

ONLINE SURVEY #2 RESULTS REPORT

Stride Forward – Regional Transportation Plan



INTRODUCTION

Stride Forward is MetroPlan’s mandated update to the regional transportation plan. This plan is unique coming on the heels of a City of Flagstaff declared climate emergency and subsequent [Carbon Neutrality Plan](#) (CNP). The CNP calls for the maintenance of vehicle miles traveled at 2019 levels.

Stride Forward includes a robust public involvement plan including online surveys such as this one. This survey intended to delve deeper into public attitudes toward various vehicle miles traveled reduction strategies including increased density and shifting modes away from single occupancy car travel.

Survey Outreach & Respondent Demographics

The survey was conducted in March 2022 using the City of Flagstaff Community Forum. 579 responses were received from 824 site visitors. This survey was composed of 10 questions, many multi-parts in nature, and 9 demographic questions. An opportunity to leave comments was provided after several questions. An announcement was made to the 3000+ registered site users at the beginning and near the end of the open period. *Stride Forward* website and social media directed the public to the online survey, and the 230+ *Stride Forward* stakeholders were encouraged by email to take the survey and encourage their constituents and/or members to do so as well.

It is important to note that this is not a random sample survey, that results are not statistically valid, and that the results reported here have not been normalized to reflect a more normal distribution across demographic characteristics of the region. Offered here is a comparison of the demographics of the *Stride Forward* surveys to date.

DEMOGRAPHIC OR CHARACTERISTIC	RANDOM SAMPLE SURVEY (JAN. 2022)	ONLINE SURVEY #1 (MAR. 2022)	ONLINE SURVEY #2 (APR. 2022)
Primary Travel Mode - Bike	5%	14%	11%
Transportation system service Somewhat well / Not well	63%	84%	N/A
Age 65+	24%	38%	21%
Education Bachelor / Post-Graduate	74%	82%	85%
Income Over \$100k	29%	40%	42%
Race White	80%	87%	75%
City / County City residents	61%	84%	83%
<i>Total Number of Participants</i>	<i>674</i>	<i>640</i>	<i>579</i>

Across the 3 surveys, Stride Forward has reached 1,893 participants.

Survey 2 Overview

The second online survey takes a closer examination of responses received in the previous surveys. These are:

- Preferences and reasons for choosing other modes besides a personal vehicle
- Support of bike and pedestrian improvements along Milton Rd. as they relate to increasing the time to travel via a personal vehicle
- Support providing transit to areas outside of the city limits
- Personal views on multi-family housing and support of dense neighborhoods
- Personal views and support of affordable housing solutions
- Personal views and support of dense neighborhoods and housing as it relates to all transportation modes

One question from the random sample survey was repeated for comparison purposes.

How This Information Will Be Used

Survey results will be used to shape proposed development patterns, particularly in the Upward scenario, and the transportation facilities, services, and programs to serve them. In addition, it will be used to understand public support or opposition to those proposals and respond to public questions about them. For instance, knowing the public’s attitude toward multi-story, multi-family homes may result in scenario alternatives with more acceptable levels of such development. Conversely, if meeting carbon neutrality goals requires more multi-story housing than is publicly acceptable, we can legitimately say we listened, heard, and tried to avoid this outcome. Likewise, knowing preferences and deterrents to different travel modes allows us to design systems that capitalize and mitigate accordingly and then explain that to the public and decision-makers.

SURVEY 2 ANALYSIS & FINDINGS

Comparisons are generally made to several Title VI relevant groups including Minority, Low Income (or low to moderate), Age 65 and older, and Disabled. Comparisons are also made between residents of the region to residents of the County within the region.

