit the space 10 years from now, respondents most often mentioned pedestrian focused infrastructure and safer spaces and/or intersections.
- Most respondents (90+%) felt very or somewhat safe walking or biking on the Greenway during the day. This figure drops to 70% for walking or biking in the evening. Those who had safety concerns mentioned the number and speed of cars, poor road conditions, and dark nighttime conditions.
- In terms of safety at intersections, about half (46%) of respondents felt unsafe crossing the intersection at Hawthorne Drive and Atwater Avenue. A sizeable majority (73%) felt unsafe crossing at the Weatherstone Lane and Hillside Drive intersection.

W. Allen Greenway

- Overall, 73% of respondents who use the Greenway bike on it. Sixty-two (62) percent walk or use a mobility device.
- Among those who walk or use a mobility device, 83% use it at least weekly and 30% use it daily. Among those who bike, 59% use it at least weekly and 22% use it daily.
- Transportation was the most common reason for biking the Greenway. A majority of walkers or those who use a mobility device on the Greenway use it for each of the following reasons: leisure (65%), exercise (57%), and transportation (57%).
- When asked to describe emotions that they associate with the Greenway, respondents gave positive associations (50%) more often than negative (18%).
- When asked to describe different experiences that they would like people to have when they visit the space 10 years from now, respondents most often mentioned wanting a quieter environment, pedestrian focused infrastructure, and accessible spaces.

- Most respondents felt very or somewhat safe walking or biking on the Greenway during the day. At night, 26% of walking respondents felt somewhat unsafe; the figure among bikers was 30%.
- In terms of safety at intersections, half of respondents felt unsafe crossing the intersection at W. Allen and S. Walnut. Three-quarters or more of respondents felt safe at each of the following intersections: W. Allen and S. Fairview, and W. Allen and S. Rogers.

The remainder of this report is organized as follows. Section 2 provides an overview of the sample design, and Section 3 covers questionnaire development. Section 4 summarizes data collection activities including methods (4.1), key dates (4.2), and response rate and time to complete the survey (4.3). Post-survey data processing activities are detailed in Section 5. A summary of analysis findings is presented in Section 6. The last section of the report (Section 7) describes survey limitations. Technical documentation is provided in Appendices A-L.

2. Sample Design

2.1 Target Population Definition

The target population for this study was current Bloomington adult residents who use the W. Allen Neighborhood Greenway or the Hawthorne/Weatherstone Greenway, and residents who live in the areas surrounding the Greenways.

2.2 Sampling Frame Description

The sampling frame was a list of addresses of City residents and property owners who live within a 300-meter radius of one of the two Greenways (image in Appendix F[2]) provided by the Planning and Transportation Department's Bicycle and Pedestrian Coordinator, Mallory Rickbeil. The list was an appropriate sampling frame because it includes participants who are in proximity to the Greenways. The City uses this list for public residential information, so it is likely up-to-date and comprehensive.

However, a deficiency of this sampling frame is that it may be overly focused on participants who live close to the Greenways. There may be a subset of people who are impacted or have strong opinions about the W. Allen Neighborhood and Hawthorne/Weatherstone Greenways who were not administered surveys because they do not live in the immediate area. There were fliers posted along the Greenways to try to capture some of the users who do not live in the immediate vicinity, but it is unclear to what extent this subset was reached using this approach.

2.3 Sampling Approach/Design

The sampling approach used for this study was a census of addresses of those living in 300-meter proximity to the W. Allen and Hawthorne/Weatherstone Greenways. All addresses were sampled, except for property owners whom it was determined did not live at the property (or properties) they owned. Additionally, signs were posted along the Neighborhood Greenways with links to the surveys, allowing for participation from persons who use the Greenways but did not receive a mail notification. Social media outreach and encouragement to complete the survey by word-of-mouth were also employed.

2.4 Sample Size

The sample size for the mailing list drafted by the City was 187 for the W. Allen Greenway Survey, and 226 for the Hawthorne/Weatherstone Greenway Survey. However, due to the nature of sampling via Greenway signs, online posts, and open participation through word-of-mouth, it is not possible to know the true sample size for either survey.

[2] Please note that images may look fuzzy; Rickbeil is able to provide the original images, if needed.

3. Questionnaire Development

The first step in questionnaire development was preparation of an initial draft. We first met with Mallory Rickbeil from the City of Bloomington to outline study goals that would inform development of this draft. After meeting with Rickbeil and with an initial set of questions provided by the City, we used survey research best practices to complete an initial questionnaire draft. The initial instrument was one survey that addressed all topics for both Greenways, utilizing branching skip logic. Skip logic is a feature of web surveys that automatically routes respondents to only the questions that are applicable to them. For example, a respondent would initially be asked if they walk on the Greenway; if not, they would not be asked any additional questions about walking.

Following preparation of the survey draft, we sought a cognitive expert review, which involves an expert in survey methodology reviewing the survey for potential measurement issues and providing suggestions to improve survey questions and response categories. Ashley Clark, director of the Center for Survey Research and senior survey methodologist at Indiana University who has advanced graduate training in survey research and over 25 years of experience designing and reviewing questionnaires, conducted an expert review of the draft questionnaire. Major changes based on this review were adding maps of the Greenways to avoid confusion, removing "agree/disagree" survey questions to reduce acquiescence bias, and rephrasing and reordering of demographic questions to improve measurement.

Following cognitive expert review, we sent the draft questionnaire to Rickbeil to gather her input and to ensure that the questionnaire aligned to the City's goals. After review, the City determined it would be best to create two separate surveys – one for the Hawthorne/Weatherstone Greenway and one for the W. Allen Greenway. This was seen as a solution to reduce potential respondent fatigue and confusion; splitting the instrument into two surveys likely reduced the possibility of a respondent answering questions about a Greenway that they do not use or skipping questions about a Greenway that they do use.

Following the feedback from Rickbeil and Clark, the questionnaire was programmed and rigorously tested by the IU team using Qualtrics web survey software. Qualtrics is a user-friendly online survey platform that is widely used in academic survey research. We incorporated many valuable Qualtrics features including skip logic and formatting features, such as a progress bar.

Per Rickbeil's request, paper versions of both instruments were also developed by Joe Russo from the IU team to ensure that any potential respondents without web access could voice their opinions. This process involved a significant restructuring of the questionnaires. The paper versions of the surveys regrouped questions by mode of transportation; for example, walking questions were grouped on one page, followed by biking questions, and so on, simplifying survey skips by concentrating them into single, whole pages of the survey.

Our group then conducted a field pretest. A pretest is a small-scale version of the study, where a limited number of respondents expected to be representative of the survey's target population are administered the survey. In addition, pretest respondents complete a set of debriefing questions

at the end of the survey to capture information on any issues encountered. This step helps to identify and remedy any issues with the survey instrument that may not have been caught in previous steps. Rickbeil sampled members from the Bicycle and Pedestrian Safety Commission, as she felt they would reflect the potential respondent pool and would provide helpful feedback to improve the questionnaire. From this sample, 16 participants (8 for each survey) from the Bicycle and Pedestrian Safety Commission provided feedback. Based on their feedback, we added more visuals to help clarify questions referring to specific street intersections and made minor edits. After these revisions, the survey was finalized, approved by Rickbeil, and subject to a final round of testing prior to main study administration.

The pretest debriefing questions are provided as Appendix A.

Final versions of the online questionnaires are provided as Appendices B and C.

Final versions of the paper questionnaires are provided as Appendices D and E.

4. Data Collection

4.1 Method

The City managed survey dissemination activities that are documented in the table below. Participants were recruited using an invitation mailing, signs posted in the vicinity of the Greenway projects, and social media and email, all of which included a link to the online survey. Eleven signs were posted in the vicinity of the Hawthorne/Weatherstone Greenway, and nine signs were posted in the vicinity of the W. Allen Greenway. Messaging in these materials emphasized the importance of resident input in helping the City plan for the future of the Greenways and advertised public neighborhood meetings to stress the importance of public participation. Rickbeil also made paper surveys available at the City Planning and Transportation Department for any potential respondent who reached out with a desire to participate but without access to the online survey. Due to limited budget, no monetary or material incentives were available to respondents.

Copies of outreach materials are included in Appendices G-L.

4.2 Key Dates

Date	Activity
March 21, 2022	Hawthorne/Weatherstone and W. Allen Survey mailings sent by City; Signs posted in Hawthorne Neighborhood; Online materials posted; Survey opened
April 1, 2022	Signs posted in W. Allen Greenway Neighborhood
April 4, 2022	Hawthorne/Weatherstone Survey closed
April 11, 2022	W. Allen Survey closed

4.3 Response Rate and Time to Complete Survey

From March 21 to April 4, 2022, 89 eligible respondents fully or partially[3] completed the Hawthorne/Weatherstone Survey. From March 21 to April 11, 2022, 37 eligible respondents fully or partially[4] completed the W. Allen Survey. All responses were completed online; no completed paper surveys were received by the IU team. Respondents who reported that they did not use the Greenway (a screening question included at the start of the survey) were considered ineligible and not included in the survey.

We were unable to calculate a response rate due to not knowing how many eligible persons saw the survey request via the various recruitment channels. The average time to complete the W.

