

Figure D2: Round 1 Responses by Work Zipcode



This survey allowed MAPA staff to reach out to communities and discuss the role of transportation planning, along with gauging local opinions on the current system and how they would like to use transportation in the future. Questions about current usage, feelings of comfort, and preferred use were asked and respondents were able to answer on a scale of 1-10. Respondents were then asked to rank a list of priorities affecting transportation logistics and use from 1-10. The majority of those who participated in the survey use cars to get around for their daily commutes and feel the most comfortable driving a car on the current transportation system. For non-work commutes walking is the most common mode of transportation.

federal functional classification in the MAPA TMA. Figure B1 (next page) illustrates the functional classification of roadways in the MAPA TMA.

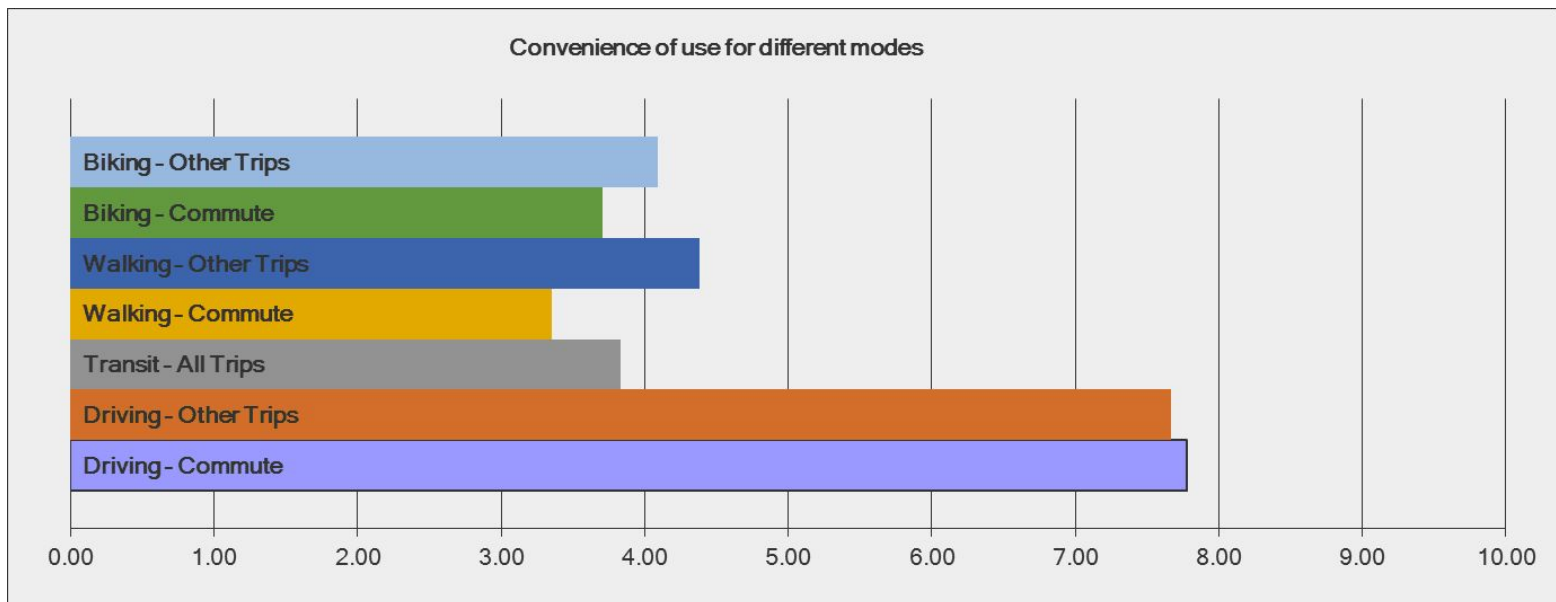


Figure D3: Round 1 Ease of Use by Mode



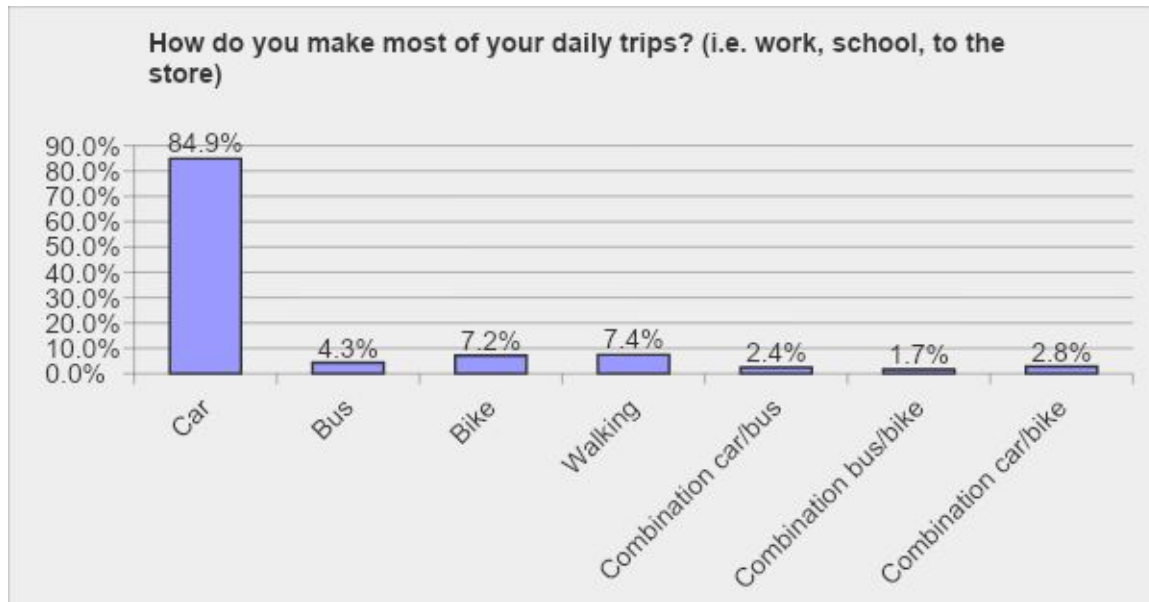


Figure D4: Round 1 Responses Daily Commute Mode

Growth Priorities	Importance Ranking
Providing more options for walking, biking, and taking transit	1
Creating walkable/bike friendly spaces	2
Encouraging mixed use development along transit routes	3
Job and shopping centers near residences	4
Revitalizing downtowns and mainstreets	5
Maintaining existing bridges and roads	6
Encouraging growth in existing cities and towns	7
Improving air quality in the area	8
Reducing traffic congestion on major roadways	9
Encouraging development at major intersections	10

Figure D5: Round 1 Priorities



## Round 2 - Goals and Strategy Prioritization

Building off of the public and stakeholder feedback received in the first round of public involvement as well as outreach done in previous plans (Bike-Pedestrian Master Plan, H2050, MTIS, and Regional Transit Vision) MAPA staff condensed the goals and strategies that the community had developed.

MAPA worked closely with community leaders and partners to distribute the survey and hold public meetings at gathering places like cafes and malls and to have public involvement activities at partner agency's meetings.

Through 21 public and stakeholder meetings and an online survey MAPA received 550 individual responses.

Through the two rounds of public involvement the contact information for over 300 citizens interested in being a part of future transportation planning outreach was collected.

These figures show the results of these surveys and public meetings.

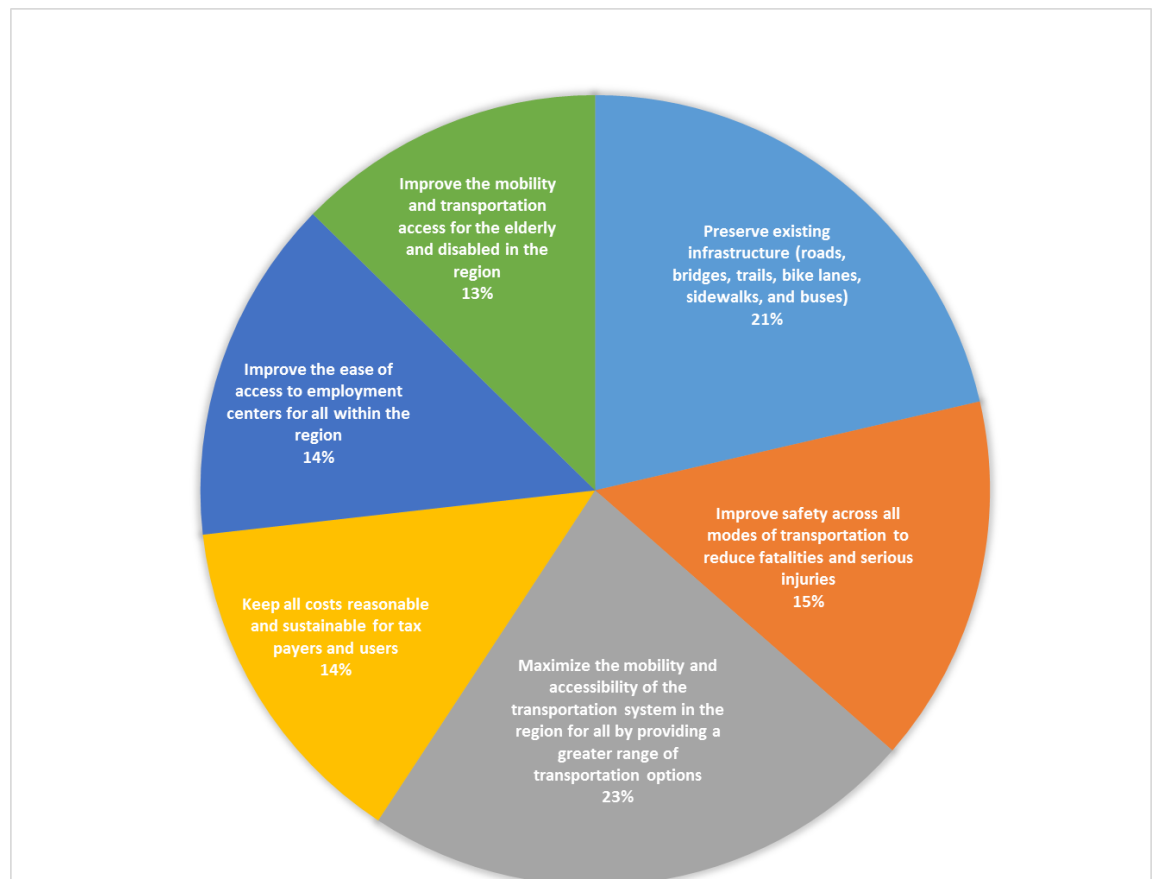


Figure D6: Round 2 Highest Priority Goal



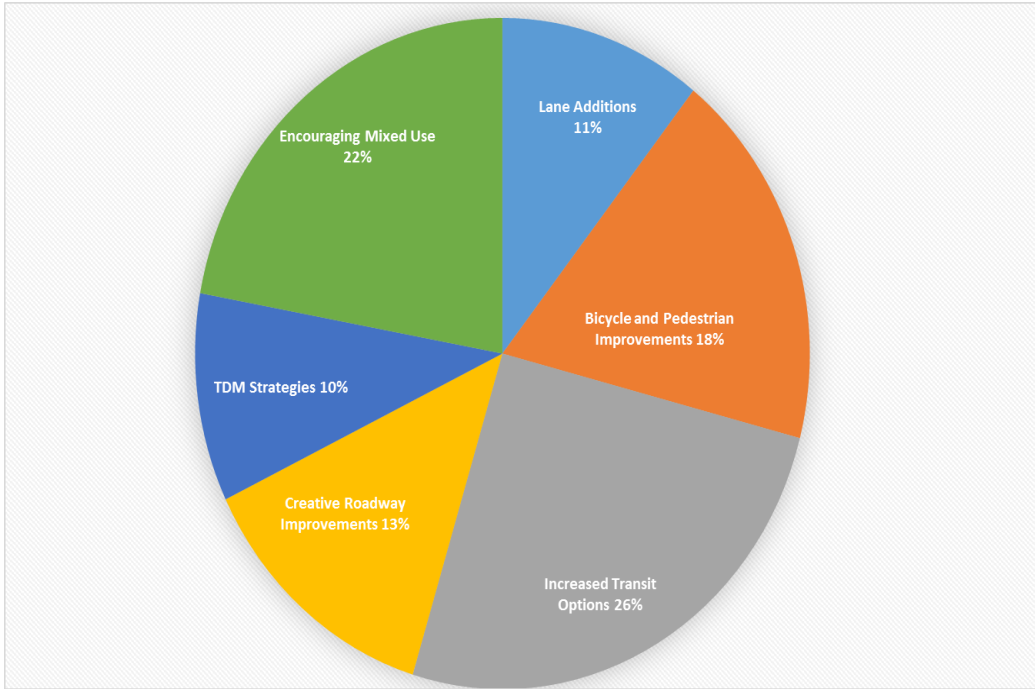


Figure D7: Round 2 Highest Priority Strategy





### Round 3 - Strategy Packages

In the third round of public involvement, MAPA sought input on the strategy packages that were developed from results of the previous two rounds of public input. These strategy packages show the various 'purist' scenarios for each type of road and transit improvement option. Stakeholders and the public were asked to rank each improvement scenario to gauge preferences and were then asked to pick an overall preferred scenario to give staff an idea of what system is most preferred.