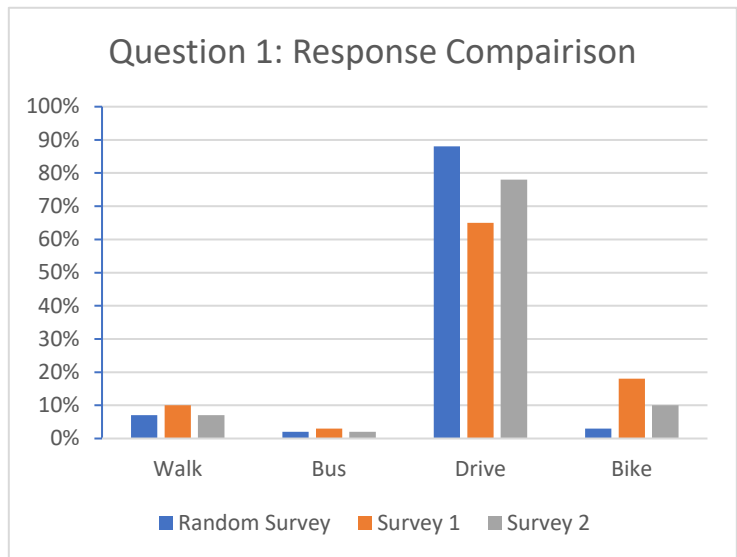
ANALYSIS GROUP	N = NUMBER OF RESPONDENTS
ALL	579
AGE 65 AND OLDER	115
COUNTY RESIDENT	94
DISABLED	71
MINORITY	64
LOW AND MODERATE INCOME (<\$49,900 ANNUAL)	59
LOW INCOME (<\$25,000 ANNUAL)	10

The following provides an overview of each survey question. Please note that the numbers listed are the percentage of respondents and not the total number of participants per group.

Question 1: On a typical day, what is your primary means of travel? (Select one)

This question was asked over all three surveys. 78% of respondents selected Driving compared to 88% in the [random sample survey](#) and 65% in [Survey 1](#). This gives an average of 73% of participants who selected driving as their primary means of travel.

As in the first online survey, Low-income respondents are much more likely to drive. County residents, people with a disability, and those who are 65+ are far more likely to drive. This has been the trend across all three surveys.



Question 1. Primary Means of Travel

	All	Minority	Low Mod	Low	65+	Disability	County
Walk	7	9	7	10	8	3	2
Bus	2	2	2		1	1	2
Drive	78	79	85	90	80	84	88
Bike	10	2	7		8	8	4

Total excludes skipped or Don't know. Highlighted boxes indicate +/-5% deviation from "All".

Question 2: If all means of travel were equally convenient and safe, which means of travel would you prefer to use? (Select one)

44% of total respondents selected bicycling as their preference for transportation. However, the low-to-moderate-income group skews far less at 29% for bicycling. Compared to the other groups, low-to-moderate income demonstrates a higher percentage of 24% for bus travel. Driving as a preferred means is 14% higher for minority populations compared to the overall results.

Question 2. If all means of travel were equally convenient and safe, which means of travel would you prefer to use?