[3] A partial completion was a response in which at least 60% of the survey was completed but the respondent did not reach the end of the survey.

[4] A partial completion was a response in which at least 60% of the survey was completed but the respondent did not reach the end of the survey.

Allen Survey was 8 minutes. The average time to complete the Hawthorne/Weatherstone Survey was 8 minutes.

5. Post-Survey Data Processing

Once data collection was complete, data were exported from Qualtrics to Microsoft Excel for data cleaning. Prior to cleaning, we removed any responses that did not meet our criterion of having at least 60% completion of the survey to be included in the final dataset, as we felt that 60% completion provided enough information to make the response useful for analysis.

Data cleaning steps included the following. We separated survey data from potentially identifiable information such as IP address. Prior to this, we used IP address and other information to attempt to identify any duplicates. We found that sometimes respondents answered "No" when asked if they used the Greenway but would then answer "Yes" in a subsequent submission, so we retained the "Yes" response, assuming that they may have misunderstood the survey eligibility question the first time. In another case, we found that the respondent had completed the survey partially one time and another time added their end of survey comments so we merged those responses together.

For open-ended responses, we developed categories for emerging patterns in the responses. We defined a coding pattern as a phrase or idea appearing in at least three responses. For example, when respondents were asked to describe their emotions associated with the Greenway, responses were categorized into "positive", "negative", "other", or "neutral" categories. This process was done for the open-ended questions in both surveys; questions with no patterns in responses or less than 5 responses were not coded and simply qualitatively observed and analyzed. We also de-identified open-ended responses prior to analysis, which only occurred in one instance. Additionally, we recoded *Other, specify* open-ended responses that fit into an existing answer category (e.g., An *Other, specify* response of "biking to work" was recoded as "transportation," an existing answer category for one of the survey questions).

Another step in the cleaning process was reviewing frequencies for outliers and implausible values; we did not find evidence of any. We also checked for speeders (respondents who completed the survey in an unreasonable short period of time) and straightlining (a string of the same answer for many questions in a row) and found no issues in either survey.

Analyses were produced in Stata and Excel, and graphs and tables were designed in Excel and Word.

6. Analysis

The following analysis consists of data from the Hawthorne/Weatherstone Neighborhood Greenway Survey, which had 89 total respondents. The West Allen Neighborhood Greenway Survey results are discussed in a later section. Each question has a different number of respondents, detailed in each figure by "n", due to skip logic and respondents choosing not to answer questions. Missing data were excluded from the analysis. Standard errors are not presented since the data are from a non-probability sample design and the sample size is small.

For confidentiality reasons, questions where a response category had fewer than four respondents are not reported. However, when possible, response categories were combined in order to meet this threshold. One minor exception is for open-ended responses when the team felt that it would be appropriate to present an open-ended response that did not appear to be identifying. However, we caution that it is still possible that a respondent could be identified in a way that we were unable to anticipate, so we would ask the City not to release these responses beyond those directly involved in this study.

Due to small sample size and limited variation in the demographics of respondents, no analysis by demographic subgroup (e.g., by race/ethnicity, income, gender identity) is presented.

Before we begin discussion of the findings, it is important to note that these analyses should be viewed as exploratory; the sample size is small, and results could look different with a larger sample. It is also unclear to what extent those who did respond are representative of those who are using the Greenways or those who have an interest in them. In sum, there are several sources of potential error in survey estimates, including coverage, sampling, measurement, nonresponse, and processing errors, that should be kept in mind when analyzing results from this survey.

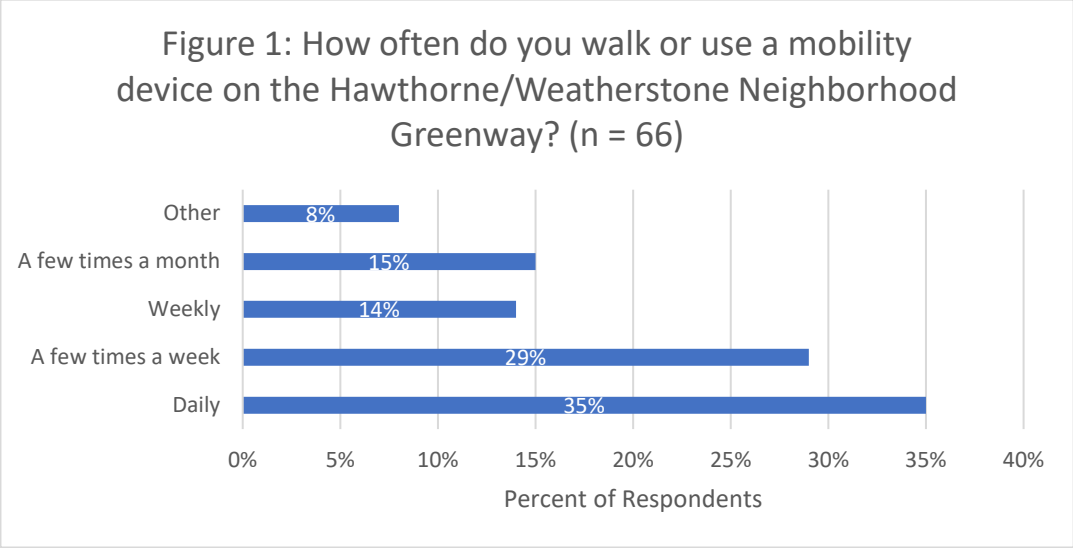
Next, this analysis covers each of the major areas of the survey, as follows:

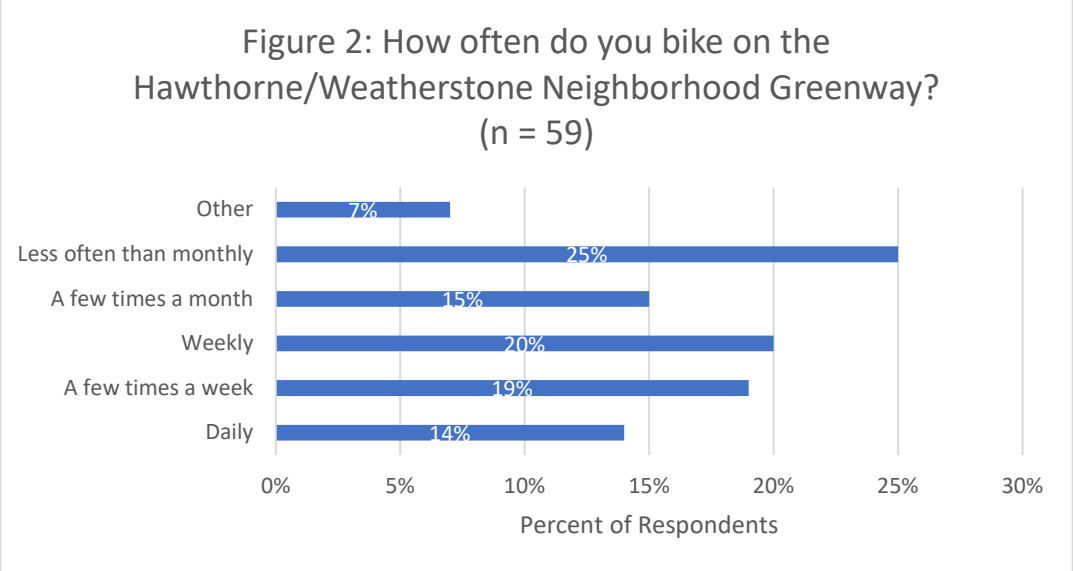
1. Use of the Greenway (Sections 6.1A and 6.1B)
2. Feelings about the Neighborhood Greenway (Sections 6.2A and 6.2B)
3. Demographics (Sections 6.3A and 6.3B)

6.1A Use of the Hawthorne/Weatherstone Neighborhood Greenway

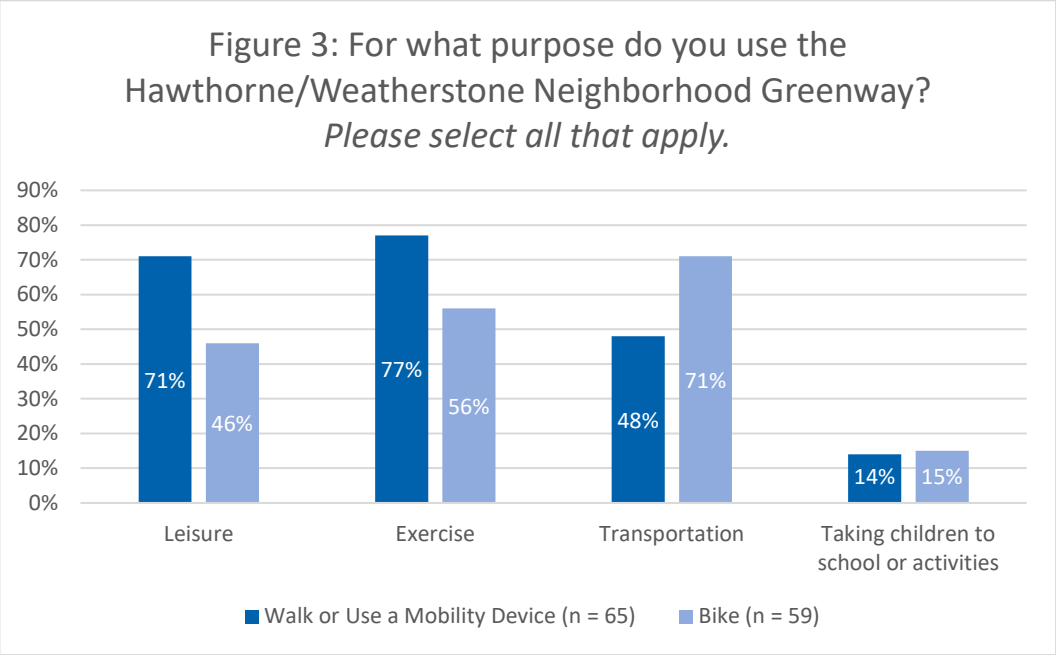
The first few questions of the survey asked respondents which of three means of transportation – walking or using a mobility device, biking, or scootering/rollerblading – they use on the Greenway. A sizeable majority (75%) walk or use a mobility device on the Greenway, and a smaller majority use it for biking (66%). As nearly all respondents (98%) said they *do not* scooter or rollerblade on the proposed Greenway, no additional results regarding scootering/rollerblading are shown due to low sample size.