The results of the scenarios are shown below.

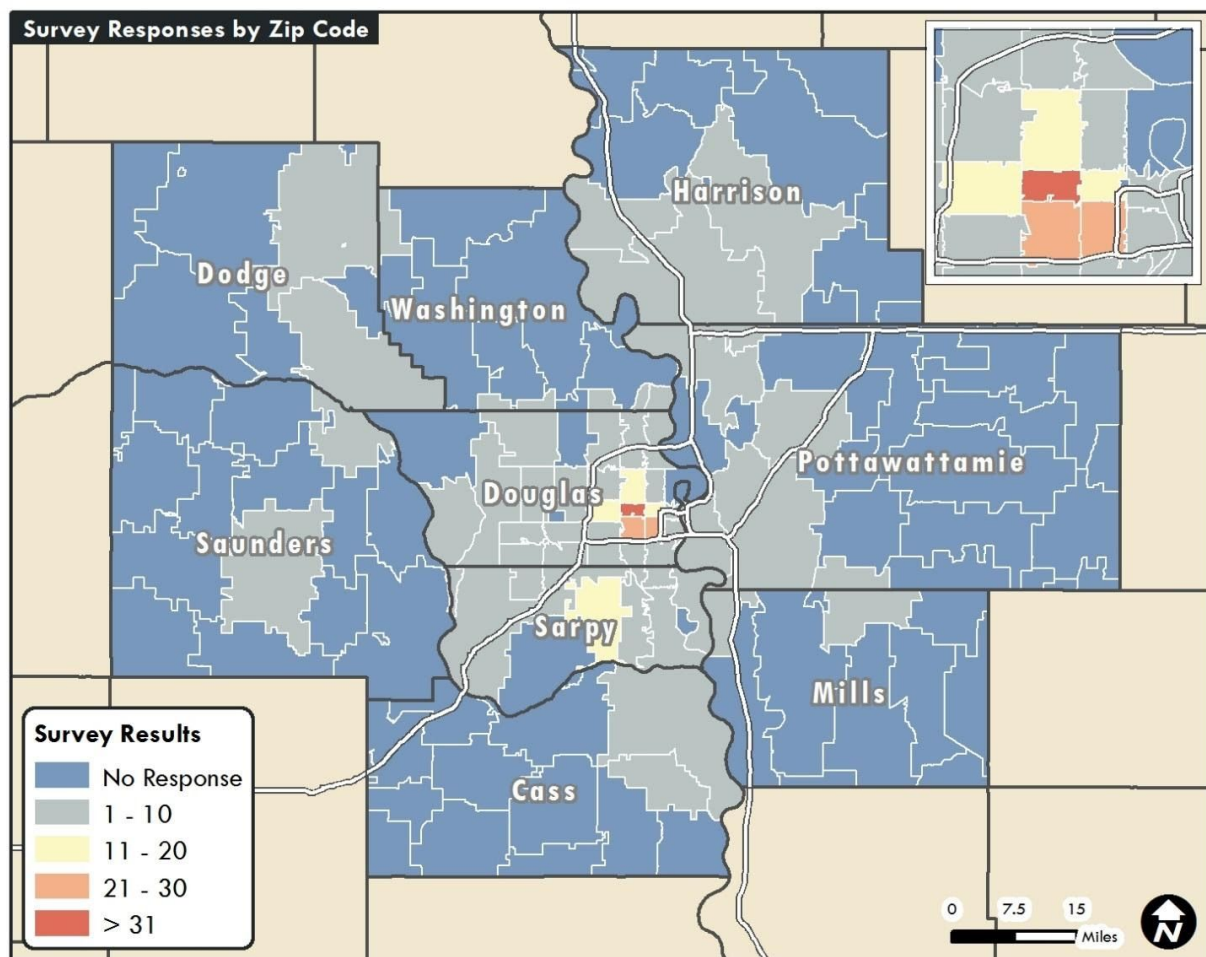


Figure D8: Round 3 Responses by Home Zip Code



## Stakeholder

### Scenario Preferences

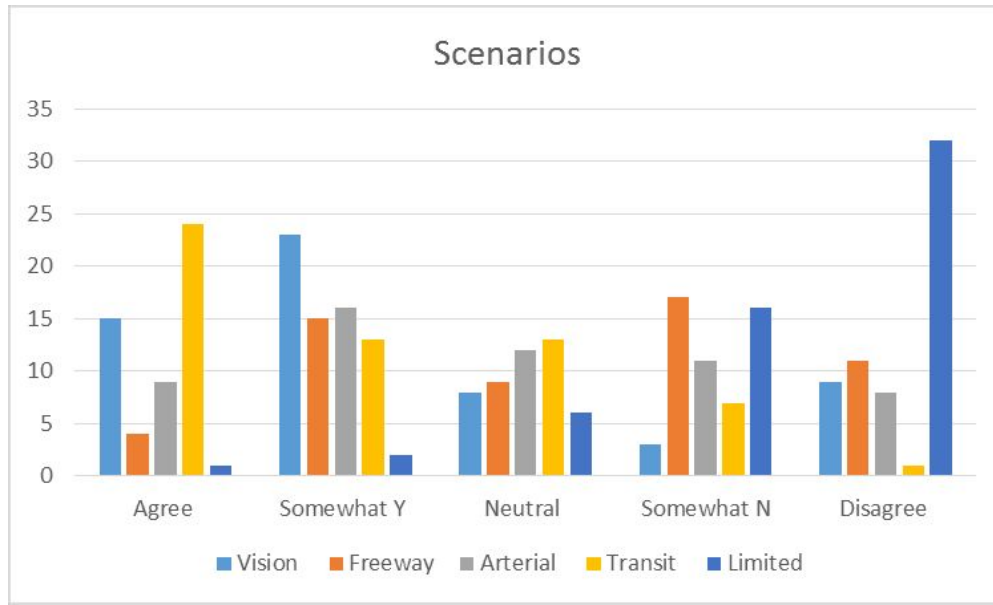


Figure D9: Round 3 Scenario by Mode

### Preferred Scenario





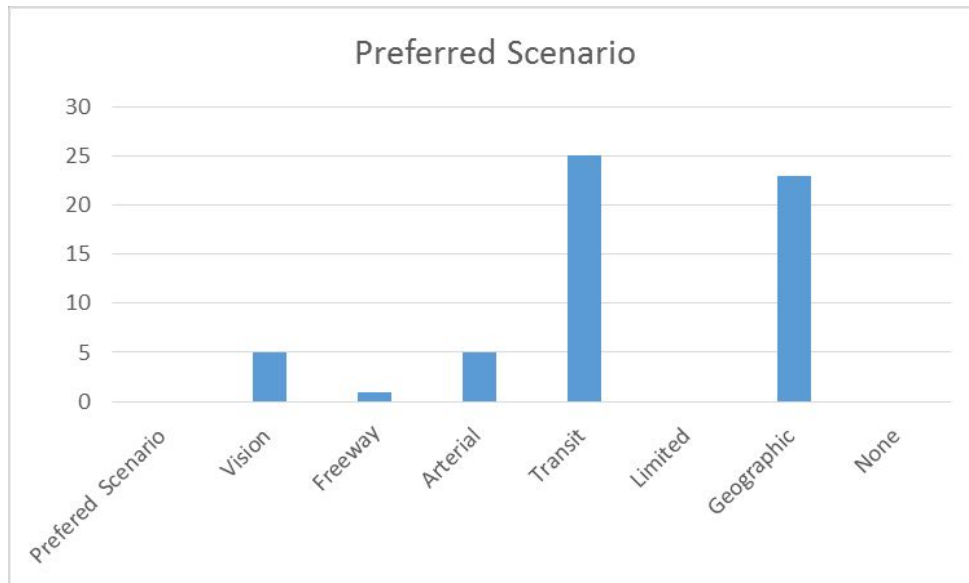


Figure D10: Round 3 Preferred Scenario by mode



## Public

### Scenario Preferences

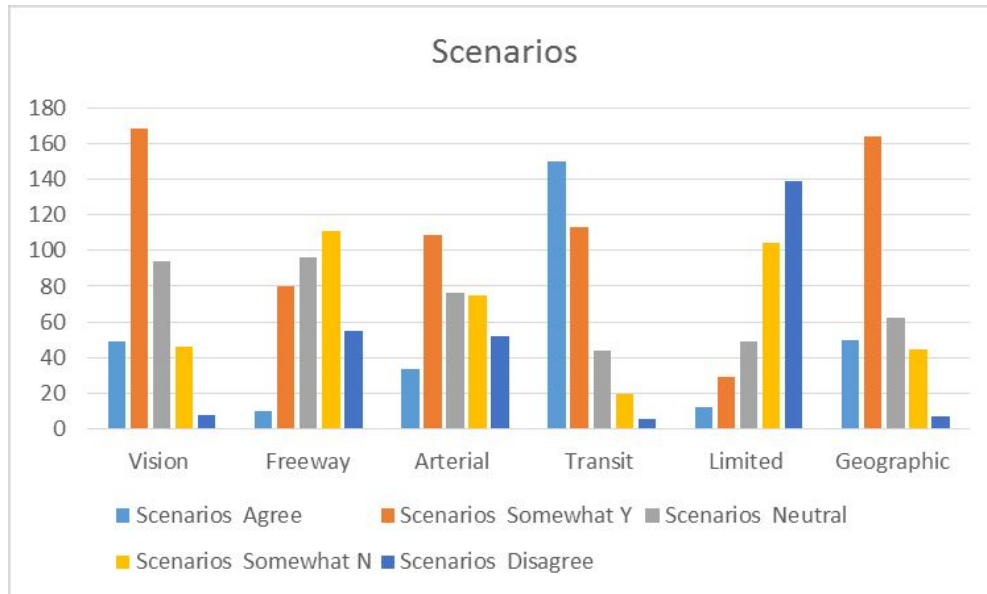


Figure D11: Round 3 Scenario by Mode



## Preferred Scenario

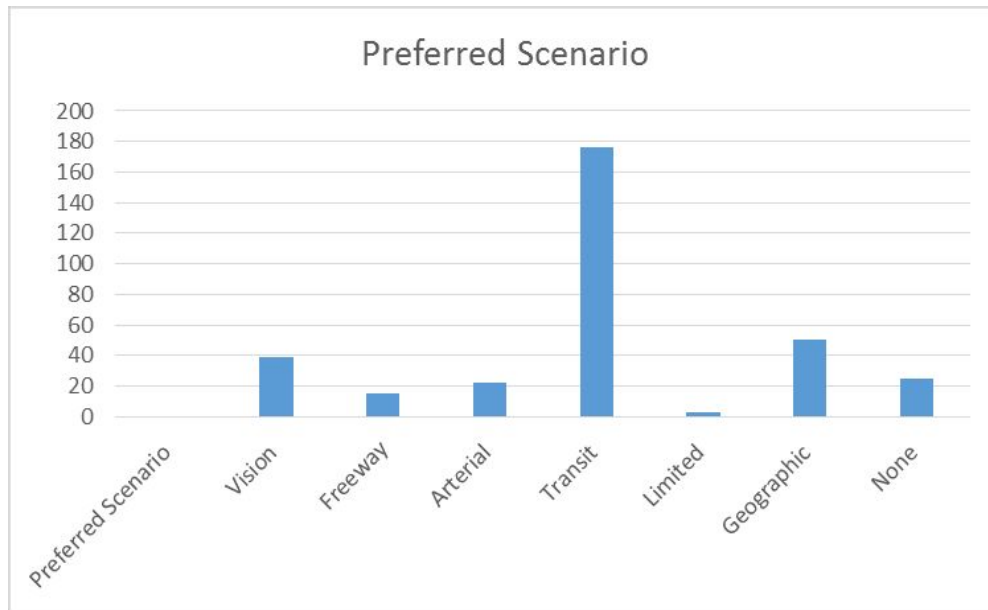


Figure D12: Round 3 Preferred Scenario Mode



## Round 4 - Route and Mode Usage

Building off of previous surveys and outreach, participants were asked to rank the three road facilities they used most often, how they currently use them, and how they would prefer to use these corridors in the future.

Outreach participants were asked to trace the routes that they used the most frequently, along with their desired outcomes for potential improvements. Online participants selected the three routes from a drop down menu and then answered multiple choice questions about their current and preferred usage.

There were eight public meetings held throughout the MAPA region with a total of 95 participants providing feedback. Online surveys in English and Spanish were also conducted with over 300 people participating.

Below are the maps showing the respondents home zip codes and the corridors that were most prioritized.