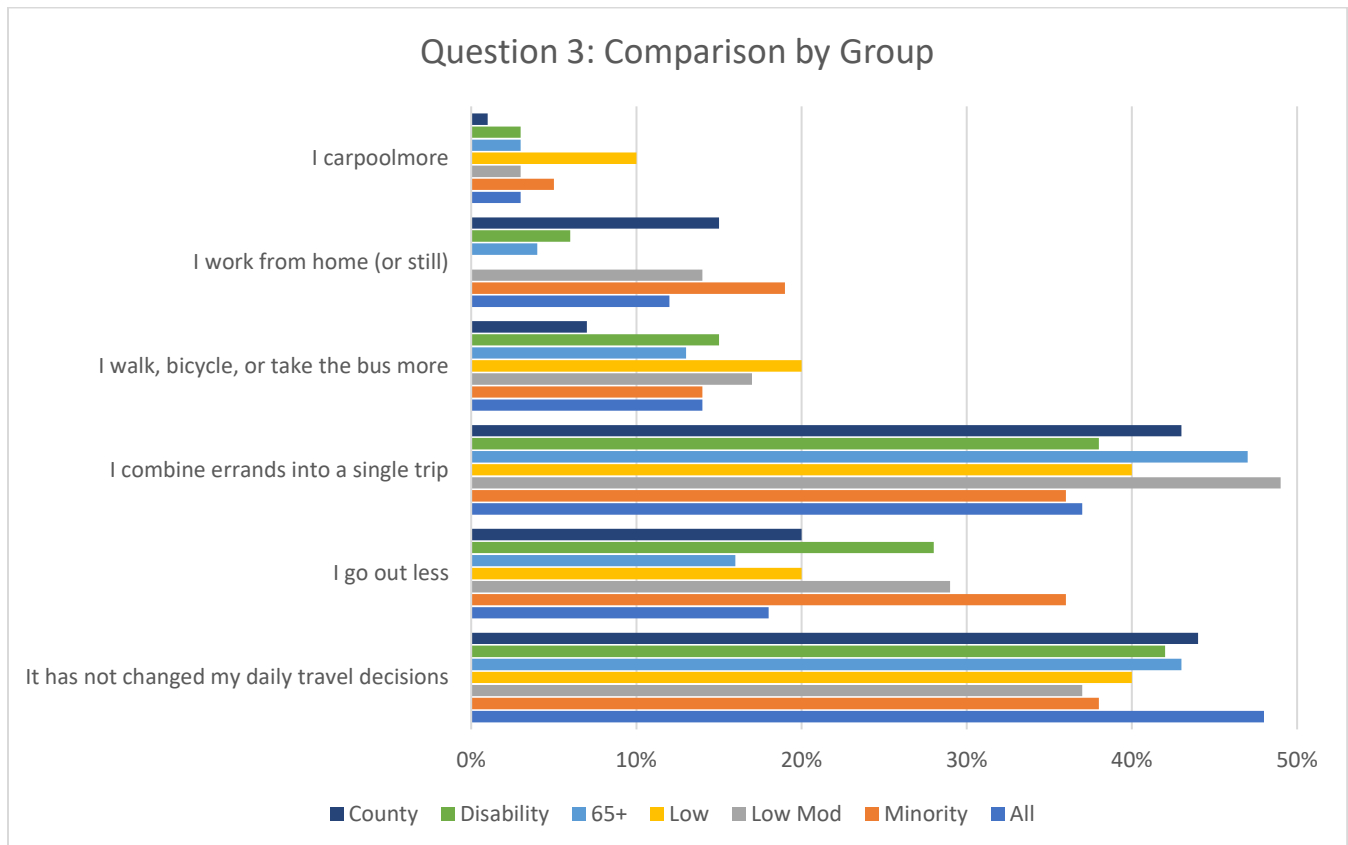
	All	Minority	Low Mod	Low	65+	Disability	County
Bus	11	12	24	10	14	14	16
Walking	15	7	17	20	18	13	3
Driving	30	44	30	30	34	39	35
Bicycling	44	37	29	40	34	33	45

Total excludes skipped or Don't know. Highlighted boxes indicate +/-5% deviation from "All".

Question 3: Gas prices are up dramatically. How has this changed your daily travel decisions?

(Check all that apply)

With the increase in gas prices, MetroPlan sought to understand how travel behaviors have changed in the region. 48% of respondents selected that gas prices have not changed their daily travel decisions. However, for minority and low-to-moderate-income groups changed their travel decisions by reducing how often a person travels, combining trips for efficiency, and increasing the use of other modes (walking, bicycling, and transit).



Question 3. Gas prices impacts on travel behaviors

	All	Minority	Low Mod	Low	65+	Disability	County
<i>It has not changed my daily travel decisions</i>	48	38	37	40	43	42	44
<i>I go out less</i>	18	36	29	20	16	28	20
<i>I combine errands into a single trip</i>	37	36	49	40	47	38	43
<i>I walk, bicycle, or take the bus more</i>	14	14	17	20	13	15	7
<i>I work from home (or still)</i>	12	19	14		4	6	15
<i>I carpool more</i>	3	5	3	10	3	3	1

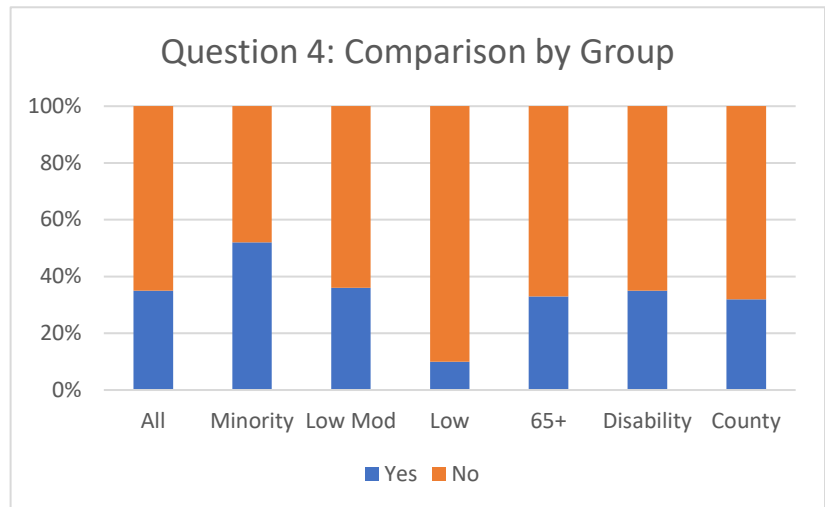
Total excludes skipped or Don't know. Highlighted boxes indicate +/-5% deviation from "All".

