

## **APPENDIX L:**

### **Survey Results**

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### SURVEY RESULTS

The following questions have been provided to 59 survey participants that reside within the CRTPA Region. All responses requested a rating of one through five. Five represents either strongly agreeing with a statement or recognizing an issue as very important. Whereas one represents either strongly disagree or don't know (two represents not important). Below is each topic that has been computed. Each computation consists of a percentage of each chosen rank. For example, out of 59 of the surveyors 71 percent thought it was very important (rank 5) to improve transit. This indicates that 42 responses include a rank of 5.

#### Traffic congestion is a major problem in my area?

Traffic congestion is a major problem in the surveyor's specific area. 52 percent of the responses agreed or strongly agreed with high traffic issues in their area. Residents often have a relative perception of congestion to where they live. No consistency is shown for Tallahassee, but 17 percent of surveyors disagree with congestion.

#### Traffic congestion is a major problem within the four county region?

Traffic congestion as a whole for the entire region had a slightly different response. More than a third of the responses, or 41 percent, agreed or strongly agreed with congestion relative to the whole region. Considering the region is such a large area, the high congestion urban areas are mixed with low congestion rural areas causing the responses to be more mid range.

#### More travel options are needed to help people get to work?

About 92 percent of the responses agreed or strongly agreed to more commuting options. Residents expect better alternatives to personal automobiles and are willing to use other means to get to work. Options such as transit need to be efficient and punctual in order for citizens to go out of their way to use them. Seven percent of the responses were neutral or disagreed with the confidence that commuters may not be willing to use alternatives even if they are present.

#### More bicycle and pedestrian facilities are needed?

Roughly 85 percent of the responses agreed or strongly agreed to more pedestrian and bicycle facilities. This may indicate that the responders are willing to use a bicycle or walk to a location if a decent facility were present. The existing facilities may need to be preserved and new locations should be determined. But the survey also reveals that 14 percent are neutral or disagree with the idea that even if these facilities were more abundant then commuters may continue with the simplicity of their vehicle.

#### There should be focus on safe bicycle and pedestrian access to schools?

No response to this question is less than a three or neutral to the topic whereas those who strongly agree represent 64 percent of all responses. The remaining results agree to safe bicycle and pedestrian access to schools at 27 percent of all responses. Total agrees and strongly agrees represent 91 percent of the responses. Not a single responder disagreed or did not know which indicates that if more facilities are provided then safety should be a high priority.

Regional transit should be available?

Again, only eight percent provided a neutral response and no response disagreed. 56 percent of the responses were strongly agreed to more regional transit availability and 32 percent agreed. 88 percent of all responses agree in some way for regional transit. A large response to this question suggests that transit should provide city and county connectivity among bus routes without time delays.

Development patterns directly affect transportation and mobility?

According to the survey responses, 95 percent agreed or strongly agreed that development patterns directly affect mobility and transportation. Based on recent studies transportation issues are evident along with developments. Even with supporting evidence, 2 percent of the responses are neutral to the correlation between development and transportation mobility.

I would use an alternative to my car if it were available and convenient?

Almost all surveyors agree with this idea with 61 percent strongly agreeing and 32 percent only agreeing to this question. Of course, if these alternatives were present there is no way to know if commuters would actually follow through with this agreement. If adequate facilities were provided then commuters may try it more often, but there needs to be a way for commuting to sustain this participation in alternate commuting. Only 2 percent disagree with statement and feel that they would not follow through with applying available and convenient alternatives to commuting.

Maintenance of the existing transportation facilities?

81 percent of the responses believe that it is important to maintain the existing transportation facilities. Of that 81 percent, 42 percent find this to be very important and 39 percent believe it is important to maintain the existing facilities. The smaller 12 percent of the total find it somewhat important, but only 2 percent find this maintenance unimportant.

Specific designated truck routes?

A slightly less important area falls under designated truck routes. Although this may be an important issue, 34 percent find these routes to be very important. 32 percent of the responders find truck routes an important issue, but only 19 percent find this somewhat important. Of the 59 responses, eight percent believe this issue is not important, which is much higher percentage than other topics. This indicated that other issues may be of greater concern than truck route designation.

Incorporating transportation facility designs that recognized and enhance the character of the area?

Correlating the transportation facilities to relate and enhance the character areas is important to 34 percent of the responses and very important to 42 percent of the responders. A total of 93 percent find this to be at least somewhat important.

Improving transportation connections between key places in the region?

Transportation connections among key places within the region are very important to 64 percent of the responders. 30 percent of the responders believe this issue is important of somewhat important. No responder finds this as a not important issue. The qualitative responses indicate

that connectivity among cities, counties, and popular places need to be enhanced within transportation.

#### Better public transportation options?

A majority of responders see better transportation options as very important at a high percentage of 71 percent. The remaining 29 percent either did not provide an answer but at least feel it is somewhat important. Better public transportation is important to some degree to all responders.