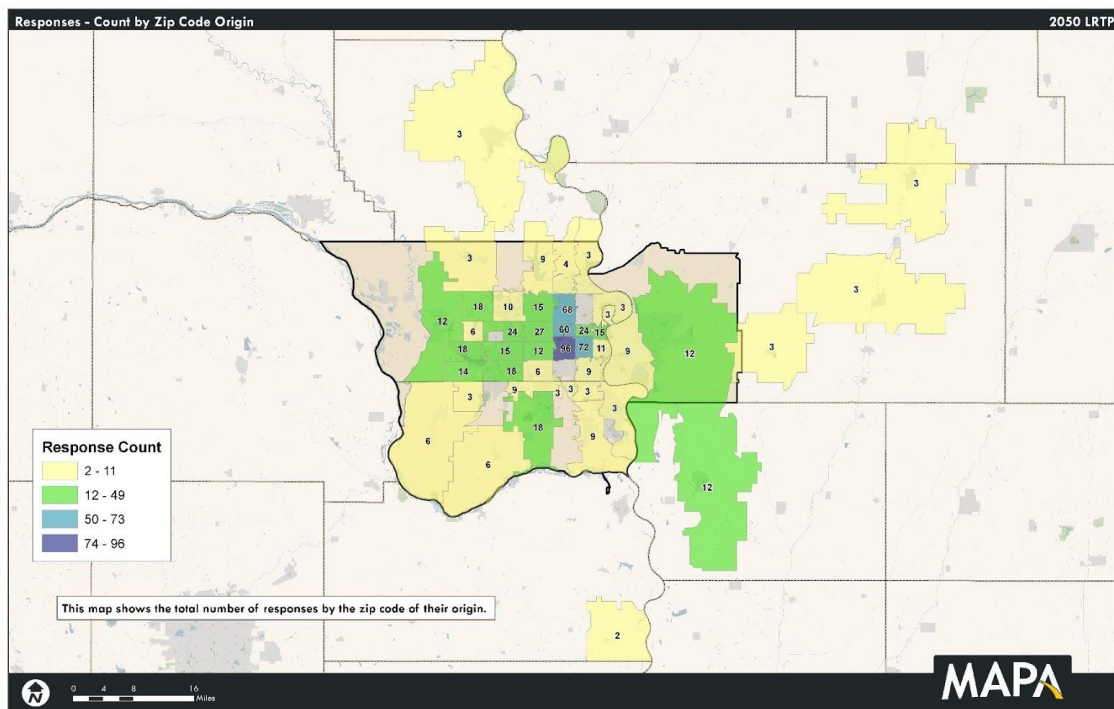
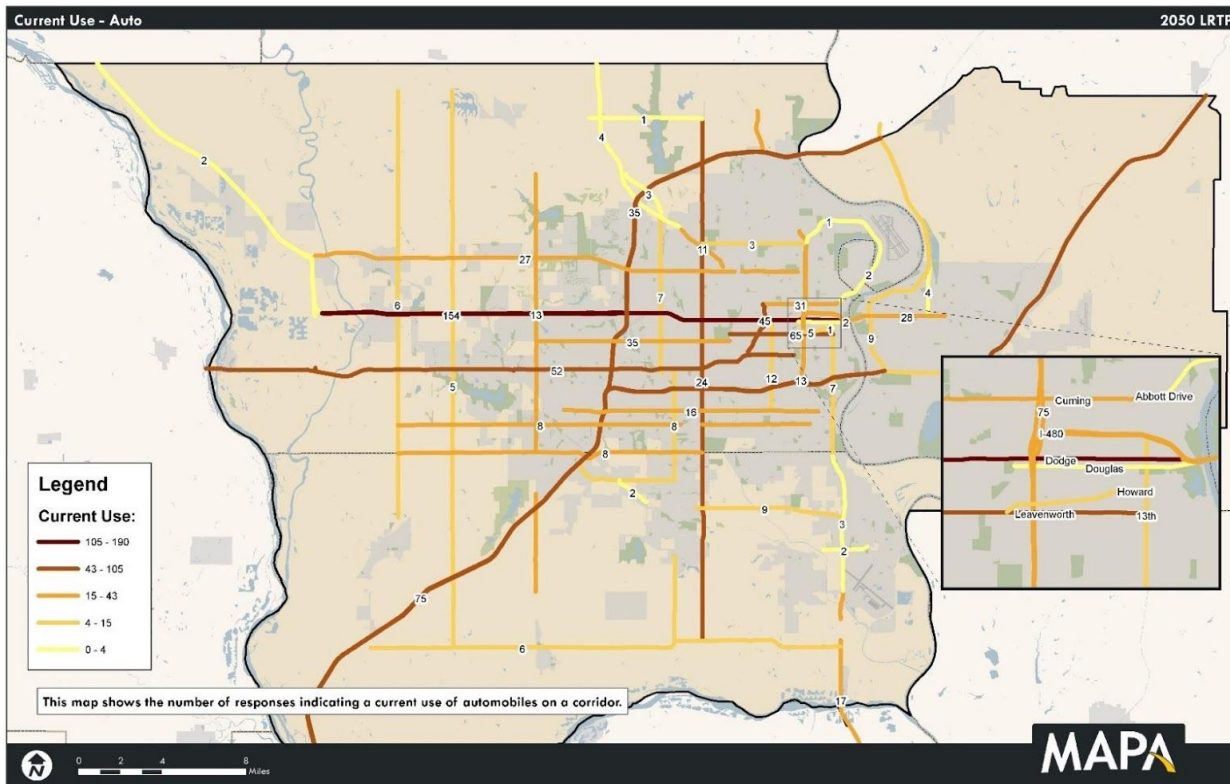