Question 4: Do you feel the Flagstaff transportation network sufficiently supports walking, bicycling, and transit?

Overall, only 35% of total respondents feel that the transportation network supports walking, bicycling, and transit.

Most noticeably, 90% of the low-income group do not feel that the transportation networks support walking, bicycling and transit modes.

When comparing county vs. city resident responses, there was only a 4% difference between responses to "yes" and "no", with County residents finding these transportation modes sufficiently supported at 32% and City residents at 36%.



Question 5: Previous surveys identified Milton Road as unsafe and uncomfortable for walking and biking. More crossings will make it safer and delay cars. It takes 7 minutes to drive Milton Road. What additional time are you willing to take knowing it would improve conditions for walking and biking? (Pick one)

44% of respondents stated that they were willing to wait an additional 1 to 3 minutes to improve walking and bicycling on Milton Road. 34% stated that they were willing to wait more than 3 minutes to support improved conditions. Low-income respondents (60%) are the only group with a majority that is willing to wait more than 3 minutes. However, 30% of these respondents also selected a wait time of less than one minute.

Question 5: Milton Road Travel Time

	All	Minority	Low Mod	Low	65+	Disability	County
Less than one minute	21	37	25	30	16	29	27
One minute	8	10	10		3	8	9
Two minutes	17	12	8		23	17	17
Three minutes	19	15	17	10	24	17	21
More than three minutes	34	25	39	60	34	30	26

Total excludes skipped or Don't know. Highlighted boxes indicate +/-5% deviation from "All".

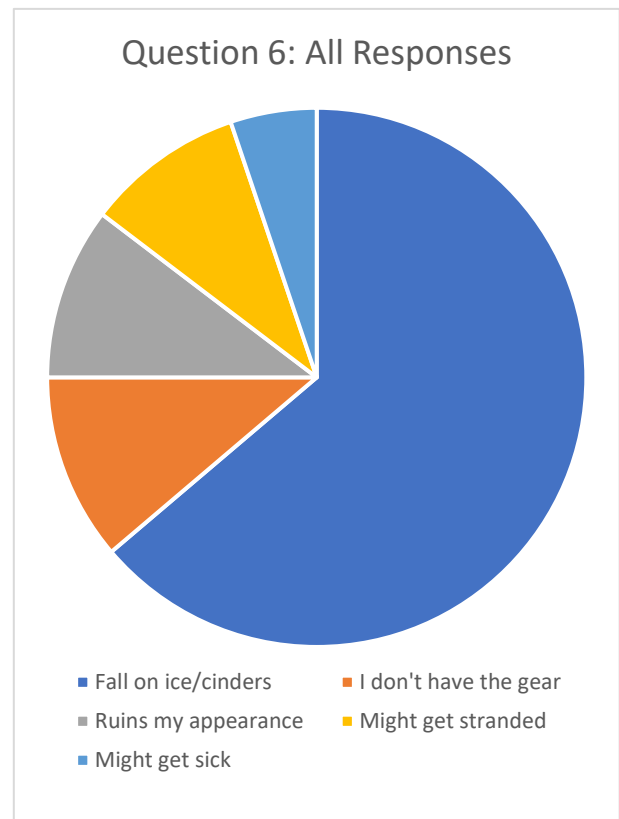
Question 6: In our last survey people indicated bad weather discouraged them from walking or biking. Here are several reasons NOT to walk or bike in bad weather. Which reasons do you most frequently use (pick up to three)?

Participants were asked to select up to 3 reasons that they do not walk or bike in bad weather. Across all groups, falling on cinders or ice was of the top concern.

The biggest deviation was concerning "might get sick", 6% of participants selected this as a reason. However, minority groups reported at 12%, low-moderate-income at 12%, and low-income reported at 22%.

Question 7: If you had the right gear (umbrella, all-weather shoes, light) how long in bad weather would you be willing to walk or bike to work, shopping, or a transit stop?

