



# Temporary Shared Streets Survey Summary

## Who took the survey?

- 2,889 survey respondents (2 in Spanish)
- Over half lived along or adjacent to one of the corridors

## Key Takeaways

- 90% of respondents liked the temporary shared streets; only 7.4 % of respondents did not like the temporary shared streets
- Only 9% of respondents do not want permanent shared streets
- 85% of respondents would like to see permanent shared streets.
- There were MANY suggestions for a better permanent shared streets program, most of which we plan to cover in the program development (excluding enforcement)

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## Q1 – Corridor Use: Which shared streets did you use, if any?

- 89.5% of respondents used the corridors; 10.5% did not
- Highest use was 16<sup>th</sup> Ave. – 52% of respondents used this corridor
- Lowest use was Irving St. – 9.1% of respondents used this corridor

## Q2 – Did you live on or adjacent to one of the shared streets while they were active?

- Over half (53.5%) lived on/adjacent to Shared Street corridors
- Highest was 11<sup>th</sup> Ave (Sherman to Humboldt) at 13.9% of respondents
- Lowest (by far) – Irving St. < 1% of respondents

## Q3 – Why didn't you use the Shared Streets? (265 respondents only)

*NOTE – This question only appeared for respondents who answered, “I did not use any shared streets” in Q1.*

- Most common answer – could not get to them easily – 49.5%
- Only 28% of the 302 people who did not use the temporary shared streets said it was because they had no desire to use them – less than 3% of the nearly 3,000 total respondents.

## Q4 – How frequently did you walk, bike, or roll on the temporary shared streets?

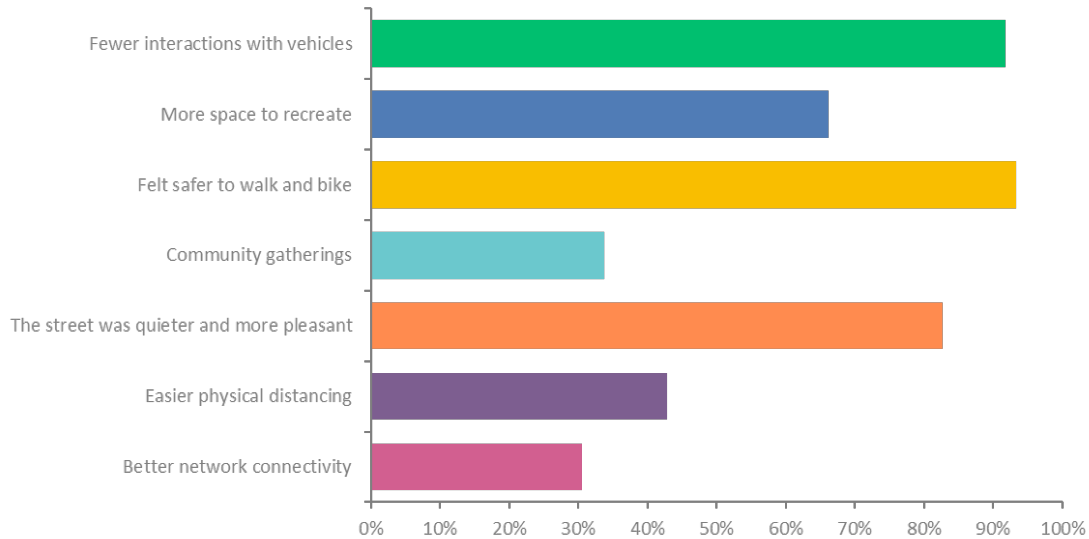
- On average, respondents used the streets once/week.

## Q5 – How did you feel about the temporary shared streets?

- 90% of respondents like the shared streets while only 7.3% did not like them

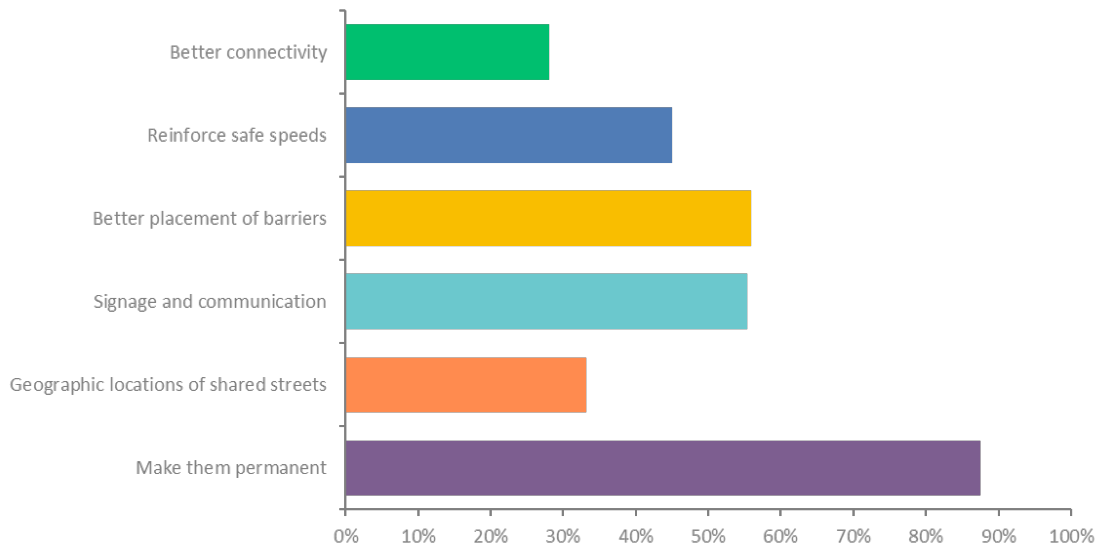
### Q6 – What did you like about the temporary shared streets?