Figure D13: Round 4 Responses by Home Zipcode



## Current Uses

### Automobile



Figure

D14: Round 4 Responses by Route Taken by Auto

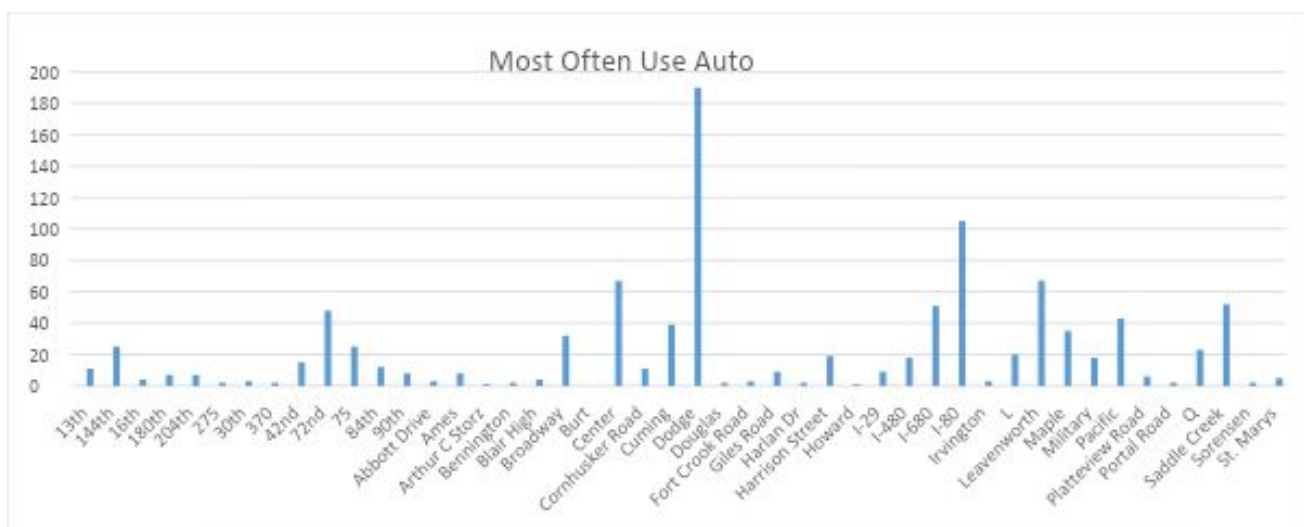


Figure D15: Round 4 Corridor Most Taken by Auto

Transit

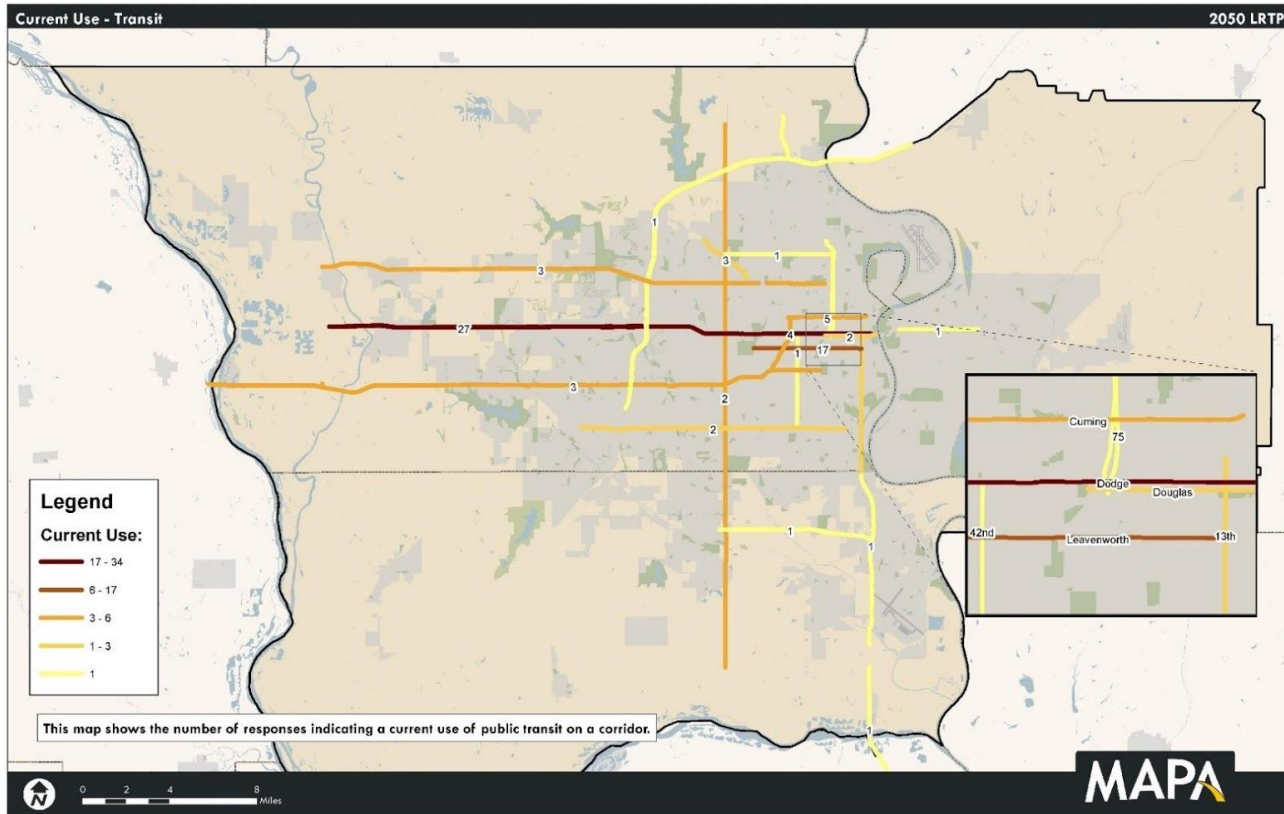


Figure D16: Round 4 Responses by Route

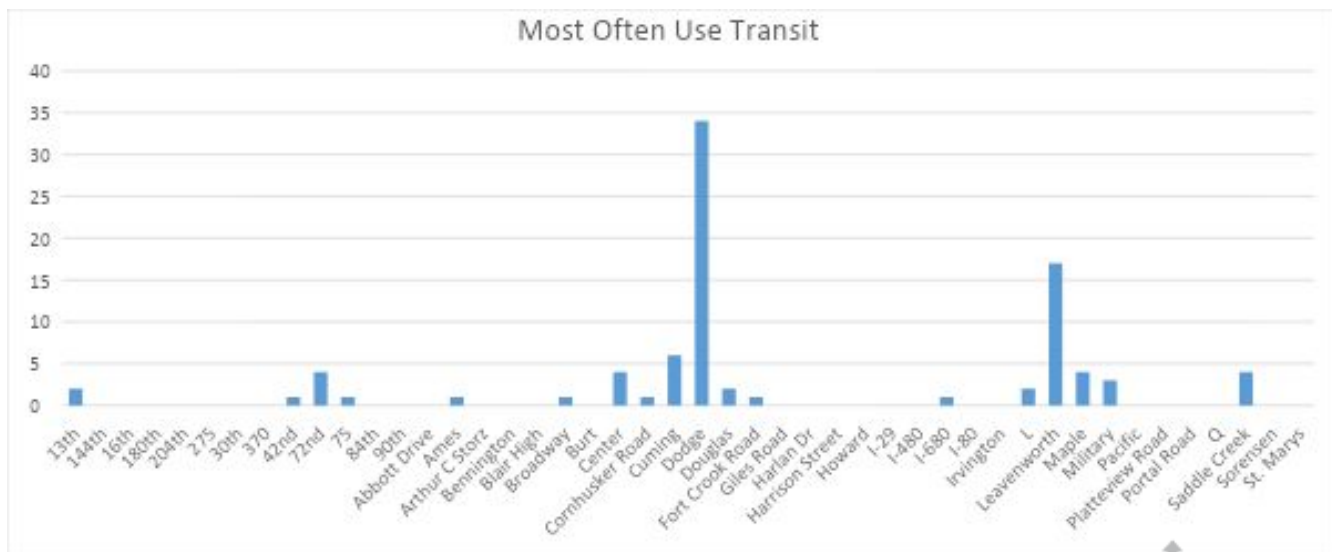




Figure D17: Round 4 Corridor Most Taken by Transit  