As a follow-up to question 6, the survey asked participants if they had the right gear for inclement weather and how many minutes would they be willing to walk or bike. The average response was 10 minutes. There was minimal deviation across the groups with the minority group reporting the lowest at 7 minutes.



Question 8: In our recent survey, many requested transit to areas like Doney Park, Kachina Village, and Belmont. There is currently no funding for this service. How much would you be willing to pay per year to support morning and evening commuter services to these areas?

37% of respondents selected \$0 in contribution to transit services for areas outside of city limits. 46% selected some form of contribution with the preferred amount of \$50 selected by 28% of total respondents.

Question 8: Transit financial support outside of city limits

	All	Minority	Low Mod	Low	65+	Disability	County
\$50	28	19	25	20	35	24	18
\$125	7	0	9	10	7	3	12
\$150	6	5	7	10	6	4	8
\$175	5	10	4		4	4	8
\$0	37	58	40	30	27	45	38

Total excludes skipped or other. Highlighted boxes indicate +/-5% deviation from "All".

QUESTIONS 9 AND 10: In the previous survey people offered thoughts on how the presence of multi-family housing like multi-story apartments or triplexes might affect their choice of communities. In the following questions, we sought perceptions of the challenges and opportunities presented by apartments.

Question 9 How strongly do you agree or disagree with this statement about multi-family housing?

Multi-family housing like small apartments of 2-3 stories or tri-plexes could fit into my neighborhood.

	All	Minority	Low-Mod	Low	65+	Disability	County
Strongly Agree	17	27	29	40	15	16	8
Agree	24	15	20	20	23	25	15
Neutral	11	12	8		15	10	10
Strongly Disagree	27	27	29	40	29	35	41
Disagree	17	15	12		15	13	23
Total Agree	41	42	49	60	38	41	23
Total Disagree	44	42	41	40	44	48	64

Total excludes skipped or "don't know". Highlighted boxes indicate +/-5% deviation from "All".

64% of County residents agree that 2-3 story multi-family housing units would not fit into their neighborhoods. Whereas 56% of minority and low-mod groups strongly agree, compared to 17% of "All" respondents.

However, in both "Low-Mod" and "Low" groups, the percentage of respondents that strongly agree and those who strongly disagree is the same.

Multi-family housing of 4-5 stories over several blocks creates nuisances.

	All	Minority	Low-Mod	Low	65+	Disability	County
Strongly Agree	33	40	42	20	39	35	39
Agree	21	15	15	10	26	22	16
Neutral	15	17	10	10	13	14	15
Strongly Disagree	13	12	14	40	11	17	13
Disagree	14	15	15	20	6	9	14
Total Agree	54	55	57	30	65	57	55
Total Disagree	27	27	29	60	17	26	27

Total excludes skipped or "don't know". Highlighted boxes indicate +/-5% deviation from "All".

54% of All respondents agree that 4-5 stories multi-family housing can create nuisances. Reporting higher than “All”, 82% of Minority and Low-Mod respondents also agree that this type of multi-family housing can create nuisances. Whereas the low-income group disagrees with this statement at a combined 60%.

Multi-family rentals are a necessary part of our affordable housing solutions.

	All	Minority	Low-Mod	Low	65+	Disability	County
Strongly Agree	34	47	42	60	29	22	29
Agree	37	15	24	20	42	33	33
Neutral	12	15	15		12	14	21
Strongly Disagree	8	17	14	20	6	16	8
Disagree	6	7	3		4	7	1
Total Agree	45	32	38	40	48	49	41
Total Disagree	14	24	17	20	10	23	9

Total excludes skipped or "don't know". Highlighted boxes indicate +/-5% deviation from "All".

The majority of All respondents agree that multi-family rentals are a necessary part of affordable housing at a combined 71%. Minority, Low-Mod, and Low groups agreed more with this statement, especially the low-income group at 80%.

Multi-family ownership, like condominiums, are a necessary part of our affordable housing solutions.