Additionally, there were questions that asked how frequently respondents used the proposed Greenway, as shown in Figures 1 and 2 (see below). Among those who walked or used a mobility device on the Greenway, 78% used it at least weekly; 35% walked on it daily. Among those who biked on the Greenway, 53% used it at least weekly; 14% biked on it daily.





Another question asked for what purpose(s) respondents walked or biked on the Greenway. As shown in Figure 3 (see below), leisure and exercise were the most popular choices for those who walk or use a mobility device. Transportation was the most popular reason among those who bike.



There was a question in the survey asking what could be done to help residents with mobility challenges fully benefit from use of the Greenway. Due to small sample size, the data are not presented here. However, overall, none of the comments from residents with challenges, in both this survey and the W. Allen Greenway Survey, recommended any actions be taken to make the Greenway more accessible.

6.2A Feelings about the Hawthorne/Weatherstone Neighborhood Greenway

The next set of questions asked respondents about their feelings on the proposed Neighborhood Greenway. As depicted in Figure 4, nearly half (43%) of respondents had positive associations with the Neighborhood Greenway, with comments such as: "[the Greenway] is a relaxing and happy place to travel," and "we love what you're doing!" About a third (31%) had negative associations, writing comments such as: "I am very disheartened about the plan to connect Hawthorne to Weatherstone," and "mostly negative [associations] due to Hawthorne no longer being 'dead end' so, increased people, noise, lights, etc." Neutral responses (12%) included comments such as "I think the existing path is fine," or "no strong feelings one way or another."

Figure 4: Please describe any emotions, positive or negative, you associate with the Hawthorne/Weatherstone Neighborhood Greenway. (n=69)

Emotions	Percent of Respondents
Positive	43%
Negative	31%
Other	14%
Neutral	12%

Next, the survey asked about the different experiences that respondents would like for people to have when visiting this space in the future, shown in Figure 5. The most common responses addressed pedestrian focused infrastructure, to keep pedestrians and cyclists safe, as well as safer spaces, such as making the intersection at 1st Street and Hawthorne Drive safer. Other categories of responses included having a calmer or quieter environment ("a bit of tranquility") and improved environmental conditions ("canopy trees and no invasive plants along the route"). The total percentage for this figure is larger than 100% as respondents were able to give multiple responses. Percentages were calculated based on the number of respondents who chose that experience divided by the total amount of people who provided at least one response to this question.

Figure 5: What experiences would you like for people to have when they visit this space 10 years from now? (n=63)

Experience	Percent of Respondents
Pedestrian focused infrastructure	30%
Safer spaces and/or safer intersections	30%
No changes made to the area	22%
Calmer or quieter environment	17%
Improved environmental conditions	14%

Respondents were also asked about their feelings of safety during the day or at night on the Greenway. Most respondents (90+%) felt very or somewhat safe walking or biking on the Greenway during the day. This figure decreased to 70% at night. Respondents who reported feeling unsafe cited concerns such as the number and speed of cars, poor road conditions, and dark nighttime conditions.

Respondents were then asked about their feelings of safety crossing specific intersections on South Hawthorne Drive and South Weatherstone Lane (Figure 6). At the intersection of Hawthorne Drive and Atwater Avenue, nearly as many respondents felt unsafe (46%) as felt safe (54%). A majority (69%) of respondents felt **safe** at the intersection of Hawthorne Drive and 1st Street. About three-quarters (73%) of respondents felt **unsafe** at the Weatherstone Lane and Hillside Drive intersection.

Figure 6: How safe or unsafe do you feel crossing the intersection at [intersection name]?

Intersection	Very safe	Somewhat safe	Somewhat unsafe	Very unsafe
Hawthorne and Atwater (n = 78)	**8%**	**46%**	**31%**	**15%**
Hawthorne and 1st (n = 79)	**22%**	**47%**	20%	11%
Weatherstone and Hillside (n = 66)	27%		**38%**	**35%**

6.3A Hawthorne/Weatherstone Survey Demographics

The last section of the survey focused on demographics such as age, race, gender identity, and household income (Figure 7, see right). Notably, a large number of residents (47%) had a doctoral or professional degree. Additionally, the income levels skewed high, with half of respondent households having an annual income of $100,000 or more, which is likely related to the high levels of education in the area. We believe this neighborhood may have a relatively high concentration of IU faculty. A cursory comparison of the Greenway's location to 2020 American Community Survey data tentatively supports the idea that the respondent pool is representative of the greater neighborhood,[5] but further research is needed to confirm this assertion.

Figure 7: Demographics	
	Percent of Respondents
What is the highest degree or level of school you have completed? (n=85)	
Bachelor's degree or less	22%
Master's degree	31%
Doctoral or professional degree	47%
What is your age? (n=86)	
Under 35	6%
35-54	50%
55-69	28%
70+	16%
Do you own or rent your home? (n=86)	
Own	93%
What was your 2021 household income before taxes? (n=84)	
Less than $50,000	8%
$50,000-$74,999	8%
$75,000-$99,999	11%
$100,000-$149,999	23%
$150,000 or more	27%
Prefer not to answer	*23%*
What is your gender? (n=79)	
Female	56%

Respondents were also asked how close they lived to the Greenway. Overall, 80+% lived within half a mile. They were also asked to rate the quality of their neighbohood relative to similar neighborhoods in Bloomington – all respondents rated the quality as the same or above.

Specific results for other demographics are not shown due to low sample size but we note the major trends. Almost every respondent who answered the racial identity and ethnicity questions identified as white and did not identify as Hispanic or Latino/Latina. Twelve (12) percent of respondents lived in a one-adult household, 77% lived in a two-adult household, and 11% in a household with three or more adults. In terms of presence of children, 43% had at least one child 17 years of age or younger living in the household. Almost all respondents had at least one motor vehicle for personal use; 61% had two or more.

[5] Map view of 2020 ACS Data for the neighborhood surrounding the Hawthorne/Weatherstone Greenway.

Finally, respondents were asked: "How did you find out about this survey?". Outdoor signage (27%) appeared to reach nearly twice as many people as mailed letters (15%). The most common response was for respondents to choose "Other" (38%) and enter that they received an email about it from their neighborhood listserv or a direct email from a friend or neighbor. A sizeable number (19%) of respondents heard about the survey through word of mouth, indicating over half of respondents found the survey through unofficial sampling channels.

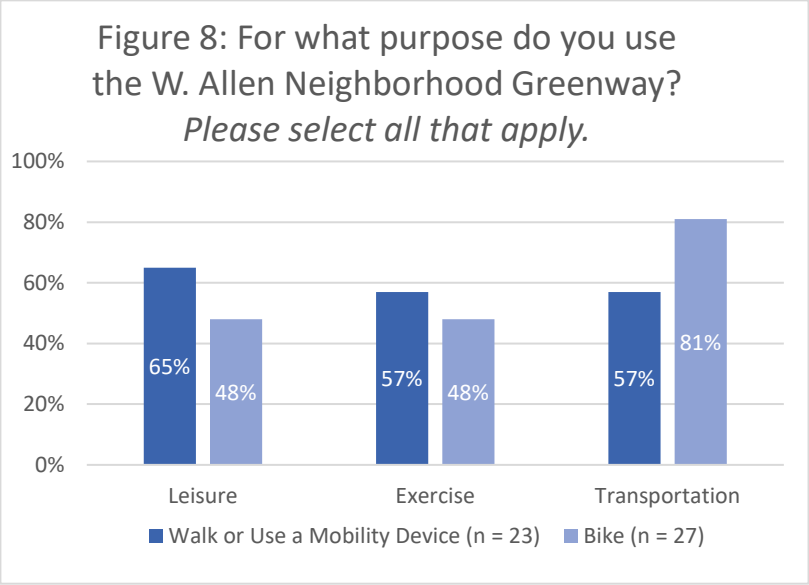
Further discussion regarding survey reach can be found in the *Limitations* section (see Section 7).

In the next part of this section (Sections 6.1B-6.3B), results for the W. Allen Neighborhood Greenway Survey are presented.