#### More multimodal options?

The majority of the responders believe this is at least an important issue with 83 percent of responders finding it important or very important. The 83 percent is a dominating value indicating that more multimodal options should be provided. Zero percent of responses felt was not important.

#### Incorporating land use and development patterns into transportation planning?

81 percent of the responses find it important or very important to include land use and development patterns into transportation planning. 12 percent of responses have determined this topic as somewhat important and 2 percent is not important at all.

#### Natural Environment

71 percent of responders find this to be very important and 24 percent have marked a lesser important. Preserving nature is often of high importance but sometimes it is disregarded when more developments are planned. This may need to become more of an integral part to developments and transportation especially if only one response was lower than important.

#### Economic Growth

Of the 59 responders 44 percent finds economic growth to be very important and 39 percent see it as an important issue. One responder sees it as not important while 10 percent have viewed the issue as somewhat important.

#### Employment

The responses for employment as a very important issue compile 59 percent while the other 31 percent see it as important. Only three responders stated employment as somewhat important. No responses find employment as not important.

#### Housing

53 percent of the responders see housing as very important while another 34 percent see it as important and the final 8 percent view the issue of housing as somewhat of an issue.

#### Education

Responders have marked education very important at 66 percent of the total responses. The majority of the remaining responses are important at 27 percent. Besides the responders that did not answer, the remaining 2 percent find education as not important.

**Are there specific locations in your area or in the region where you think the transportation system does not work well? Describe these locations.**

Throughout the overall area of the four counties there are select areas where the transportation system does not work well. Responders to the survey have chosen specific areas that have flaws in the transportation system. Most areas or specific roads are selected based on the individual choice of the person responding, but few areas were targeted multiple times. The main issue was to enhance a better transit service throughout the entire region rather than solely focusing on Tallahassee. Seven responders mentioned better transit in their responses. These issues range from timing schedules more efficiently to more bus stops or service.

The next issue was a better transportation systems between cities and counties. A request for connectivity among big jurisdictions in the area was the most common response. In addition to having a bus system within a city, for example, there should be interconnectivity between cities and counties. Six responders mentioned issues regarding the connection of other modes of transportation.

University transportation system issues seemed to be a problem among four responders. Some areas of the campus do not sufficiently carry students to all important locations. Within the campus is one issue, but also lacks the connection to other main building (ie. Capitol).

The area of SouthWood in southeastern Tallahassee seems to have transportation system problems. Three responders recognized that area to be an issue. Issues may include lack of transit or a need for more multimodal means of transportation.

The Killlearn area of Tallahassee was considered to have transportation flaws. Two survey responders recognized this area of having issues. No specific issues were addressed but the responders made it clear that north Tallahassee has issues in the Killlearn area.

All other specific areas of the region can be seen in the table. Of the 66 total comments, more than a third did not provide a written response to the question asked.

**What do you feel are the most important elements to consider in the development of the Regional Mobility Plan?**

Of the 69 comments, 20 responders did not provide an answer for the question concerning the most important elements of the regions mobility plan. Although specific answers were provided for some surveys, they have been simplified into more specific areas such as transit, protect the environment, etc. The top six responses were each identified by four different responders. Transit accessibility, travel times, rail system implementation, multimodal safety, road connectivity or accessibility, and environmental protection are the top elements to include in the plan according to those who took the survey. Three respondents suggest focusing on the general public transit system. Another strong point is to consider neighboring cities and counties. Although the study is within the four county regions, for example, people will still be commuting in and out of the region making connectivity an important factor. The remaining categories have

received one or two responses and include topics such as preventing urban sprawling, lowering users costs, and address commuting issues.

**What would you like the region to look like/be like in 50 years?**

As for the future of this region and what residents plan to expect, 68 responses were given as to what should be focused on in the next 50 years. Of the 68 responded comments, roughly 20 respondents did not provide an answer or recommended aspect to focus on. Out of all the specified categories, the most common area is to improve public transit. Seven surveyors had a response that included transit which is almost ten percent of all respondents and comments. The next section includes urban core and higher density central areas of a city which may be similar to urban sprawl prevention. A suggestion was to build upward instead of outward. Five different participants thought this was an important long term factor. To go along with public transit, four respondents felt that a light rail system should be created. Light rail would provide another option of transportation than a bus, which may take longer. The fourth category was to focus on sustainability of existing building and dense urban areas. Although it is similar to the second section, the purpose is to focus on an urban core to promote more walking and biking rather than preventing urban sprawling. The next section includes multimodal accessibility and was provided by four different surveyors. The last two categories to focus on are environmental protection and preventing overpopulation within the region. Both of these categories each have three different responders.

## COMMUNITY CHOICES SURVEY RESULTS

### Gadsden County

The majority of the participants have lived in the region for their entire life or over 20 years. The reasons most listed for living in the area were job opportunities, followed by natural environment, climate, and “other” which primarily focused on the presence of the universities.

The following images ranked highest in the survey on a scale of 1 to 8.