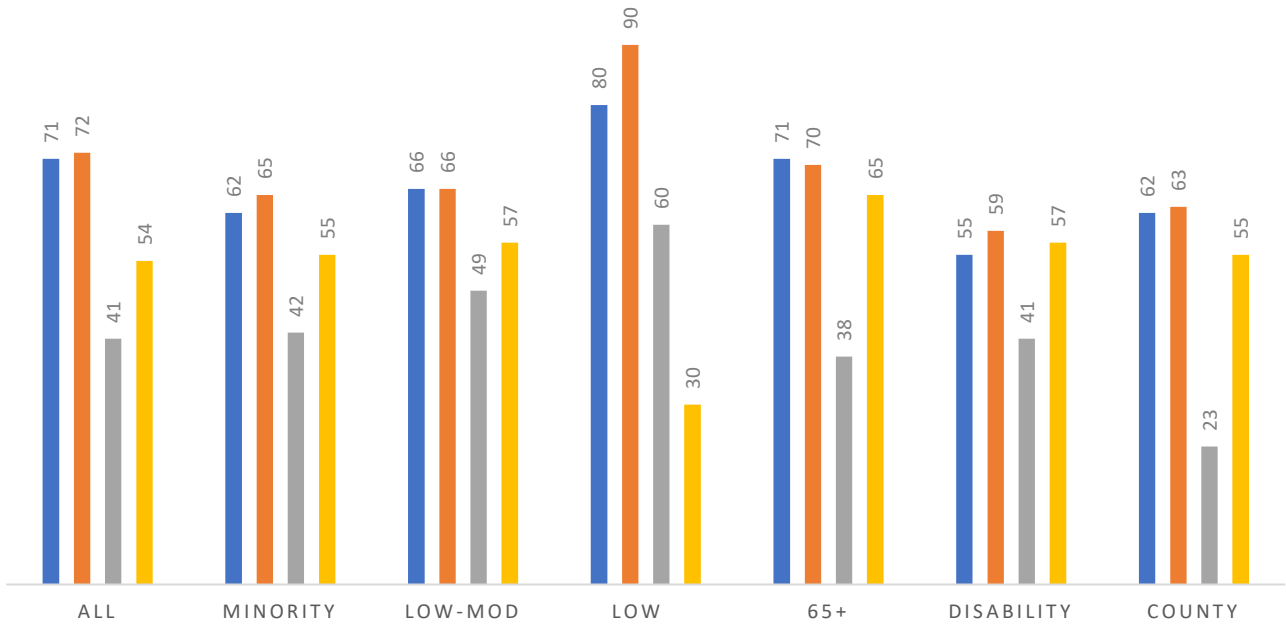
	All	Minority	Low-Mod	Low	65+	Disability	County
Strongly Agree	32	41	37	50	28	23	29
Agree	40	24	29	40	42	36	34
Neutral	13	15	19		16	14	19
Strongly Disagree	7	15	10	10	6	13	8
Disagree	5	5	3		3	9	4
Total Agree	72	65	66	90	70	59	63
Total Disagree	12	20	13	10	9	22	12

Total excludes skipped or "don't know". Highlighted boxes indicate +/-5% deviation from "All".

As with multi-family rentals, the majority of All respondents (72%) agree that condominiums/townhomes are a necessary part of affordable housing. Low-Income group demonstrates higher agreement at 90% and Disability group respondents showing the least agreement at 59%

QUESTION 9: COMBINED STRONGLY AGREE & AGREE PER GROUP

- Multi-family rentals are part of affordable housing solution
- Multi-family ownership (Condos/Townhomes) is part of affordable housing solution
- Multi-Family (2-3 stories) Housing would fit in my neighborhood
- Multi-Family Housing (4-5 stories) causes nuisances.



Question 10: A few more questions about multi-family housing. How strongly do you agree or disagree with these statements?

Multi-family neighborhoods are as safe as other neighborhoods.