6.1B Use of the W. Allen Neighborhood Greenway

The W. Allen Neighborhood Greenway Survey had 37 total responses. This survey's questions were identical to the Hawthorne/Weatherstone Survey's, apart from location-specific questions.

First, respondents were asked if they walk or use a mobility device, bike, or scooter/rollerblade on the W. Allen Greenway. Overall, 73% of respondents bike on the Greenway, and a smaller majority walk or use a mobility device on the Greenway (62%). When asked how often they use the Greenway, 83% of those who walk or use a mobility device use it at least weekly; 30% walk or use a mobility device on it daily. Among those who bike, 59% use it at least weekly, and 22% bike on it daily. Due to the small sample size, we are unable to report how often people walk or bike in more detail. About a quarter of respondents (22%) use the Greenway for scootering and/or rollerblading. However, they perform this activity less frequently; most reported scootering or rollerblading only "A few times a month" or "Less often than monthly".



Respondents were then asked to describe for what purpose(s) they use the Neighborhood Greenway (Figure 8). A large majority (81%) of respondents use biking on the W. Allen Greenway for transportation. Walkers and mobility device users had about equal responses to each category. Too few respondents used the Greenway for taking children to school or activities to report the data here. The differences in these responses may be related to demographic

differences between the W. Allen and Hawthorne Greenway neighborhoods, which is discussed further in the W. Allen Demographics section.

6.2B Feelings about the W. Allen Neighborhood Greenway

The next section asked respondents about their feelings regarding the proposed Neighborhood Greenway. Responses were open-ended and coded into four categories, as shown in Figure 9. Half of respondents had positive comments about the Greenway, such as "This is a nice greenway, with good connectivity to the B-Line trail.". A quarter of respondents were neutral to the Greenway (e.g. "Allen as it currently is is OK"), and 18% had negative comments (e.g. "No, nononononono. This is a phenomenal waste of money.").

Figure 9: Please describe any emotions, positive or negative, you associate with the W. Allen Neighborhood Greenway. (n=28)

Emotions	Percent of Respondents
Positive	50%
Neutral	25%
Negative	18%
Other	7%

Respondents were then asked about experiences that they would like for people to have in the space 10 years from now (see Figure 10). Comments addressed wanting a quieter, calmer environment ("See wildlife, experience a clean creek and space, benches along path to watch birds.") and pedestrian focused infrastructure ("I would love for Bloomington to increase its walkability. Rely on walking more than cars."). Additionally, respondents mentioned wanting an accessible space or "ease of access".

Figure 10: What experiences would you like for people to have when they visit this space 10 years from now? (n=25)

Experience	Percent of Respondents
Calmer or quieter environment	44%
Pedestrian focused infrastructure	24%
Accessible spaces	24%
Other	8%

The next set of questions in this section focused on safety when walking and biking in the neighborhood. During the day, almost all respondents (96%) felt very or somewhat safe when walking or using a mobility device on the Greenway. However, at night, 26% of walking respondents felt somewhat unsafe. In relation to biking, 89% of respondents reported feeling very or somewhat safe while biking on the Greenway during the day, whereas 30% of respondents felt somewhat unsafe biking at night.

Finally, the section about safety concluded with questions about Greenway intersections. The question asked respondents to describe each intersection as "very safe", "somewhat safe", "somewhat unsafe" or "very unsafe", but due to small sample size, results are presented for combined "safe" and "unsafe" categories, as seen in Figure 11. A sizeable majority of respondents felt safe crossing at the W. Allen/S. Fairview and W. Allen/S. Rogers intersections. Respondents were evenly split on whether they felt safe or unsafe at the W. Allen Street and S. Walnut Street intersection. When asked what types of circumstances made them feel unsafe when crossing these intersections, respondents mentioned the number and speed of cars and cars not paying attention to or failing to stop for pedestrians.

Figure 11: How safe or unsafe do you feel crossing the intersection at [intersection name]?

Intersection	Safe	Unsafe
W. Allen and S. Fairview (n = 26)	**85%**	15%
W. Allen and S. Rogers (n = 34)	**74%**	26%
W. Allen and S. Walnut (n = 32)	**50%**	**50%**

6.3B W. Allen Survey Demographics

For the last section of the survey, we asked about demographic characteristics, including gender identity, age, education, and household income. Findings are presented in Figure 12. As compared to Hawthorne/Weatherstone Greenway respondents, there is a lower percentage (17%) with a doctoral or professional degree. Additionally, this sample skews younger compared to Hawthorne/Weatherstone respondents.

Respondents were asked how close they lived to the Greenway. Overall, 80+% lived within two-tenths of a mile. They were also asked to rate the quality of their neighbohood relative to similar neighborhoods in Bloomington – most (90+%) rated the quality as the same or above.

Specific results for other demographics are not shown due to low sample size but we note the major trends. Almost every respondent who answered the racial identity and ethnicity questions identified as white and did not identify as Hispanic or Latino/Latina. Twenty-nine (29) percent of respondents lived in a one-adult household. In terms of presence of children, 30% had at least one child 17 years of age or younger living in the household. Almost all respondents had at least one motor vehicle for personal use; 51% had two or more.

Figure 12: Demographics

	Percent of Respondents
What is the highest degree or level of school you have completed? (n=36)	
Less than a Bachelor's degree	11%
Bachelor's degree	33%
Master's degree	39%
Doctoral or professional degree	17%
What is your age? (n=36)	
18-34	25%
35-54	56%
55+	19%
Do you own or rent your home? (n=35)	
Own	77%
What was your 2021 household income before taxes? (n=36)	
Less than $50,000	19%
$50,000-$74,999	22%
$75,000-$99,999	17%
$100,000 or more	25%
Prefer not to answer	*17%*
What is your gender? (n=32)	
Female	53%

Finally, we asked respondents how they found out about the survey (Figure 13). A majority found about it from outdoor signage (31%) or from a mailed letter from the City (29%); social media (23%) was also used. The most common "Other" response was email.

Figure 13: How did you find out about this survey? (n=35)

Method	Percent of Respondents
Outdoor signage	31%
Mailed letter	29%
Social media	23%
Other	17%

7. Limitations

There are a number of limitations to consider when reviewing results from this study. Coverage error is one potential limitation. Specifically, the direct mailing was limited to those residents in the surrounding areas of the Greenways. Participants living outside of those neighborhoods who use the Greenways would have been sampled indirectly, such as through Greenway signage or online postings, but may not have noticed or been exposed to these. It would have been ideal to more directly target these Greenway users, but the practicality of identifying and sampling them is difficult. A potential solution could be adding Greenway opinion questions to the City's regularly conducted citizen satisfaction survey.

Analyses were based on small sample size. Results could have looked different if a larger number of respondents had participated. The small sample size also meant that we were unable to report on some questions or categories in the survey (or that we had to combine several categories losing some of the granularity in the data). Using an incentive and follow-up attempts could increase participation in the future. A larger and more diverse sample would also have allowed us to look at differences for those with accessibility challenges and by demographic group. We were unable to do that with the sample sizes analyzed here.

Another limitation to consider is nonresponse bias. Those who have strong feelings about the Greenway and/or residents who are generally more engaged in their community may have been more likely to respond. During the field period, we were also informed of a rumor circulating in the community that there were plans for creating a bike lane in the Hawthorne/Weatherstone Neighborhood. Due to several comments specifically referencing this rumor, we believe the Hawthorne/Weatherstone Survey may have attracted respondents who specifically wanted to voice opposition to that idea.

In addition to these potential error sources, our budget and time to design, distribute, and analyze the survey were limited, since this survey was conducted as one component of a one-semester class with no funding.

Despite these limitations, we believe that the data collected are of high quality. Throughout the survey design, administration, and analysis phases, survey science principles were implemented to the greatest extent possible given class constraints. We thank Rickbeil and the City of Bloomington for the opportunity to partner this year and we hope that you will find the data useful.

Appendices

A. Pretest Debriefing Items

1. Were there any words or phrases in any of the questions that you felt were unclear? *If so, please describe.*
2. Please list any questions that you felt were not easy to read or required you to read them more than once.
3. Is there anything else you felt should have been asked in this survey but was not, based on your experience using the greenway(s)? *If yes, please describe.*
4. Please describe any technical difficulties you encountered in completing this survey.
5. Do you have any ideas for ways to ensure that we can get survey input from those who will be affected by future plans for these greenways? *If so, please describe.*
6. Do you have any additional input, comments, or concerns regarding this survey?

B. W. Allen Neighborhood Greenway Qualtrics Survey

Welcome screen:

Thank you for agreeing to participate in this short study. We are graduate students from Indiana University seeking your input to better inform the City of Bloomington Planning and Transportation Department's design of the W. Allen Neighborhood Greenway. The feedback you provide will be used by the city to develop the W. Allen Neighborhood Greenway, and will also be used to better understand potential project impacts in the future.

This survey should take less than 10 minutes and all information you provide will be kept confidential.

If you have any questions or would like further information, please contact Mallory Rickbeil at rickbeilm@bloomington.in.gov. If you have any technical difficulties, please contact Ashley Clark, Indiana University, at afbowers@indiana.edu.

Please select "Next >>" to continue.

[page break]

First, we are going to ask you about your use of the W. Allen Neighborhood Greenway

Neighborhood greenways are low speed, low volume, shared-space streets that create high-comfort walking and bicycling connections.