Bicycle

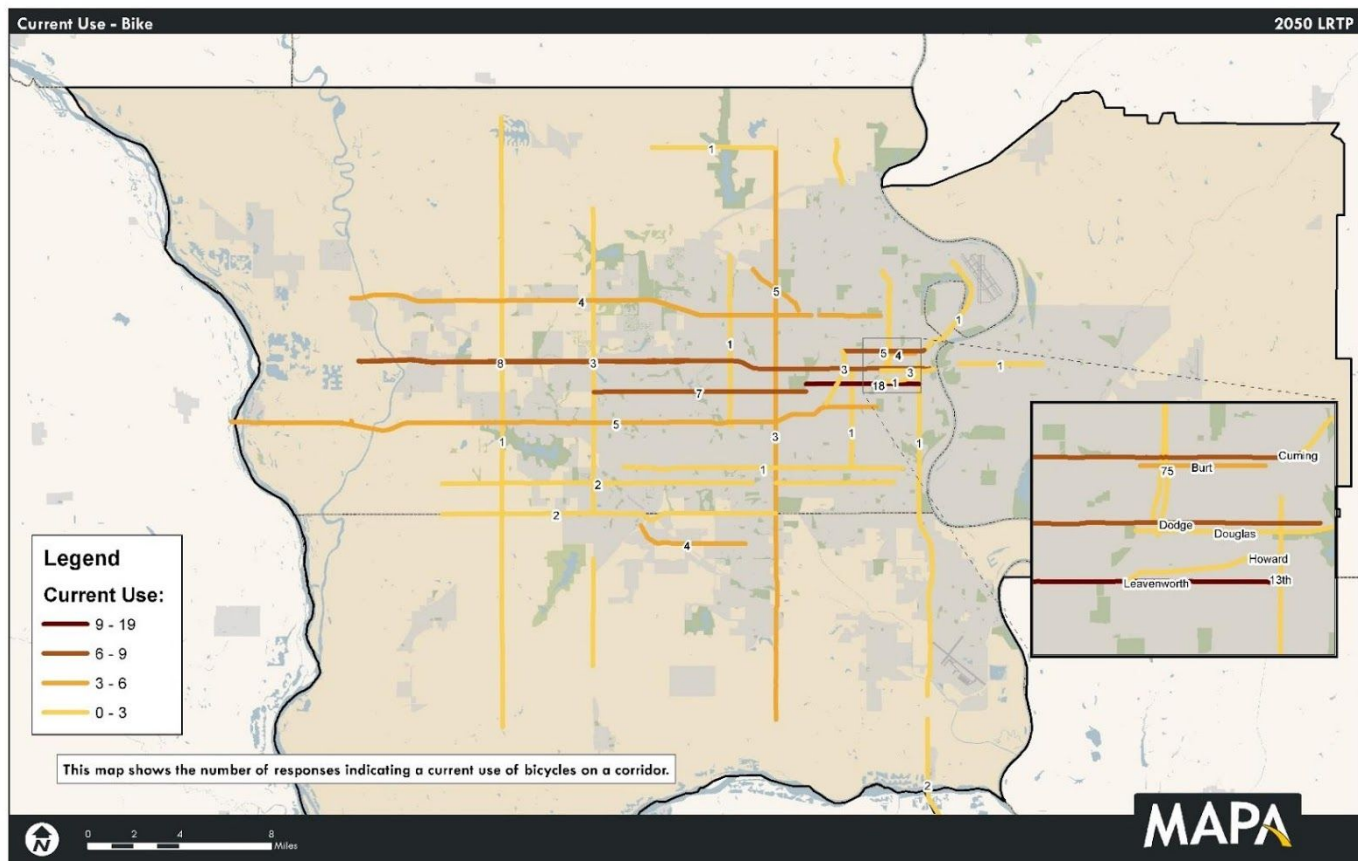


Figure D18: Round 4 Responses by Route

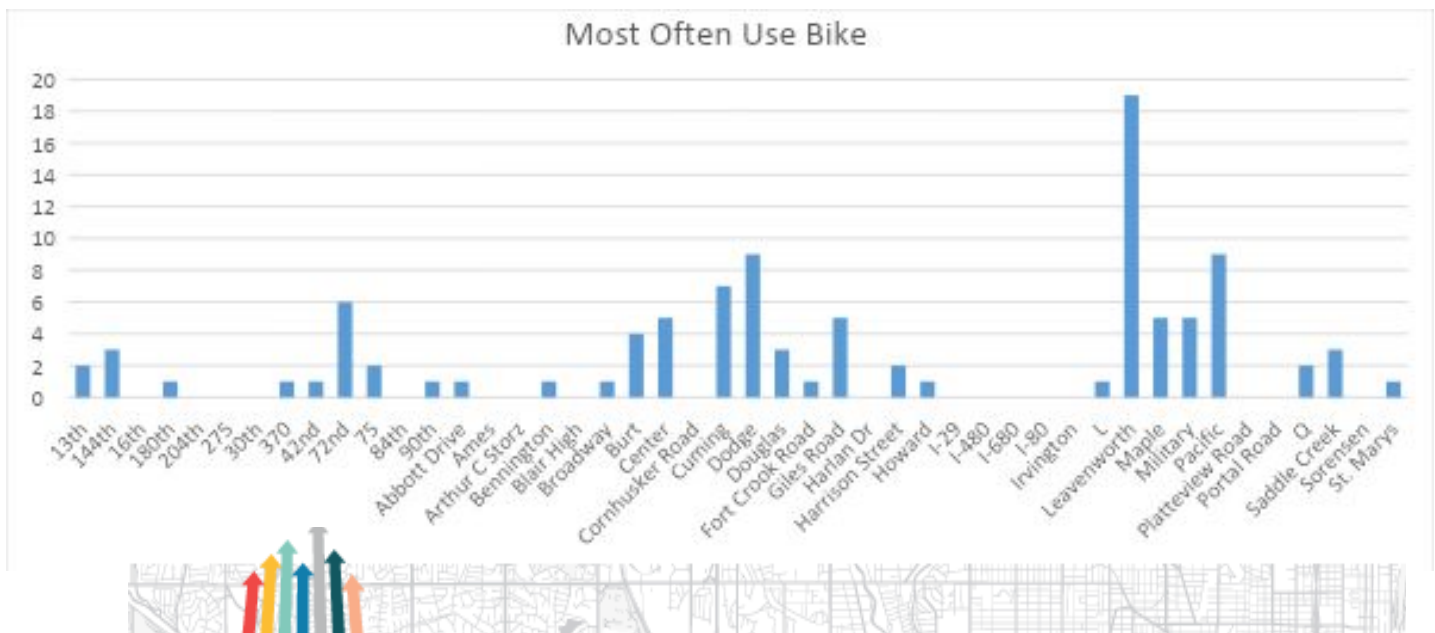




Figure D19: Round 4 Corridor Most Taken by Bike

### Pedestrian

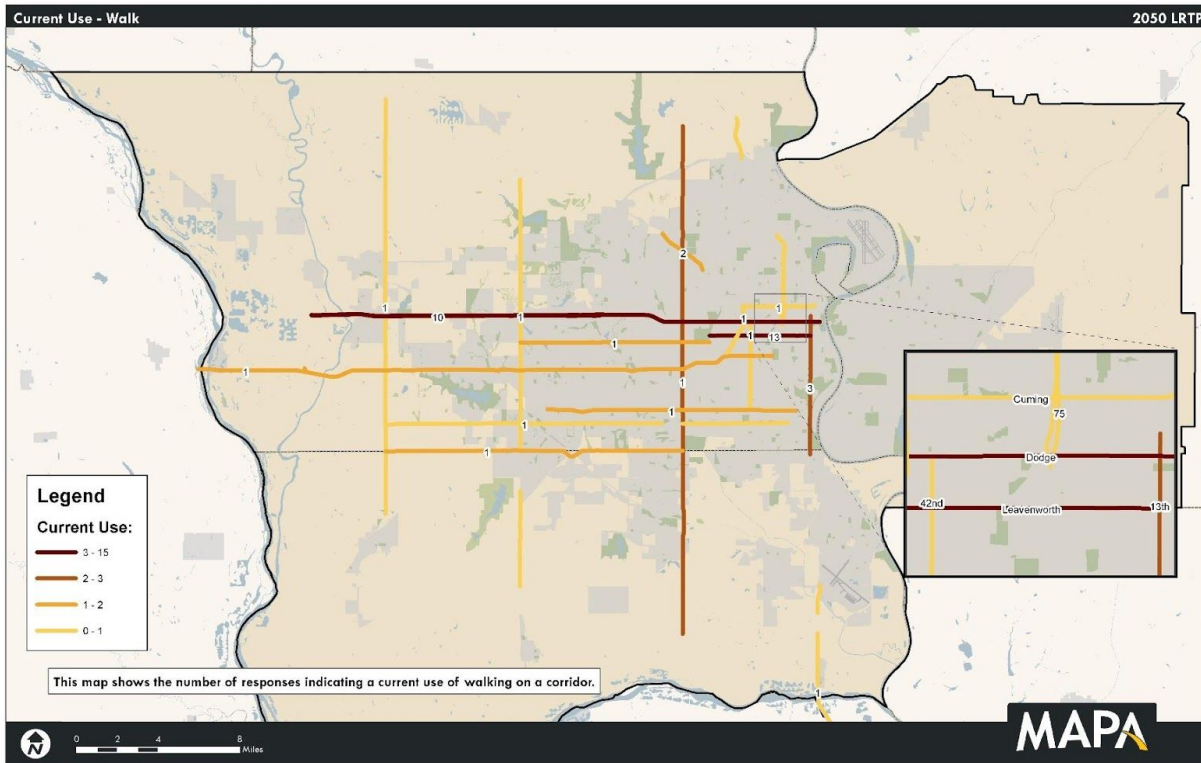


Figure D20: Round 1 Responses by Route

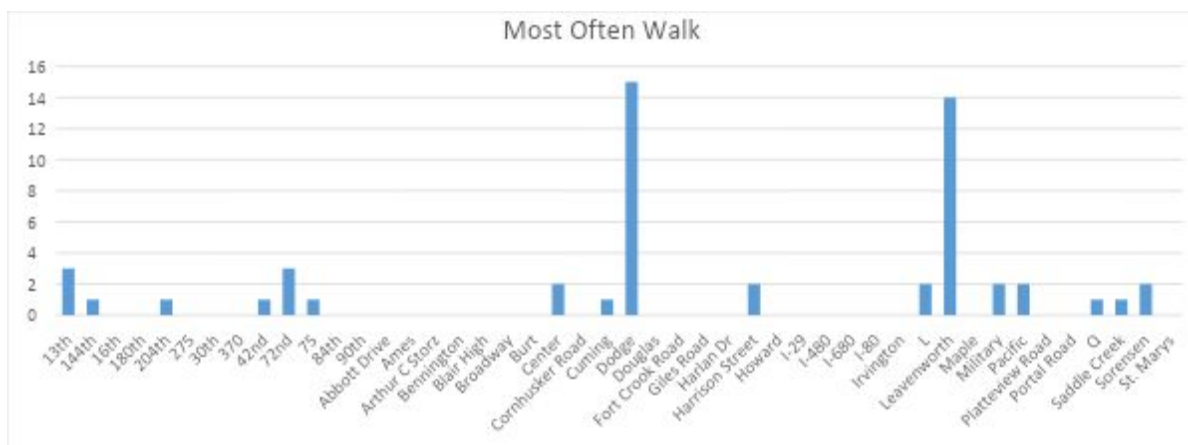
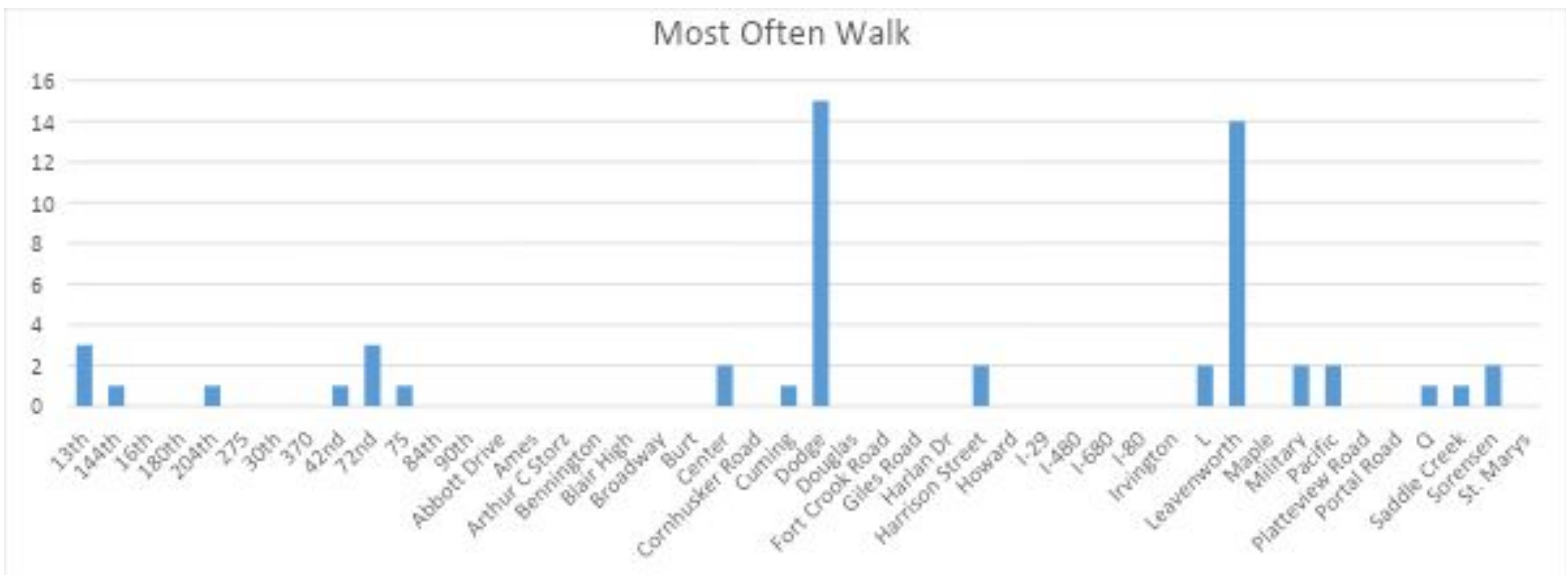
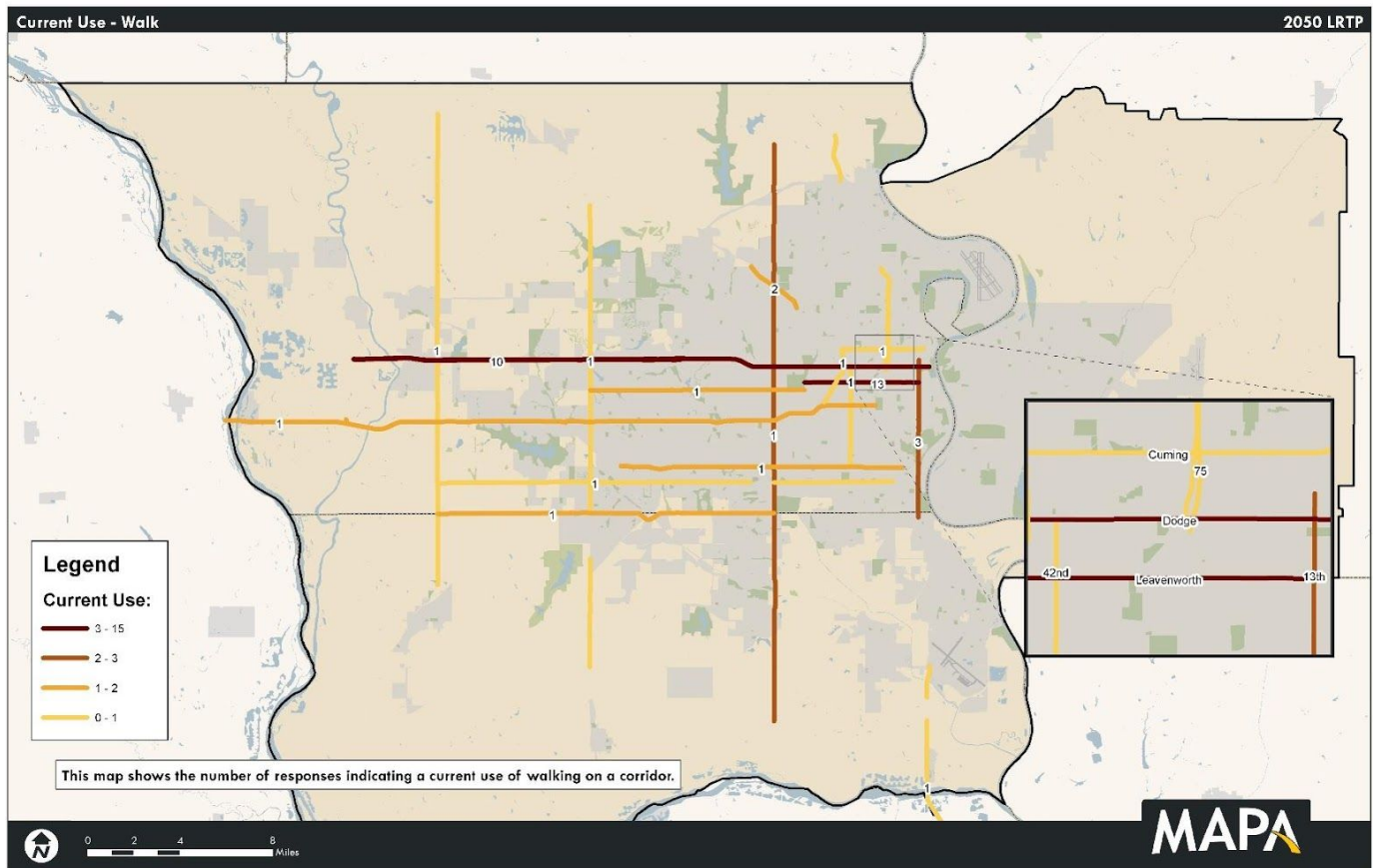