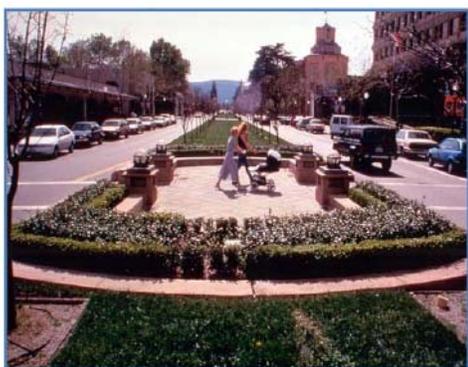
7.17



7.17



7.17



7.00



7.00

The following images were ranked lowest by meeting participants.



2.17



2.33



2.33



2.67



2.50



2.50

### Jefferson County

The tenure of the participants living in the Capital Region ranged from a minimum of eleven years to over 21 years. The reasons participants listed for living in the area was job opportunities, close to family, climate, natural resources and quality of life.

The following images ranked the highest in the survey on a scale of 1 to 8.



7.33



7.33



7.00



6.67



6.67



6.67



6.67

The following images were ranked lowest by meeting participants.



1.67



2.33



2.33



2.33

### Leon County

The majority of the participants have lived in the Capital Region between six and 20 years. Thirty percent (30%) of the participants have lived in the area for less than five years and thirty percent (30%) for more than 21 years. The reason most listed for living in the Capital Region was job opportunities and universities, followed by the quality of life in the area.

The following images ranked the highest in the survey on a scale of 1 to 8.



6.87



6.78



6.77



6.76



6.74

The following images were ranked lowest by the survey participants.



1.64



1.76



1.87



2.00



2.00

## Wakulla County

The majority of the participants have lived in the Capital Region for their entire lives or for over 20 years. The reason most listed for living in the area was being close to family and quality of life, followed by job opportunities and the natural environment.

The higher rated images for the Wakulla County meeting included all of the undeveloped, natural images. The highest ranking images depicting transportation facilities and/or development included the following:



7.00



7.00



7.00

The following images were ranked lowest by the meeting participants.



2.33



2.50



2.67



2.83



2.83

## Regional Results

By combining the results from each county, the overall regional results were tabulated. As noted in Wakulla County, all of the natural, undeveloped images ranked very highly. The following images were the highest ranked depicting transportation facilities and/or development patterns.



6.99



6.76



6.71



6.48



6.45



6.43



6.28



6.26

### CRTPA Board

At the retreat held on April 20, 2009, the CRTPA Board members also took the Community Choices Survey. The Board results also ranked all of the natural, undeveloped images very highly. The following images were the highest ranked images depicting transportation facilities and/or development patterns.



7.30



7.20



7.20



7.20



7.20



7.20



7.10



7.10

The images that were scored the lowest by the CRTPA Board include the following:



1.30



1.30



1.40



1.40



1.50



1.50

**“TOP FIVE THINGS I LIKE ABOUT THE CAPITAL REGION”**

In addition to the Community Choices Survey, each participant was asked to list the top five things that they most appreciated or liked about the Capital Region. These elements have been compiled into a regional database and also include the CRTPA Board responses. The following items were identified as the top reasons people liked the Capital Region. In order to be included in the list, a response must have been given more than once.

Likes	Number of Responses
Environment / Natural Beauty / Coastal	50
People	20
Small town Feel / Sense of Community	20
Capital City / Regional Hub	16
Cultural / Entertainment	14
Universities / Higher Education	13
Recreational Opportunities	6
Location Near Family	4
Potential	4

**SURVEY CONCLUSIONS**

As can be seen from the results of the Community Choices Survey and the informal written survey about things people most liked about the Capital Region, there is a very high value placed upon the natural beauty of the area and the natural resources that provide contribute to the area’s unique character.

The images that ranked the highest throughout the region included those depicting natural and undeveloped areas that incorporated the native natural resources, such as live oaks, coastal scenes, and pastoral scenes. These rankings support the elements identified in the “Top 5” survey.

Those highly ranked images that focused on development patterns and transportation facilities included multimodal facilities that were incorporated into the overall transportation system. Images included mixed uses with opportunities to walk or bicycle safely and within a pleasant environment. Natural resources were incorporated into the development patterns and the transportation facilities, providing an aesthetically pleasing image with a specific community character.

Those images that scored the lowest were solely automobile oriented development patterns and multi-lane transportation facilities with little or no modal alternatives incorporated. Those images that did contain sidewalks did not incorporate any user amenities to encourage pedestrian traffic or make for a safe and pleasant experience. These images had little to no natural features or landscaping and primarily featured asphalt and parking areas. The location of the majority of

these images could not be determined and do not contain any specific features that define a community or its context.

It can be inferred from these results that the preference is for transportation facilities and development patterns to incorporate and encourage opportunities to walk, ride a bike, or take a bus. Public green spaces should be included into development patterns, which incorporate multiple uses. The Capital Region is considered to be a special area with unique characteristics and the development patterns and transportation network should reflect and incorporate these characteristics.