The W. Allen Neighborhood Greenway, pictured below, is located on W. Allen Street between S. Patterson Drive and S. Walnut Street.

1. Do you use the W. Allen Neighborhood Greenway as it currently exists?
    A. Yes
    B. No (skip to end)

[page break]

(if 1 = No, end survey and display this message)

Thank you for your interest in this survey. Unfortunately, you do not meet the qualifications for participation.

For more information on Neighborhood Greenways or other City of Bloomington infrastructure projects, visit https://bloomington.in.gov/engineering/projects.

[page break]

2. Do you walk or use a mobility device (e.g. electric wheelchair) on the Neighborhood Greenway as it currently exists?
    A. Yes
    B. No

3. Do you bike on the Neighborhood Greenway as it currently exists?
    A. Yes
    B. No

4. Do you scooter/rollerblade on the Neighborhood Greenway as it currently exists?
    A. Yes
    B. No

[page break]

5. (if 2 = Yes) How often do you **walk or use a mobility device (e.g. electric wheelchair)** on the Neighborhood Greenway?
    A. Daily
    B. A few times a week
    C. Weekly
    D. A few times a month
    E. Monthly
    F. Less often than monthly
    G. Not applicable

6. (if 3 = Yes) How often do you **bike** on the Neighborhood Greenway?
    A. Daily
    B. A few times a week
    C. Weekly
    D. A few times a month
    E. Monthly
    F. Less often than monthly
    G. Not applicable

7. (if 4 = Yes) How often do you **scooter/rollerblade** on the Neighborhood Greenway?
    A. Daily
    B. A few times a week
    C. Weekly
    D. A few times a month
    E. Monthly
    F. Less often than monthly
    G. Not applicable

[page break]

8. (if 2 = Yes) For what purpose do you **walk or use a mobility device (e.g. electric wheelchair)** on the Neighborhood Greenway? *Please select all that apply.*
    A. Leisure
    B. Exercise
    C. Transportation
    D. Taking children to school or activities
    E. Other (please explain): _____

9. (if 3 = Yes) For what purpose do you **bike** on the Neighborhood Greenway? *Please select all that apply.*
    A. Leisure
    B. Exercise
    C. Transportation
    D. Taking children to school or activities
    E. Other (please explain): _____

10. (if 4 = Yes) For what purpose do you **scooter/rollerblade** on the Neighborhood Greenway? *Please select all that apply.*
    A. Leisure
    B. Exercise
    C. Transportation
    D. Taking children to school or activities
    E. Other (please explain): _____

[page break]

11. Do you or someone in your household require accommodation to get to and/or maneuver within the Neighborhood Greenway?
    A. Yes
    B. No
    C. Not sure

[page break]

12. (if 11 = Yes) Is there anything you would like us to know about how you or the person(s) in your household may fully benefit and make use of the space? [medium text box]

[page break]

13. Please describe any emotions, positive or negative, you associate with the Neighborhood Greenway. [medium text box]

[page break]

14. What experiences would you like for people to have when they visit this space 10 years from now? [medium text box]

[page break]

We have a few more questions, this time regarding your feelings of safety and perceptions of your neighborhood.

15. (if 2 = Yes) How safe or unsafe do you feel **walking or using a mobility device** on the Neighborhood Greenway **during the day**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

16. (if 2 = Yes) How safe or unsafe do you feel **walking or using a mobility device** on the Neighborhood Greenway **at night**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

17. (if 3 = Yes) How safe or unsafe do you feel **biking** on the Neighborhood Greenway **during the day**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

18. (if 3 = Yes) How safe or unsafe do you feel **biking** on the Neighborhood Greenway **at night**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

19. (if 4 = Yes) How safe or unsafe do you feel **rollerblading/scootering** on the Neighborhood Greenway **during the day**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

20. (if 4 = Yes) How safe or unsafe do you feel **rollerblading/scootering** on the Neighborhood Greenway **at night**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

[page break]

21. (if questions 15-20 = "somewhat safe" or "very unsafe") Please describe the circumstances that contributed to feeling unsafe or in danger on the Neighborhood Greenway. [medium text box]

[page break]

22. How safe or unsafe do you feel crossing the intersection at W. Allen Street and S. Fairview Street (pictured below)?

    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable – I don't ever cross there

23. How safe or unsafe do you feel crossing the intersection at W. Allen Street and S. Rogers Street (pictured below)?

A. Very safe
B. Somewhat safe
C. Somewhat unsafe
D. Very unsafe
E. Not applicable – I don't ever cross there

24. How safe or unsafe do you feel crossing the intersection at W. Allen Street and S. Walnut Street (pictured below)?

A. Very safe
B. Somewhat safe
C. Somewhat unsafe
D. Very unsafe
E. Not applicable – I don't ever cross there

[page break]

25. (if 22-24 = "somewhat unsafe" or "very unsafe") Please describe the circumstances that make you feel unsafe or in danger when crossing the intersection(s). [medium text box]

[page break]

26. How close do you live to the W. Allen Neighborhood Greenway?
    A. Adjacent or on the streets planned for the Neighborhood Greenway
    B. 0.1 -0.2 miles- Around the block or a short walk away
    C. 0.2-0.5 miles- In my neighborhood, within a ten minute walk
    D. 0.5-1 mile–In my neighborhood but fairly far away, greater than a ten minute walk
    E. 1 mile or more- I don't live near the Neighborhood Greenway but I use it for travel
    F. Not applicable

27. How would you describe the quality of life that your neighborhood supports relative to similar neighborhoods in Bloomington?
    A. Far above
    B. Somewhat above
    C. Same as similar neighborhoods
    D. Somewhat below
    E. Far below

[page break]

Lastly, we have a few questions about you.

28. What is the highest degree or level of school you have completed?
    A. Less than high school – No diploma, no GED, or alternative credential
    B. High school graduate – With diploma, GED, or alternative credential
    C. Some college credit, but no degree
    D. Associate's degree/trade school certificate (for example: AA, AS)
    E. College graduate with a Bachelor's degree (for example: BA, BS)
    F. Master's degree (for example: MA, MS)
    G. Doctoral or professional degree (for example: PhD, JD, MD)
    H. Prefer not to say

29. What is your age?
    A. 18-24
    B. 25-34
    C. 35-54
    D. 55-69
    E. 70+
    F. Prefer not to say

30. Do you rent or own your home?
    A. Own
    B. Rent
    C. Something else, please specify: [text box]
    D. Prefer not to say

[page break]

31. Do you consider yourself to be Hispanic or Latina/Latino?

    A. Yes
    B. No
    C. Prefer not to say

32. What racial or ethnic groups do you identify with? *Please select all that apply.*

    A. Black or African American
    B. Asian
    C. American Indian or Alaska Native
    D. Native Hawaiian or Other Pacific Islander
    E. White
    F. Other (please specify): _____
    G. Prefer not to say

[page break]

33. What is your gender? *Please select all that apply.*
    A. Female
    B. Male
    C. Transgender
    D. Non-binary/non-conforming
    E. Other (please specify): _____
    F. Prefer not to say

[page break]

34. Please select the category that includes the **total combined income, before taxes, for all members of your household for 2021**. Total household income includes money from jobs, net income from a business, a farm, or a rental property, government assistance, and any other money income received by members of your household who are 15 years of age or older.
    A. Less than $15,000
    B. $15,000 - $24,999
    C. $25,000 - $34,999
    D. $35,000 - $49,999
    E. $$50,000 - $74,999
    F. $75,000 - $99,999
    G. $100,000 - $149,999
    H. $150,000 or more

35. **Including yourself**, how many adults currently live in your household? *Please include anyone who currently stays there most nights each week.* [validate as 1-20]

36. How many children 18 years of age or younger currently live in your household? *Please include anyone who currently stays there most nights each week.* [validate as 0-20]

37. How many motor vehicles does your household currently have for personal use? *Please include cars, vans, SUVs, trucks, and motorcycles. Please DO not include vehicles that can't currently be driven, work vehicles, or RVs.* [validate as 0-10]

[page break]

38. How did you find out about this survey?
    A. Social media
    B. Outdoor signage
    C. Word of mouth
    D. Mailed letter
    E. Poster/Handbill
    F. HAND Newsletter
    G. Other (please describe): _____

39. Lastly, is there anything else you would like to add about your responses or about this topic in general? *If not, please leave blank.* [medium text box]

[page break]

Thank you for participating in this survey! For more information on Neighborhood Greenways or other City of Bloomington infrastructure projects, visit https://bloomington.in.gov/engineering/projects.

C. Hawthorne/Weatherstone Neighborhood Greenway Qualtrics Survey

Welcome screen:

Thank you for agreeing to participate in this short study. We are graduate students from Indiana University seeking your input to better inform the City of Bloomington Planning and Transportation Department's design of the Hawthorne/Weatherstone Neighborhood Greenway. The feedback you provide will be used by the city to develop the Hawthorne/Weatherstone Neighborhood Greenway, and will also be used to better understand potential project impacts in the future.

This survey should take less than 10 minutes and all information you provide will be kept confidential.

If you have any questions or would like further information, please contact Mallory Rickbeil at rickbeilm@bloomington.in.gov. If you have any technical difficulties, please contact Ashley Clark, Indiana University, at afbowers@indiana.edu.