Figure D21: Round 4 Corridor Most Walked





## Automobile

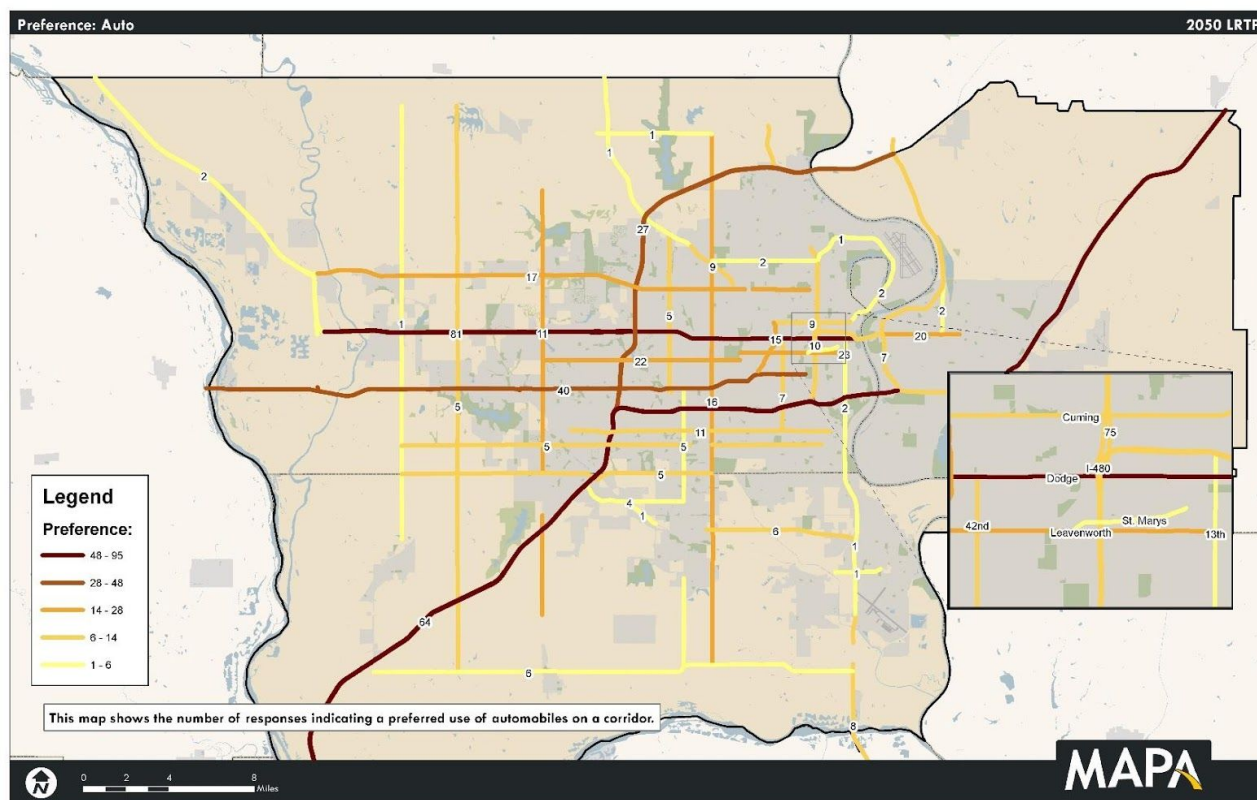


Figure D22: Round 4 Preferred Future Use for Auto by Corridor

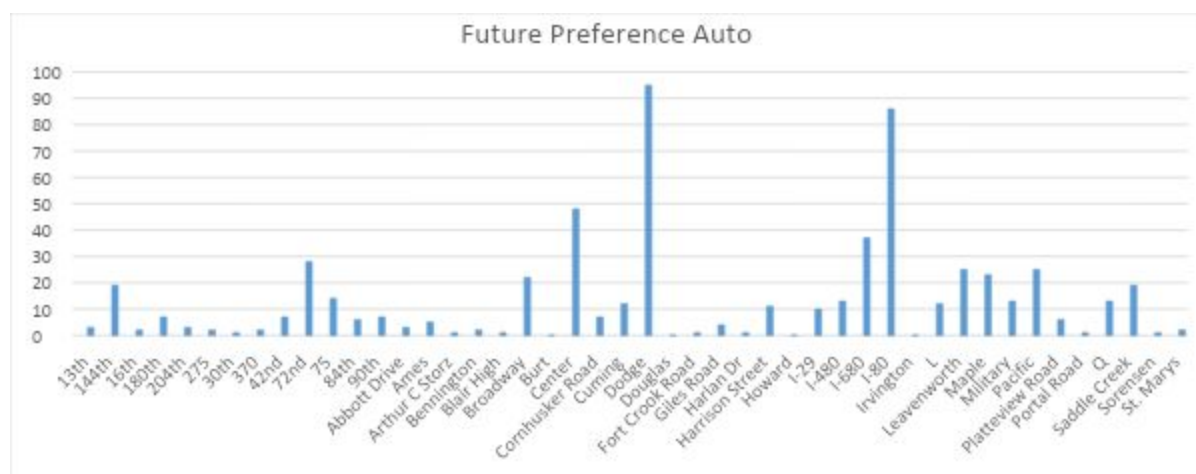


Figure D23: Round 4 Preferred Future Use for Auto by Corridor

## Transit





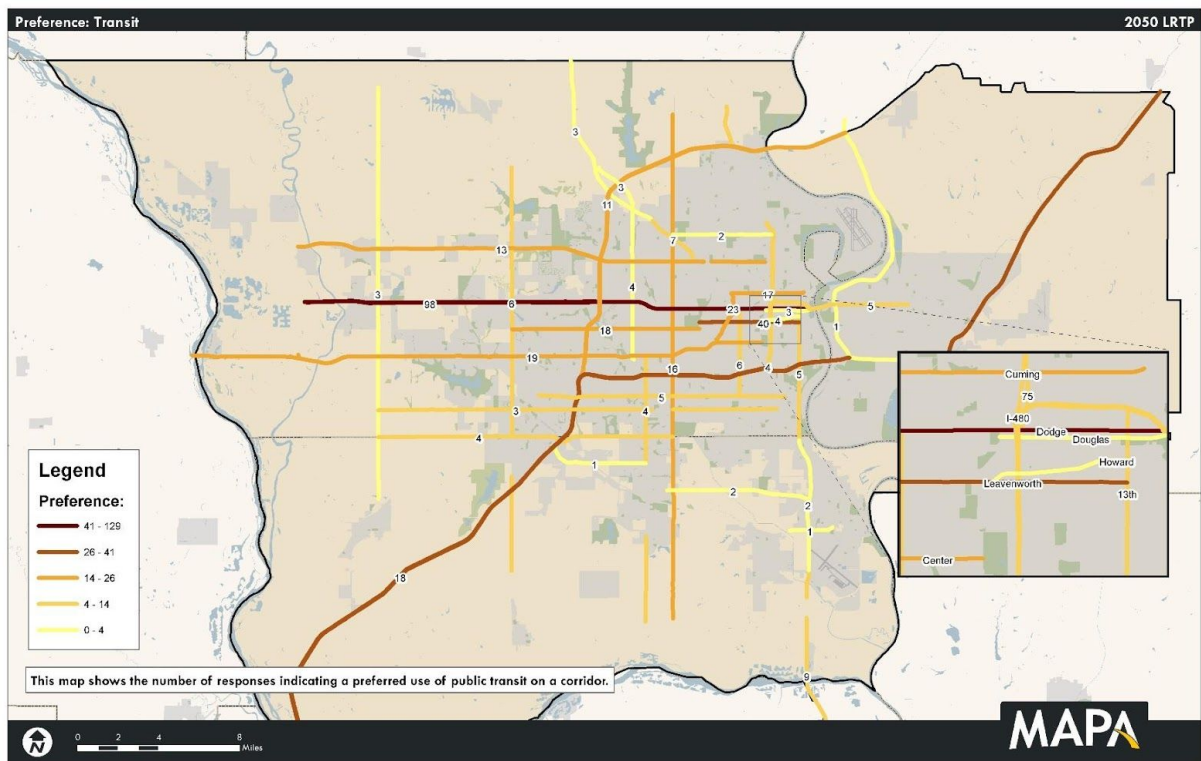


Figure D24: Round 4 Preferred Future Use for Transit by Corridor

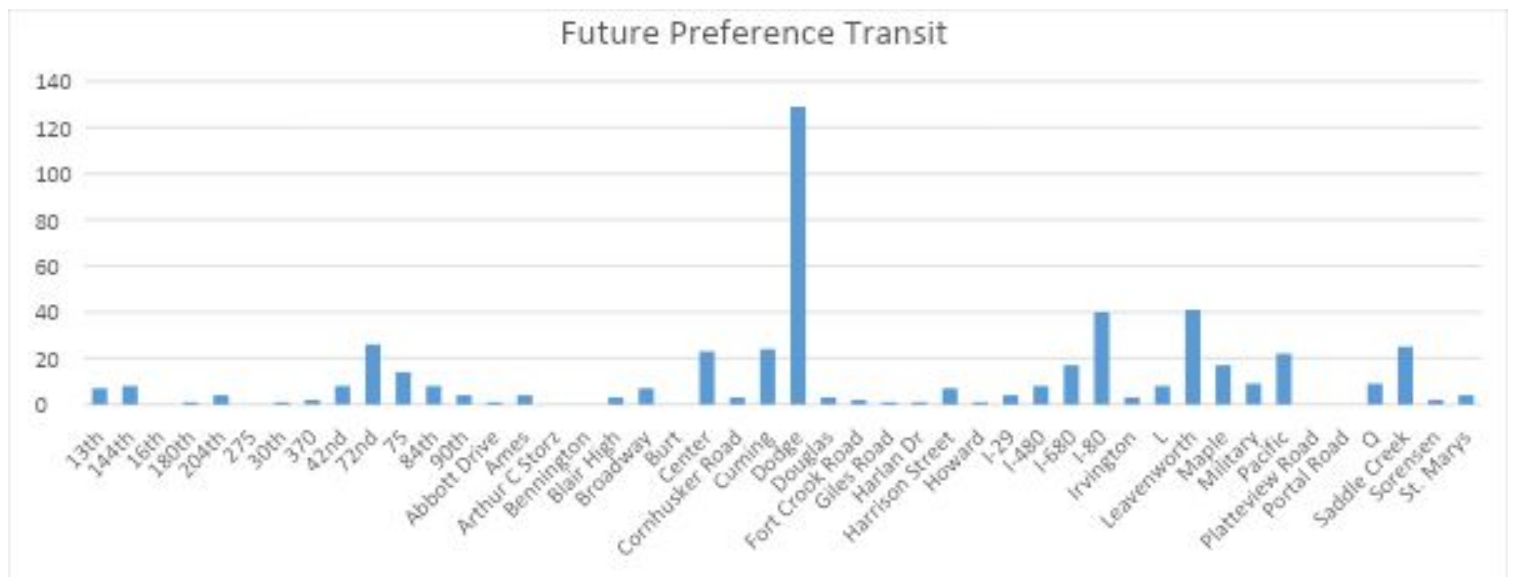


Figure D25: Round 4 Preferred Future Use for Transit by Corridor



Bicycle

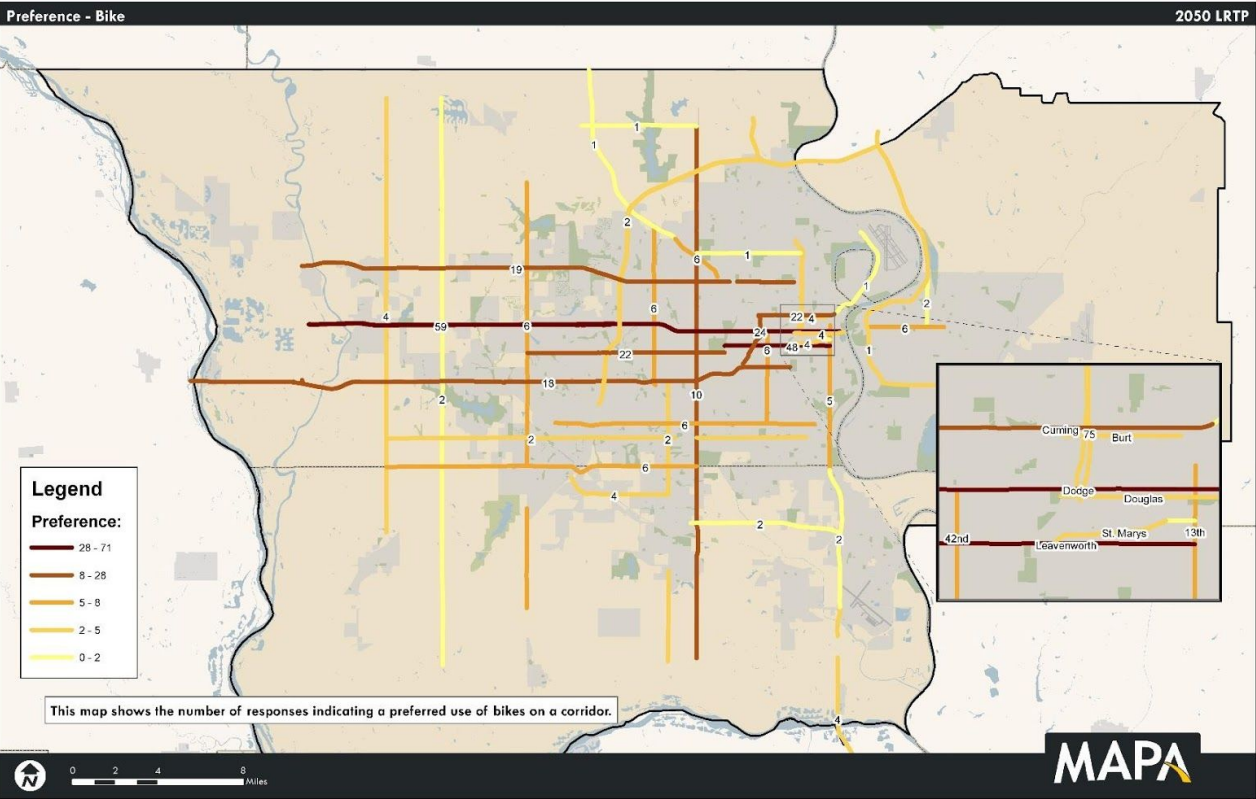


Figure D26: Round 4 Preferred Future Use for Bicycle by Corridor

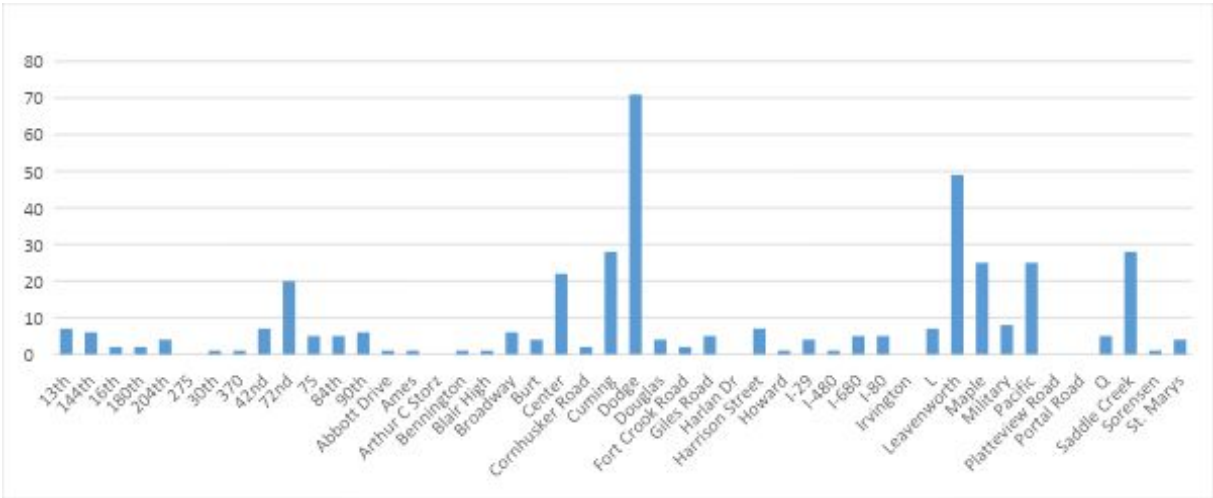


Figure D27: Round 4 Preferred Future Use for Bicycle by Corridor



## Pedestrian

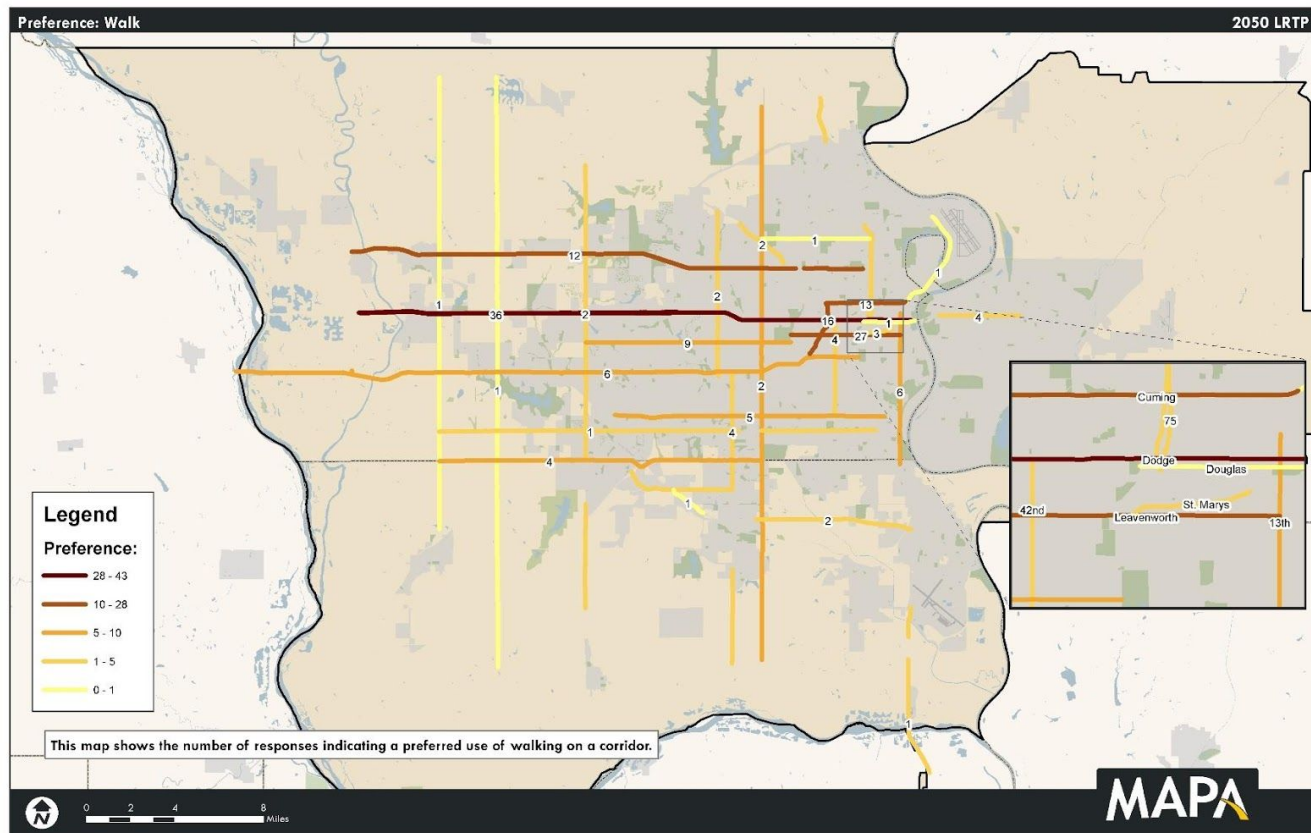


Figure D28: Round 4 Preferred Future Use for Pedestrians by Corridor

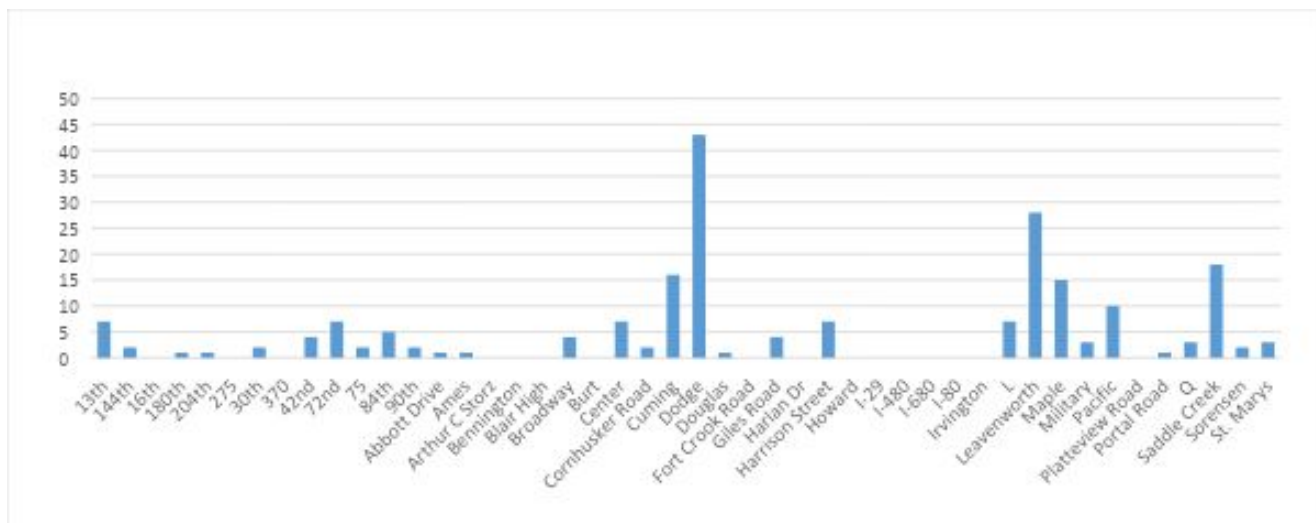




Figure D22: Round 4 Preferred Future Use for Auto by Corridor

### Response by Corridor

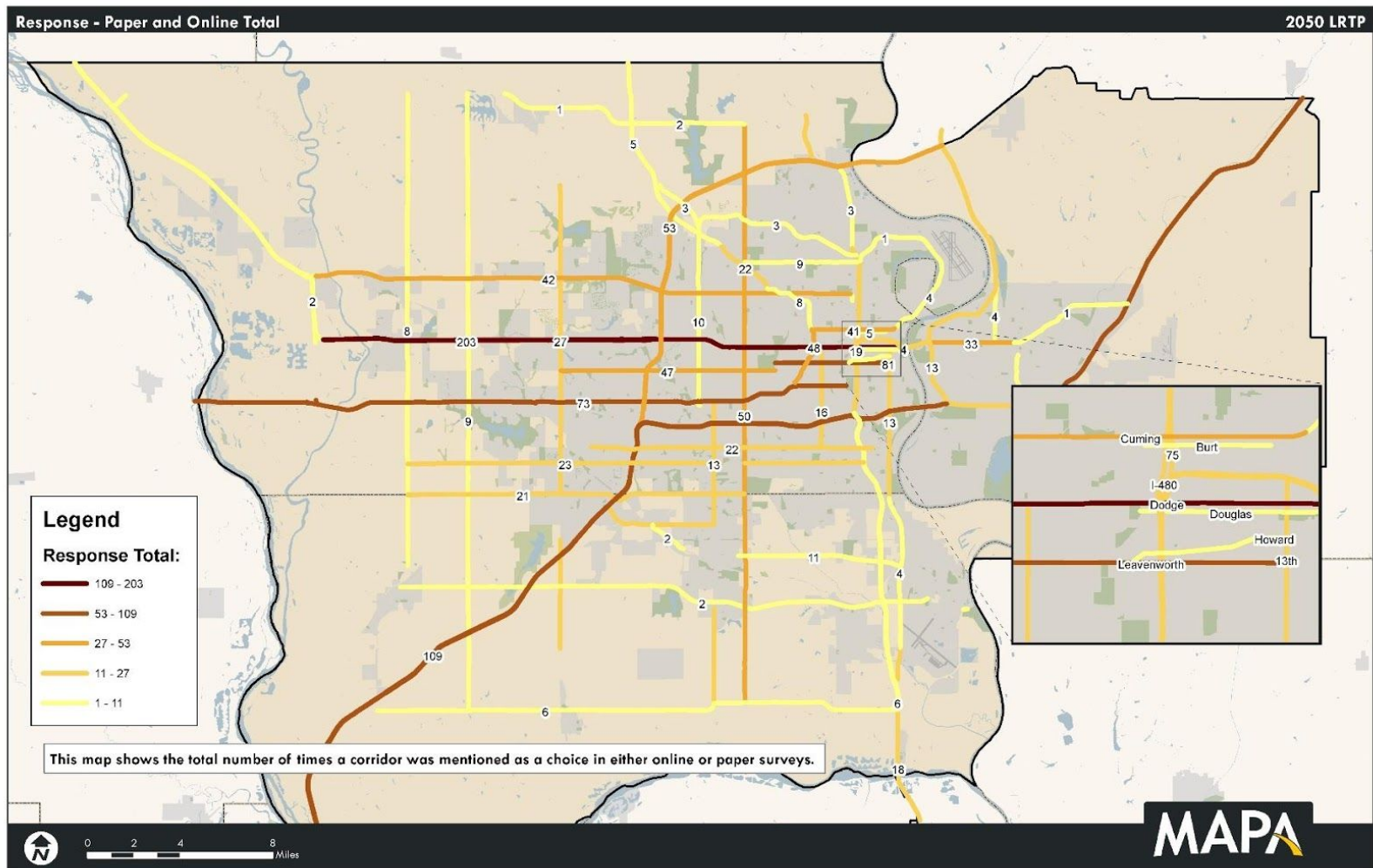