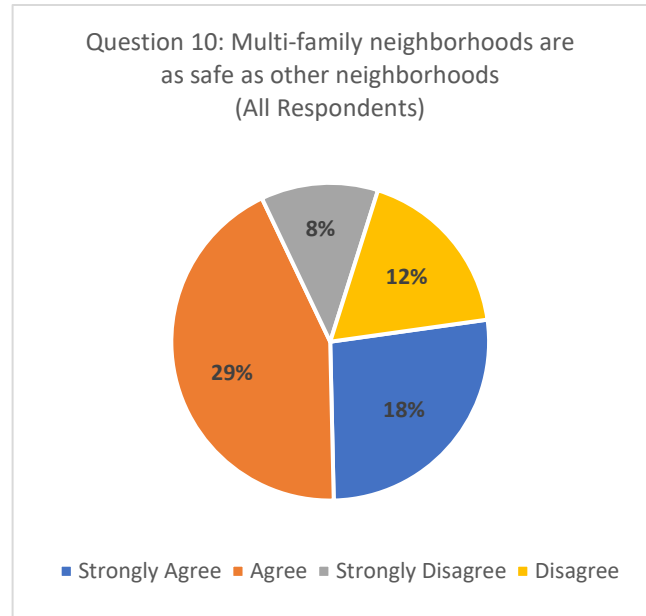
	All	Minority	Low-Mod	Low	65+	Disability	County
Strongly Agree	18	28	24	30	10	11	12
Agree	29	16	19	20	29	26	28
Neutral	27	21	29	30	34	27	28
Strongly Disagree	8	14	14	20	5	7	11
Disagree	12	9	10		13	23	14
Total Agree	47	44	43	50	39	37	40
Total Disagree	20	23	24	20	18	30	25

Total excludes skipped or "don't know". Highlighted boxes indicate +/-5% deviation from "All".

Across all the groups, most agree that multi-family neighborhoods are as safe as other neighborhoods.

All respondents (47%) agree or strongly agree with this statement; the Minority group strongest of all at 50% in agreement.

The Disability group percentage of respondents to agreement is 37% and disagreement at 30% making this group the most moderate on the statement.



Multi-family housing produces less traffic per unit than other housing types.

	All	Minority	Low-Mod	Low	65+	Disability	County
Strongly Agree	8	7	2		3	6	3
Agree	9	12	10	10	9	9	6
Neutral	19	21	34	40	23	10	27
Strongly Disagree	20	19	21	30	19	27	23
Disagree	12	33	21	10	40	40	23
Total Agree	17	19	12	10	12	15	9
Total Disagree	32	52	42	40	59	67	46

Total excludes skipped or "don't know". Highlighted boxes indicate +/-5% deviation from "All".

All groups disagree that multi-family housing produces less traffic per unit than other housing types. While the percentage of respondents across the various groups perceive that multi-family housing can cause more traffic, the Minority group percentage was slightly higher at 19% that agree that it can produced less traffic than All respondents

Multi-family complex features like gyms and playgrounds make them attractive places to live.

	All	Minority	Low-Mod	Low	65+	Disability	County
Strongly Agree	22	26	26	30	18	21	20
Agree	45	42	33	20	48	31	48
Neutral	20	14	24	20	24	27	21
Strongly Disagree	5	9	10	20	3	6	3
Disagree	6	9	5	10	4	11	5
Total Agree	67	68	59	50	66	52	68
Total Disagree	11	18	15	30	7	17	8

Total excludes skipped or "don't know". Highlighted boxes indicate +/-5% deviation from "All".