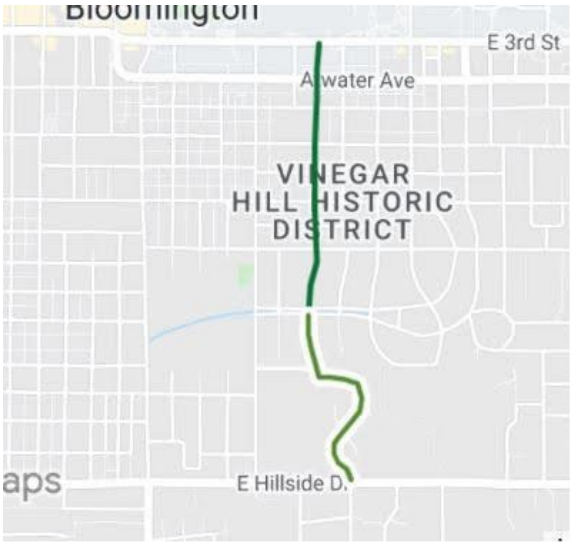
Please select "Next >>" to continue.

[page break]

First, we are going to ask you about your use of the Hawthorne/Weatherstone Neighborhood Greenway.

Neighborhood greenways are low speed, low volume, shared-space streets that create high-comfort walking and bicycling connections.

The Hawthorne/Weatherstone Neighborhood Greenway, pictured below, is located on S. Hawthorne Drive between E. 3rd Street and E. Hillside Drive.



1. Do you use the Hawthorne/Weatherstone Neighborhood Greenway as it currently exists?
    A. Yes
    B. No (skip to end, ineligibility message)

[page break]

(if 1 = No, end survey and display this message)

Thank you for your interest in this survey. Unfortunately, you do not meet the qualifications for participation.

For more information on Neighborhood Greenways or other City of Bloomington infrastructure projects, visit https://bloomington.in.gov/engineering/projects.

2. Do you walk or use a mobility device (e.g. electric wheelchair) on the Neighborhood Greenway as it currently exists?
    A. Yes
    B. No

3. Do you bike on the Neighborhood Greenway as it currently exists?
    A. Yes
    B. No

4. Do you scooter/rollerblade on the Neighborhood Greenway as it currently exists?
    A. Yes
    B. No

[page break]

5. (if 2 = Yes) How often do you **walk or use a mobility device** on the Neighborhood Greenway?
    A. Daily
    B. A few times a week
    C. Weekly
    D. A few times a month
    E. Monthly
    F. Less often than monthly
    G. Not applicable

6. (if 3= Yes) How often do you **bike** on the Neighborhood Greenway?
    A. Daily
    B. A few times a week
    C. Weekly
    D. A few times a month
    E. Monthly
    F. Less often than monthly
    G. Not applicable

7. (if 4 = Yes) How often do you **scooter/rollerblade** on the Neighborhood Greenway?
    A. Daily
    B. A few times a week
    C. Weekly
    D. A few times a month
    E. Monthly
    F. Less often than monthly
    G. Not applicable

[page break]

8. (if 2 = Yes) For what purpose do you **walk or use a mobility device** on the Neighborhood Greenway? *Please select all that apply.*
    A. Leisure
    B. Exercise
    C. Transportation
    D. Taking children to school or activities
    E. Other (please explain): _____

9. (if 3 = Yes) For what purpose do you **bike** on the Neighborhood Greenway? *Please select all that apply.*
    A. Leisure
    B. Exercise
    C. Transportation
    D. Taking children to school or activities
    E. Other (please explain): _____

10. (if 4 = Yes) For what purpose do you **scooter/rollerblade** on the Neighborhood Greenway? *Please select all that apply.*
    A. Leisure
    B. Exercise
    C. Transportation
    D. Taking children to school or activities
    E. Other (please explain): _____

[page break]

11. Do you or someone in your household require accommodation to get to and/or maneuver within the Neighborhood Greenway?
    A. Yes
    B. No
    C. Not sure

[page break]

12. (if 11 = Yes) Is there anything you would like us to know about how you or the person(s) in your household may fully benefit and make use of the space? [medium text box]

[page break]

13. Please describe any emotions, positive or negative, you associate with the Neighborhood Greenway. [medium text box]

[page break]

14. What experiences would you like for people to have when they visit this space 10 years from now? [medium text box]

[page break]

We have a few more questions, this time regarding your feelings of safety and perceptions of your neighborhood.

15. (if 2 = Yes) How safe or unsafe do you feel **walking or using a mobility device** on the Neighborhood Greenway **during the day**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

16. (if 2 = Yes) How safe or unsafe do you feel **walking or using a mobility device** on the Neighborhood Greenway **at night**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

17. (if 3 = Yes) How safe or unsafe do you feel **biking** on the Neighborhood Greenway **during the day**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

18. (if 3 = Yes)) How safe or unsafe do you feel **biking** on the Neighborhood Greenway **at night**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

19. (if 4 = Yes) How safe or unsafe do you feel **rollerblading/scootering** on the Neighborhood Greenway **during the day**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

20. (if 4 = Yes) How safe or unsafe do you feel **rollerblading/scootering** the Neighborhood Greenway **at night**?
    A. Very safe
    B. Somewhat safe
    C. Somewhat unsafe
    D. Very unsafe
    E. Not applicable

[page break]

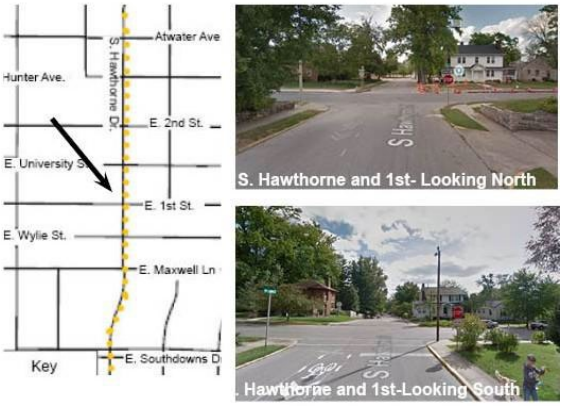
21. (if 15-20 = "somewhat unsafe" or "very unsafe") Please describe the circumstances that make you feel unsafe or in danger on the Neighborhood Greenway. [medium text bubble]

[page break]

22. How safe or unsafe do you feel crossing the intersection at S. Hawthorne Drive and Atwater Ave (pictured below)?

A. Very safe
B. Somewhat safe
C. Somewhat unsafe
D. Very unsafe
E. Not applicable – I don't ever cross there

23. How safe or unsafe do you feel crossing the intersection at S. Hawthorne Drive and E. 1st Street?



A. Very safe
B. Somewhat safe
C. Somewhat unsafe
D. Very unsafe
E. Not applicable – I don't ever cross there

24. How safe or unsafe do you feel crossing the intersection at S. Weatherstone Lane and E. Hillside Drive (pictured below)?

A. Very safe
B. Somewhat safe
C. Somewhat unsafe
D. Very unsafe
E. Not applicable – I don't ever cross there

[page break]

25. (if 22-24 = "somewhat unsafe" or "very unsafe") Please describe the circumstances that make you feel unsafe or in danger when crossing the intersection(s). [medium text box]

[page break]

26. How close do you live to the Hawthorne/Weatherstone Neighborhood Greenway?
    A. Adjacent or on the streets planned for the Neighborhood Greenway
    B. 0.1 - 0.2 miles- Around the block or a short walk away
    C. 0.2 - 0.5 miles- In my neighborhood, within a ten minute walk
    D. 0.5 - 1 mile–In my neighborhood but fairly far away, greater than a ten minute walk
    E. 1 mile or more- I don't live near the Neighborhood Greenway but I use it for travel
    F. Not applicable

27. How would you describe the quality of life that your neighborhood supports relative to similar neighborhoods in Bloomington?
    A. Far above
    B. Somewhat above
    C. Same as similar neighborhoods
    D. Somewhat below
    E. Far below

[page break]

Lastly, we have a few questions about you.