Figure D29: Round 4 Responses by Corridor



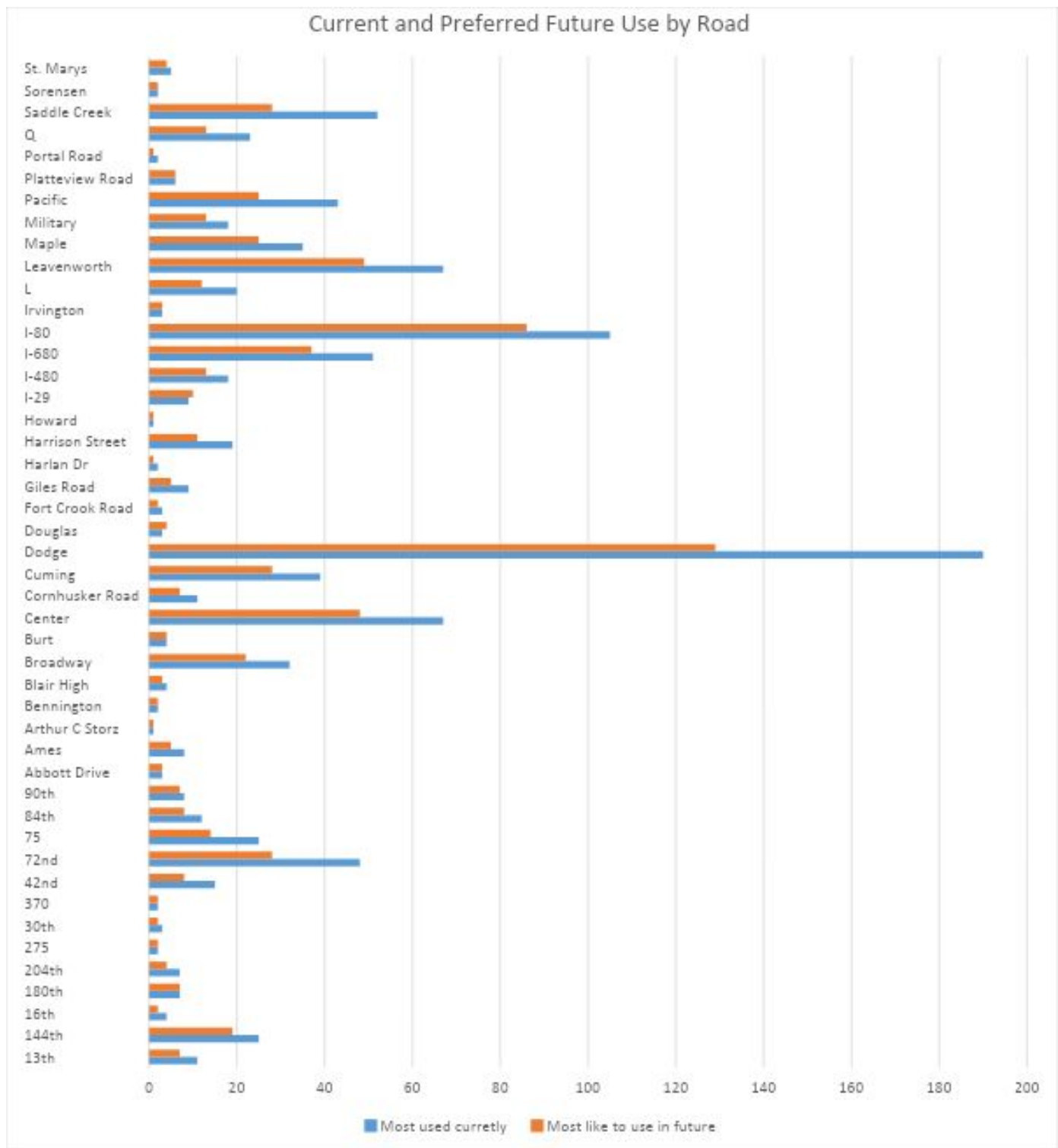


Figure D30: Round 4 Preferred Future Route



## Preferred Mode by Corridor

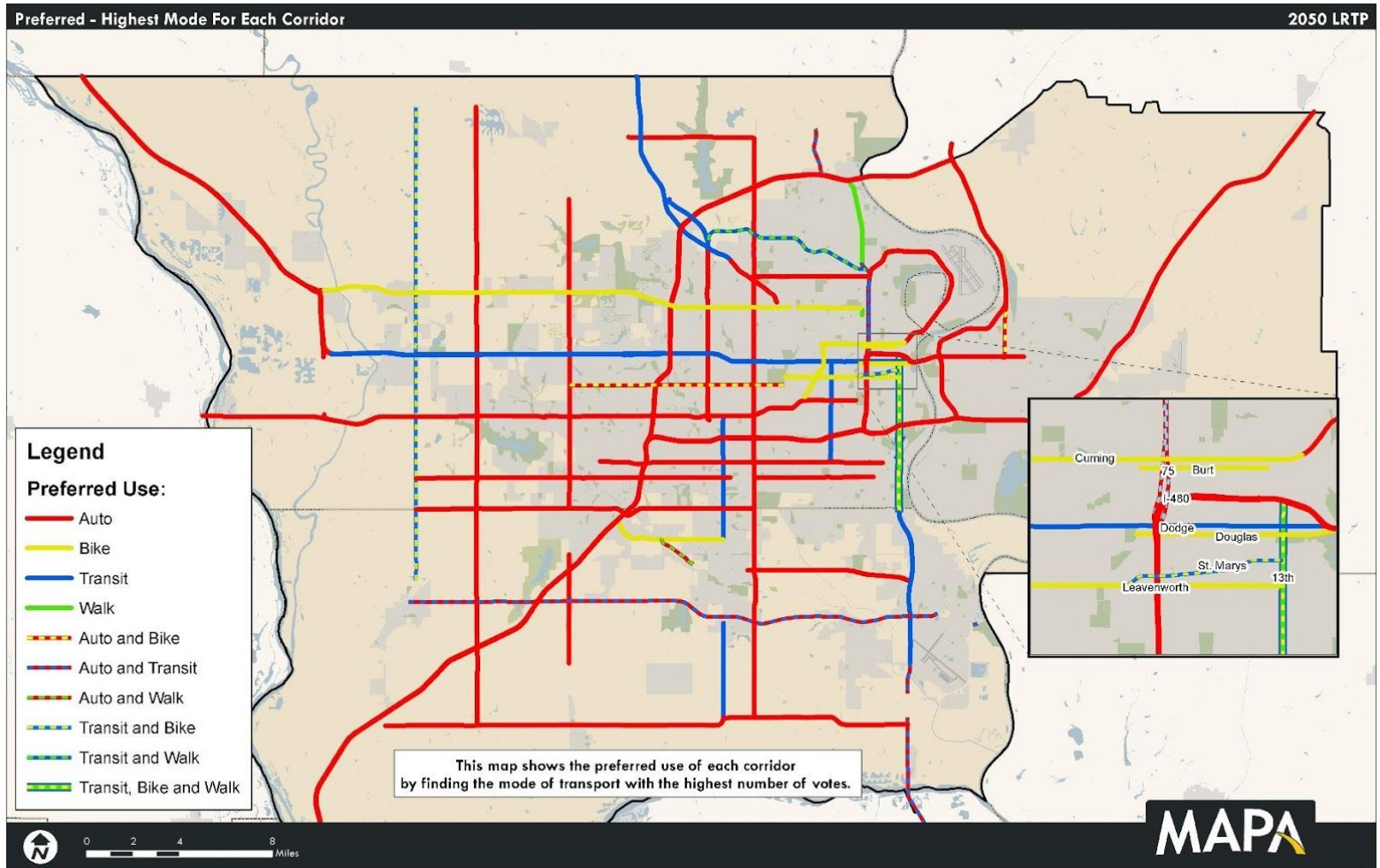


Figure D31: Round 4 Preferred Future Mode by Corridor



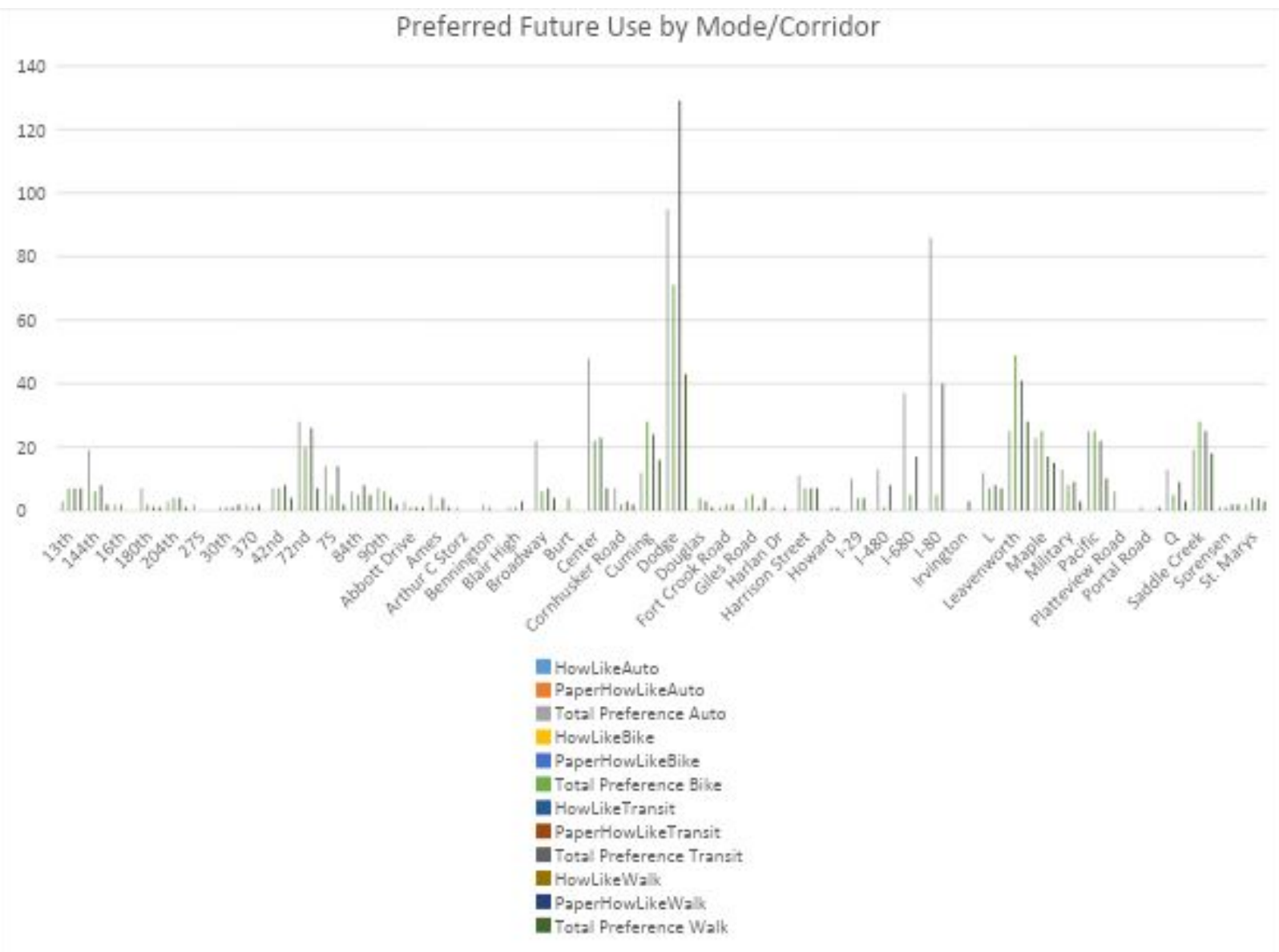


Figure D32: Round 4 Preferred Future Mode by Corridor



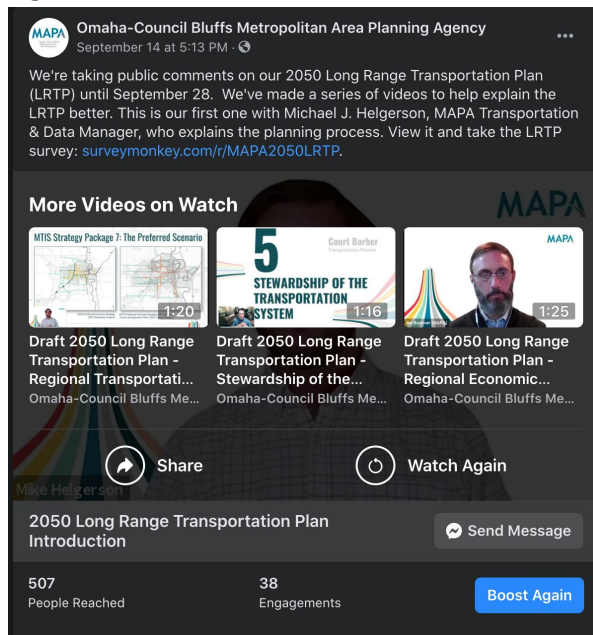


## Round 5 - Final Plan Review

Once feedback on goals and scenarios had been collected and staff had developed regional priorities and project lists the final plan was emailed to stakeholders for comments.

Due to pandemic conditions MAPA worked to create online engagement opportunities to let the region know about the plan's key features and show how federal transportation funds will be spent in coming years. A series of videos for each chapter of the video were made with the staff discussing the highlights and main points of the chapter. These videos were then shared on social media for comment. Overall the videos have had significantly more engagement than could be expected through public meetings.