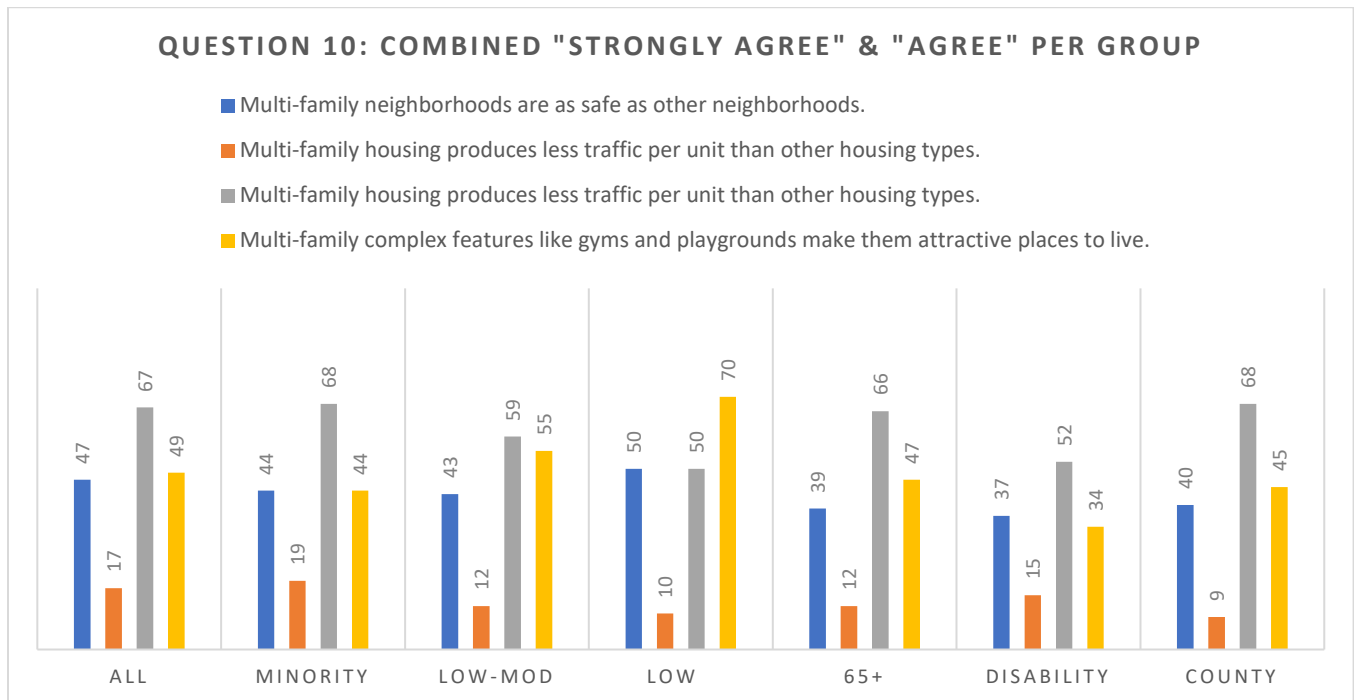
67% of All respondents agree that amenities make multi-family complexes attractive places to live. Additionally, each group also ranked amenities highly and desirable. However, 30% of the Low-Income group ranked such amenities as not making multi-family complexes attractive.

Denser housing including apartments, townhomes, and duplexes, makes it more likely shopping will be in walking distance

	All	Minority	Low-Mod	Low	65+	Disability	County
Strongly Agree	18	21	26	40	10	17	12
Agree	31	23	29	30	37	17	33
Neutral	17	19	14		16	19	21
Strongly Disagree	9	16	17	30	5	14	10
Disagree	15	5	12		19	21	17
Total Agree	49	44	55	70	47	34	45
Total Disagree	24	21	29	30	24	35	27

Total excludes skipped or "don't know". Highlighted boxes indicate +/-5% deviation from "All".

49% of All respondents agree that denser housing makes it more likely to have a walkable community. The Low-Income group (70%) agreed the most with this statement. While the Disability group (34%) was the least in agreement.



As seen in previous survey results, there is a contradiction between supporting multi-family housing as an affordable housing solution and developing these dwelling types as solutions in one's neighborhood or community. Multi-family housing continues to be seen as a nuisance, increased traffic or parking issues, and concerns over density and height were voiced in the survey comment sections.

Survey Comments

Participants were invited to make closing comments of which 141 were received. The table below offers a snapshot of the topics and comments received.

GENERAL TOPICS	# COMMENTS	KEY ELEMENTS
<i>Land use/housing</i>	39	Opposition to high-density and/or tall building design. A desire for more single-family housing. Affordability. Housing/increasing population and how that affects the water supply and other natural resources. Providing housing that is not student housing.
<i>Safety</i>	19	Improve sidewalks and crossings. Maintenance concerns for sidewalks and bike lanes (snow clearing/cinders, parked vehicles blocking sidewalks). Speed enforcement. Feeling unsafe walking and bicycling – mostly related to vehicular traffic and speeds.
<i>Transportation</i>	17	Poor infrastructure for all modes. Both support and opposition to separated bike lanes. A desire to complete Lone Tree Overpass and JW Powell extension.
<i>Traffic</i>	12	Concerns regarding congestion in general, and along Milton and Butler. Need for traffic control.
<i>Transit</i>	9	Support/desire for expanding transit (operating times, locations, outside of city limits). Light rail service.
<i>Maintenance</i>	2	FUTS winter conditions. Cinder removal and road sweeping.
<i>Quality of Life</i>	6	Provide housing and transportation options for the most vulnerable community members. Invest in Flagstaff to retain current families and employers. Tourism and its effects on transportation/traffic.

As in Survey 1, a small percentage of comments address poor Downtown parking, over-reach of government, favoritism toward NAU, and other topics. Finally, about 11% said “Thank you” for listening to their concerns.