28. What is the highest degree or level of school you have completed?
    A. Less than high school – No diploma, no GED, or alternative credential
    B. High school graduate – With diploma, GED, or alternative credential
    C. Some college credit, but no degree
    D. Associate's degree/trade school certificate (for example: AA, AS)
    E. College graduate with a Bachelor's degree (for example: BA, BS)
    F. Master's degree (for example: MA, MS)
    G. Doctoral or professional degree (for example: PhD, JD, MD)
    H. Prefer not to say

29. What is your age?
    A. 18 - 24
    B. 25 - 34
    C. 35 - 54
    D. 55 - 69
    E. 70+
    F. Prefer not to say

30. Do you rent or own your home?
    A. Own
    B. Rent
    C. Something else, please specify: [text box]
    D. Prefer not to say

[page break]

31. Do you consider yourself to be Hispanic or Latina/Latino?
    A. Yes
    B. No
    C. Prefer not to say

32. What racial or ethnic groups do you identify with? *Please select all that apply.*
    A. Black or African American
    B. Asian
    C. American Indian or Alaska Native
    D. Native Hawaiian or Other Pacific Islander
    E. White
    F. Other (please specify): _____
    G. Prefer not to say

[page break]

33. What is your gender? *Please select all that apply.*
    A. Female
    B. Male
    C. Transgender
    D. Non-binary/non-conforming
    E. Other (please specify): _____
    F. Prefer not to say

[page break]

34. Please select the category that includes the **total combined income, before taxes, for all members of your household for 2021**. Total household income includes money from jobs, net income from a business, a farm, or a rental property, government assistance, and any other money income received by members of your household who are 15 years of age or older.
    A. Less than $15,000
    B. $15,000 - $24,999
    C. $25,000 - $34,999
    D. $35,000 - $49,999
    E. $$50,000 - $74,999
    F. $75,000 - $99,999
    G. $100,000 - $149,999
    H. $150,000 or more

35. **Including yourself**, how many *adults* currently live in your household? Please include anyone who currently stays there most nights each week. [validate as 1-20]

36. How many children 17 years of age or younger currently live in your household? *Please include anyone who currently stays there most nights each week.* [validate as 0-20]

37. How many motor vehicles does your household currently have for personal use? *Please include cars, vans, SUVs, trucks, and motorcycles. Please DO not include vehicles that can't currently be driven, work vehicles, or RVs.* [validate as 0-10]

[page break]

38. How did you find out about this survey?
    A. Social media
    B. Outdoor signage
    C. Word of mouth
    D. Mailed letter
    E. Poster/Handbill
    F. HAND Newsletter
    G. Other (please describe): _____

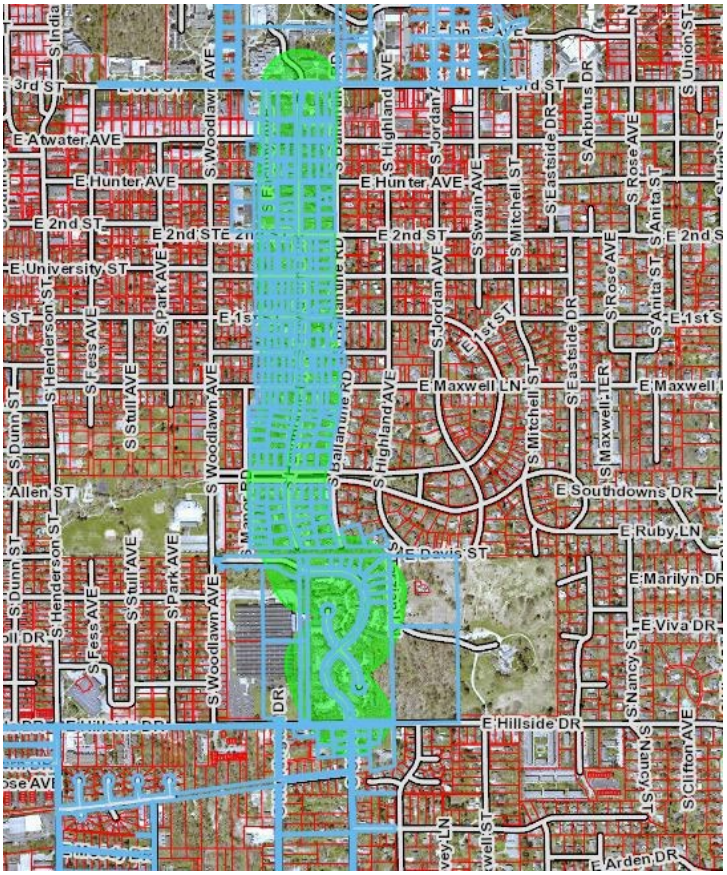
39. Lastly, is there anything else you would like to add about your responses or about this topic in general? *If not, please leave blank.* [medium text box]

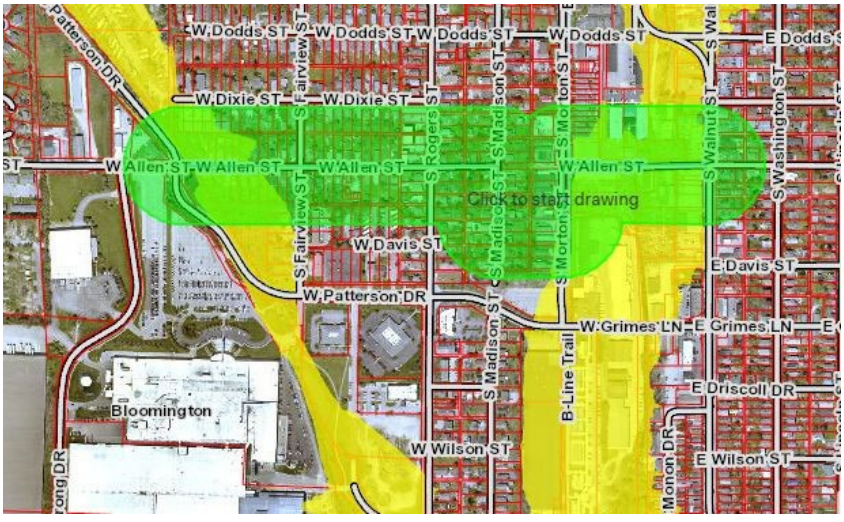
Thank you for participating in this survey! For more information on Neighborhood Greenways or other City of Bloomington infrastructure projects, visit https://bloomington.in.gov/engineering/projects.

D. W. Allen Greenway Paper Survey (separate attachment)

E. Hawthorne/Weatherstone Greenway Paper Survey (separate attachment)

F. Mail Sampling Radius for Hawthorne/Weatherstone (top) and W. Allen (bottom)





G. W. Allen Mail Notification

CITY OF
BLOOMINGTON
PLANNING AND TRANSPORTATION
401 N. Morton Street
Suite 130
Bloomington, IN 47404

W. Allen Neighborhood Greenway
Coming Soon- Spring 2023

Attend a Public Meeting:
Monday, April 5, 2022
Drop -In 5pm -7pm
Hoosier Heights Outdoor Area
*Rain date scheduled for 4/7/2022 at 5pm-7pm

Take a Survey:
go.iu.edu/allengreenway

Visit:
https://bloomington.in.gov/engineering/projects/westallen

What is a Neighborhood Greenway?

Neighborhood Greenways are low-speed, low-volume, shared-space streets that support high comfort walking and bicycling connections. Our 2019 Transportation Plan designates several City streets for the design and installation of Neighborhood Greenway facilities as part of the Priority Bicycle Facilities Network. To design and install Neighborhood Greenways, the City follows the Staff-led Traffic Calming and Neighborhood Greenways process.

For information on the Traffic Calming and Greenways process visit:
www.bloomington.in.gov/tcgp
For information on the Bloomington Transportation Plan visit:
https://bloomington.in.gov/transportation/plan

What should I expect?

Neighborhood Greenways are an important component of the community's plans to support an improved quality of life and connectivity. Past Neighborhood Greenway projects have shown an increase in the number of people walking, rolling, and bicycling in the area.

Residents may still park and drive on the Neighborhood Greenway. Traffic calming devices such as speed bumps and bump outs reduce the likelihood that drivers will speed on these streets.

Check out the Neighborhood Greenway video that has examples from Bloomington's first greenway projects:
https://youtu.be/ZEFevTJUKOM.

Project Timeline

1. **Informational Neighborhood Letter**
2. **First Meeting: Project Scope & Objectives:**
   Monday, April 5, 2022 (Details below)
3. **Second Meeting: Design Review & Feedback:**
   Summer 2022- Details will be posted on www.bloomington.in.gov/tcgp
4. **Open Comment Period**
5. **Bicycle and Pedestrian Safety Commission Review**
6. **Installation: Spring 2023**

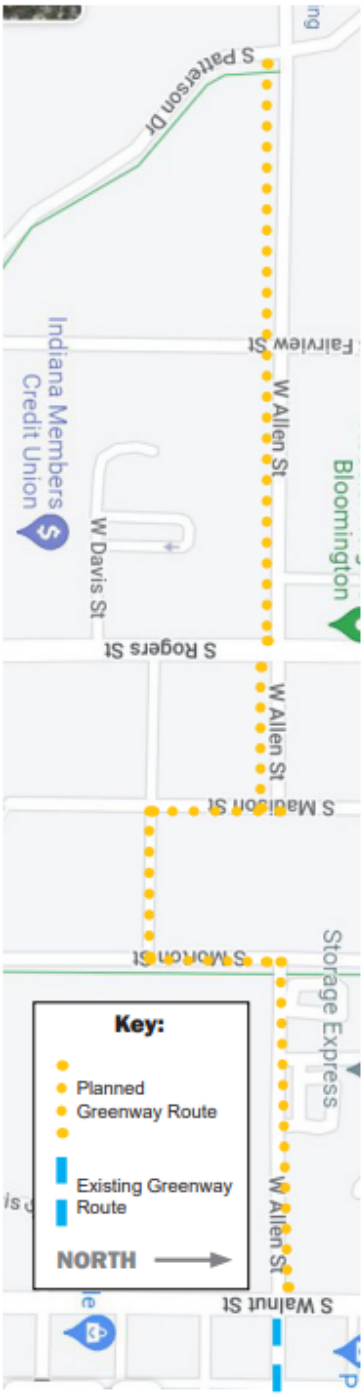
How to Stay Involved

Take a Survey:
go.iu.edu/allengreenway
Contact us if you need a paper copy of the survey.