Figure D33: Round 5 Social social media video example



Stakeholder comments were received and cataloged in a spreadsheet to address changes. The spreadsheet is shown below in table



A post plan survey was put out to determine how people followed the plan development process. Most of the respondents were members of the public who actively sought out planning opportunities through MAPA and had been involved in previous efforts. The results are shown in graphs D35-38

Figure D35: Round 5 Participant survey question 1

### What is your relationship to MAPA and the Long Range Transportation Plan?

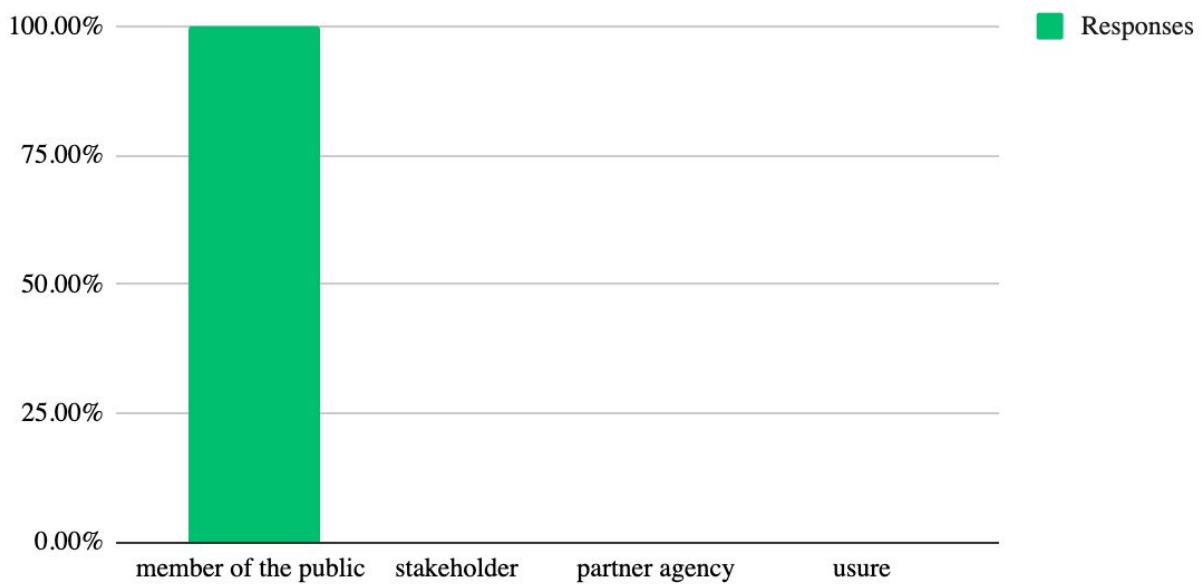


Figure D36: Round 5 Participant survey question 2

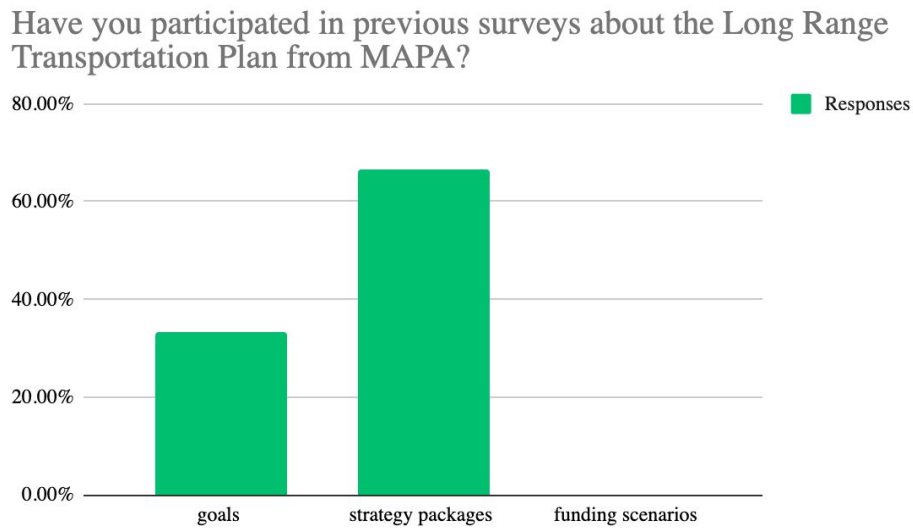


Figure D37: Round 5 Participant survey question 3

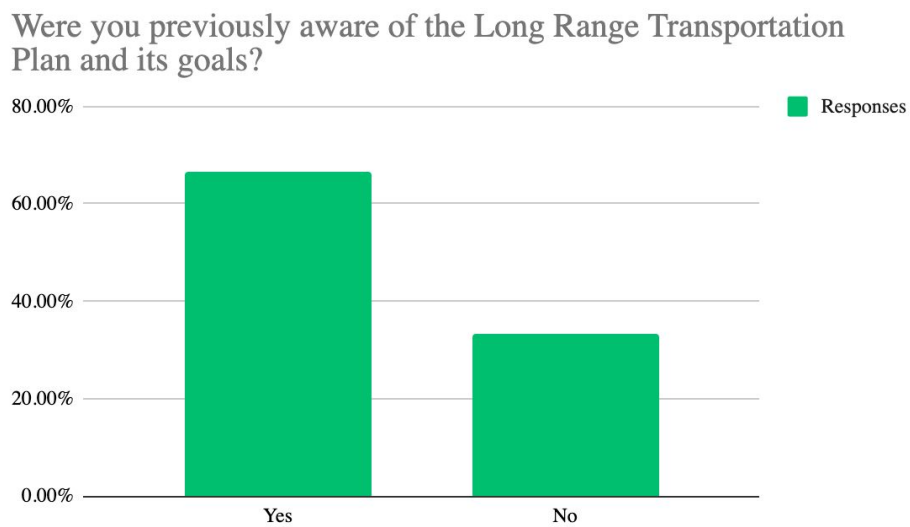




Figure D38: Round 5 Participant survey question 4

Do you feel that the input you gave on goals and strategies is reflected in those adopted by the LRTP?