- BY FAR top answers related to SAFETY
  - Felt safer to walk and bike – 93%
  - Fewer interactions with vehicles – 91.8%
- Quieter and more pleasant – 82.7%
- 2/3 answered More Space to Recreate
- Lowest answer was Better Network Connectivity – 30.6%



### Q7 – What could be improved from the temporary shared streets?

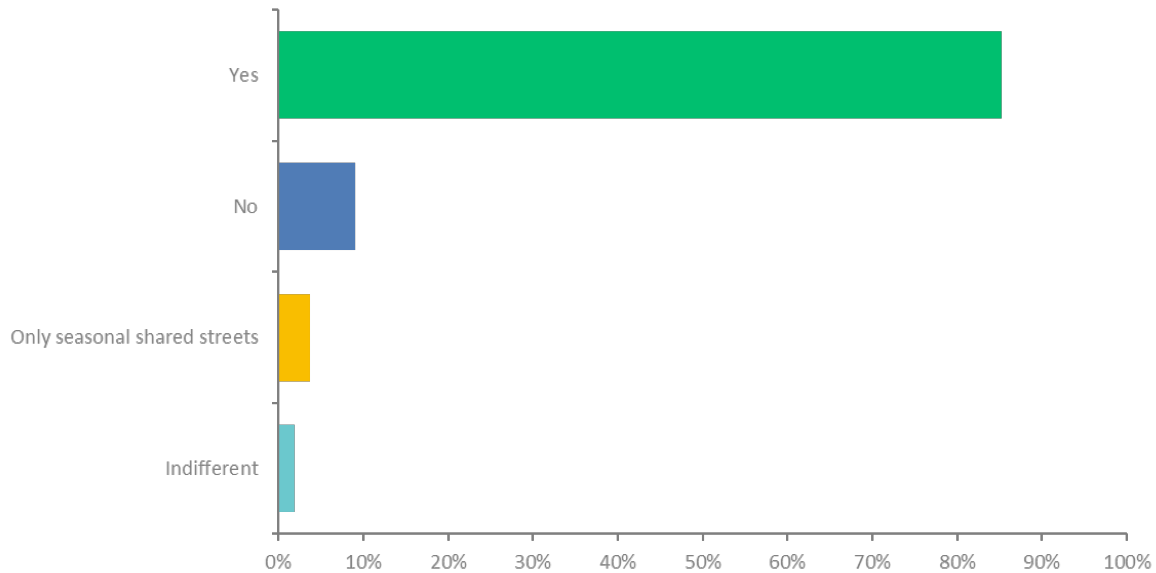
- Make them permanent – 87.6%
- Over half want better signage, communication and placement of barriers
- 45% want safe speeds reinforced



### Q9 – Would you like to see permanent shared streets going forward?

Respondents overwhelmingly want to see Permanent Shared Streets

- Yes – 85%
- No – 9%
- Seasonally only – 3.7%



### Q10 – Would you like to see any of the temporary shared streets be permanent in the future?

- 89.3% of respondents would like to see at least one permanent shared street in the future
- Highest support was for 16<sup>th</sup> Ave. – 64%
- 63% want to see OTHER Denver streets become permanent shared streets

## **Key Takeaways from 1,342 Open-ended Comments**

### **Support for Shared Streets**

- Loved Shared Streets
- Would like to see more in future
- Make Shared Streets permanent
- Shared Streets feel safer
- Shared Streets encouraged mode shift
- Shared Streets encouraged community and commerce
- Shared Streets offer health benefits
- Shared Streets offer environmental benefits
- Carless parks were a great feature of the Shared Streets pilot
- Type of modern urban planning that is needed

### **Negatives**

- Inadequate input from people/businesses most impacted
- Not needed/redundant
- Have negative impacts on city infrastructure
- Unsafe, such as auto speeds and the roundabouts
- Rules were confusing
- Temporary barriers, signs, roundabouts and other features were poorly placed and designed
- Created increased traffic on adjacent streets/alleys
- Shared Streets can be difficult for some older persons and people with disabilities

### **Suggested Improvements**

- Make the Shared Street barriers more effective
- Consider intermittent Shared Street conditions
- Cars need to be better controlled or removed altogether
- Need to be much safer!
- Better separation among users to avoid conflicts
- Use better barriers/street treatments
- Use better design and features overall
- Some corridors worked better than others; Improve selection process
- Clarify the rules and education about Shared Streets
- Enforce rules
- Better connectivity of Shared Streets to city bike network, parks and transit