Attend a Public Meeting:
Monday, April 5, 2022
Drop -In 5pm -7pm
Hoosier Heights Outdoor Area
1008 S. Rogers Street
*Rain date scheduled for 4/7/2022 at 5pm-7pm

For More Information

Mallory Rickbeil, Bicycle and Pedestrian Coordinator
rickbeilm@bloomington.in.gov, 812.349.3529



*Information related to rain postponement, or a move to a virutal meeting (worst-case scenario) will be shared on our website (bloomington.in.gov/tcgp) and social media no later than noon the day of the event.

H. Hawthorne/Weatherstone Mail Notification

CITY OF BLOOMINGTON
PLANNING AND TRANSPORTATION
401 N. Morton Street
Suite 130
Bloomington, IN 47404

Hawthorne + Weatherstone Neighborhood Greenway Coming Soon- Spring 2023

Attend a Public Meeting:
Monday, March 28, 2022
Drop-In 5pm -7pm
Near the Bryan Park Woodlawn Shelter
*Rain date scheduled for 3/30/2022

Take a Survey:
go.iu.edu/hwgreenway

Visit:
https://bloomington.in.gov/engineering/projects/hawthorne

What is a Neighborhood Greenway?

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For information on the Traffic Calming and Greenways process visit:
www.bloomington.in.gov/tcgp
For information on the Bloomington Transportation Plan visit:
https://bloomington.in.gov/transportation/plan

What should I expect?

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Residents may still park and drive on the Neighborhood Greenway. Traffic calming devices such as speed bumps and bump outs reduce the likelihood that drivers will speed on these streets.

Check out the Neighborhood Greenway video that has examples from Bloomington's first greenway projects:
https://youtu.be/ZEFevTJUKOM.

Project Timeline

1. **Informational Neighborhood Letter**
2. **First Meeting: Project Scope & Objectives:**
   Monday, March 28, 2022 (Details below)
3. **Second Meeting: Design Review & Feedback:**
   Summer 2022- Details will be posted on www.bloomington.in.gov/tcgp
4. **Open Comment Period**
5. **Bicycle and Pedestrian Safety Commission Review**
6. **Installation: Spring 2023**

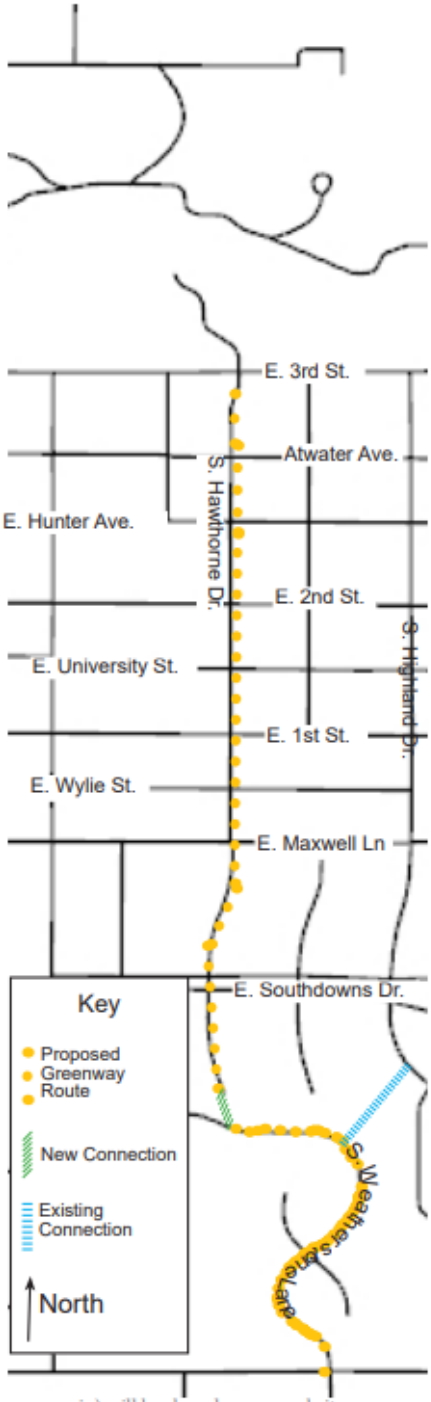
How to Stay Involved

Take a Survey:
go.iu.edu/hwgreenway
Contact us if you need a paper copy of the survey.

Attend a Public Meeting:
Monday, March 28, 2022
Drop-In 5pm -7pm
Bryan Park near the Woodlawn Shelter
*Rain date scheduled for 3/30/2022 at 5pm-7pm

For More Information

Mallory Rickbeil, Bicycle and Pedestrian Coordinator
rickbeilm@bloomington.in.gov, 812.349.3529



*Information related to rain postponement, or a move to a virutal meeting (worst-case scenario) will be shared on our website (bloomington.in.gov/tcgp) and social media no later than noon the day of the event.

I. Example Greenway Sign

J. Social Media Posts (links to the survey via website references in the posts – see websites shown in Appendices K and L)

City of Bloomington, IN - Planning and Transportation Department
April 1 at 2:42 PM ·

We're watching the weather in advance of Tuesday's West Allen Neighborhood Greenway Public Meeting. The rain date is scheduled for Thursday, April 7 from 5pm - 7pm. We'll let you know of any changes on social media or our website (www.bloomington.in.gov/tcgp) by Monday afternoon. Stay tuned

BLOOMINGTON.IN.GOV
Traffic Calming and Greenways Program | City of Bloomington, Indiana

1

Like Comment Share

City of Bloomington, IN - Planning and Transportation Department
March 27 ·

Just a reminder that the Hawthorne & Weatherstone Neighborhood Greenway Public Meeting: Project Scope and Objectives is tomorrow! Drop in between 5:00pm - 7:00pm near the Bryan Park Woodlawn Shelter. We'll have City staff and consultants available to answer any questions, and explain the design process for the new pedestrian and bicycle connection.

3 3 Shares

Like Comment Share

K.W. Allen Greenway Website Screen Capture

W Allen Neighborhood Greenway

Share:

Page last updated on March 31, 2022 at 4:01 pm

What is a Neighborhood Greenway?

Neighborhood Greenways are low-speed, low-volume, shared-space streets that support high comfort walking and bicycling connections. Our 2019 Transportation Plan designates several City streets for the design and installation of Neighborhood Greenway facilities as part of the Priority Bicycle Facilities Network. To design and install Neighborhood Greenways, the City follows the Staff-led Traffic Calming and Neighborhood Greenways process.

For information on the Traffic Calming and Greenways process

For information on the Bloomington Transportation Plan visit:

What should I expect?

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Residents may still park and drive on the Neighborhood Greenway. Traffic calming devices such as speed bumps and bump outs reduce the likelihood that drivers will speed on these streets.

Check out the Neighborhood Greenway video that has examples from Bloomington's first greenway projects.

Project Map:

Project Timeline:

1. Informational Neighborhood Letter: sent 3/22
2. First Meeting: Project Scope & Objectives:
Tuesday, April 5, 2022 (Details below)
3. Second Meeting: Design Review & Feedback:
Summer 2022- Details will be posted on www.bloomington.in.gov/tcgp
4. Open Comment Period: Open Now (link)
5. Bicycle and Pedestrian Safety Commission Review
6. Installation: Spring 2023

How to Stay Involved:

Take a Survey- Link
Contact us if you need a paper copy of the survey.

Attend a Public Meeting:
Tuesday, April 5, 2022
Drop-In 5pm -7pm
Hoosier Heights Outdoor Area
1008 S. Rogers Street
*Rain date scheduled for 4/7/2022 at 5pm-7pm

*Information related to rain postponement, or a move to a virtual meeting (worst-case scenario) will be shared on our website (bloomington.in.gov/tcgp) and social media no later than noon the day of the event.

For More Information:

Mallory Rickbeil, Bicycle and Pedestrian Coordinator
rickbeilm@bloomington.in.gov, 812.349.3529

Attachments

Mailer for the W. Allen Neighborhood Greenway (608.65 KB)

L. Hawthorne/Weatherstone Greenway Website Screen Capture

Engineering >> Current Infrastructure Projects

Hawthorne & Weatherstone Neighborhood Greenway

Share:

Page last updated on March 31, 2022 at 4:06 pm

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Check out the Neighborhood Greenway video that has examples from Bloomington's first greenway projects.

Project Map

Project Timeline

1. Informational Neighborhood Letter- sent 3/18
2. First Public Meeting: Project Scope and Objectives- Monday, March 28, 2022
3. **Second Public Meeting: Design Review and Feedback-** May/June 2022 (Details will be posted closer to the date)
4. **Open Comment Period-** Open Now (link)
5. **Bicycle and Pedestrian Safety Commission Review**
6. **Construction-** Spring 2023

How to Stay Involved

1. **Take the Survey-** Link **(Open until 4/4/2022)**
2. **Attend a Public Meeting**

For More Information

Mallory Rickbeil, Bicycle and Pedestrian Coordinator
rickbeilm@bloomington.in.gov, 812.349.3529

Attachments

Mailer for the Hawthorne Weatherstone Neighborhood Greenway project (508.62 KB)