

SE Area Community Survey Summary

Introduction

On April 28, 2021 the City of Huntington Beach hosted a virtual community workshop to better understand and identify key improvements needed in the Southeast area. Following the workshop, the City released an online community survey to gather feedback on the public's preference and priorities for future improvements in the Southeast area. The survey was live for participation from August 18, 2021 through September 11, 2021 and a total of 143 persons participated in the survey, below is the summary of the survey results.

The survey focused on infrastructure and community facilities improvements. Overall, participants were interested in roadway improvements such as traffic calming and beautification as well as park improvements such as increased safety and cleanliness and the updating of the parks' infrastructure. Additionally, participants showed interest in allocating the highest percentages of the budget towards roadway and park improvements.

Slide 2 - Infrastructure Improvements

The first slide of the survey asked participants to respond to a variety of questions regarding potential infrastructure improvements. The questions focused on participant interest in roadway and street improvements, as well as primary concerns. Key themes and priorities topics identified in the data from the first slide include the following:

- Participants showed the most interest in repaving as a prioritized road improvement (75 percent)
- Participants prioritized both traffic calming (34 percent) and investment in separate bike/walking paths to the beach (25 percent)
- Participants prioritized both underground utilities (50 percent) and landscaping and street trees (26 percent) as beautification improvements
- About 47 percent of participants showed interest in the investment in a Class 1 bike lane for safe access to the beach

Participants were asked a variety of questions about street conditions and improvements, a summary of responses per street is below:

- **Newland:** The majority of participants reported that the street condition of Newland was fair (61 percent). Participants showed interest in traffic calming (35 percent) followed by beautification improvements (25 percent). About 26 percent of participants selected that there was excessive speeding followed by 24 percent moderate speeding.
- **Magnolia:** The majority of participants reported that the street condition of Magnolia was in fair (42 percent) to good condition (46 percent). Participants showed interest in traffic calming (46 percent) followed by beautification improvements (37 percent). About 47 percent of participants identified that the condition of speeding was about 10 to 15 miles over the speed limit followed by excessive speeding (31 percent).
- **Bushard:** The majority of participants reported that the street condition of Bushard was in fair (38 percent) to good condition (49 percent). Participants showed high interest in traffic calming (56 percent) followed by beautification improvements (23 percent). About 46 percent of participants

identified that the condition of speeding was about 10 to 15 miles over the speed limit followed by excessive speeding (32 percent).

- **Brookhurst:** The majority of participants reported that the street condition of Brookhurst street was in fair (44 percent) to good condition (40 percent). Participants showed high interest in traffic calming (54 percent) followed by beautification improvements (24 percent).
- **Atlanta:** The majority of participants reported that the street condition of Atlanta Avenue was in fair (29 percent) to good condition (49 percent). Participants showed interest in traffic calming (47 percent) followed by beautification improvements (27 percent). About 48 percent of participants identified that the condition of speeding was about 10 to 15 miles over the speed limit followed by excessive speeding (24 percent).
- **Hamilton:** The majority of participants reported that the street condition of Hamilton Avenue was in fair (37 percent) to poor condition (25 percent). Participants showed interest in street repair (41 percent) followed by traffic calming (23 percent). About 51 percent of participants identified that the condition of speeding was about 10 to 15 miles over the speed limit followed by excessive speeding (29 percent).
- **Banning:** The majority of participants reported that the street condition of Banning Avenue was in fair (42 percent) to good condition (31 percent). Participants showed interest in traffic calming (33 percent) and beautification improvements (25 percent). About 42 percent of participants identified that the condition of speeding was about 10 to 15 miles over the speed limit followed by excessive speeding (31 percent).

Participants identified that speeding at 15 or more miles over the speed limit typically occurred between 10:00 p.m. and midnight (24 percent) followed by the timeframe between 6:00 p.m. and 10:00 p.m. (23 percent).

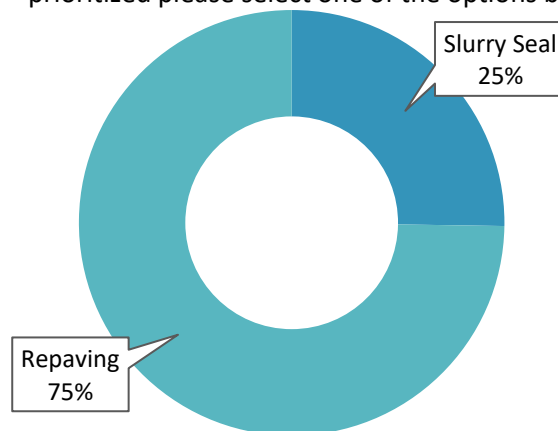
Supplemental charts and data with supporting evidence are shown below for each question of the survey.

Slide 2 – Charts and Data

Participants were asked to select which roadway improvement, slurry seal or repaving, should be prioritized. The majority of participants selected repaving as the roadway improvement they would like to be prioritized. The data for this question is shown in **Figure 1** below.

Figure 1: Roadway Improvements

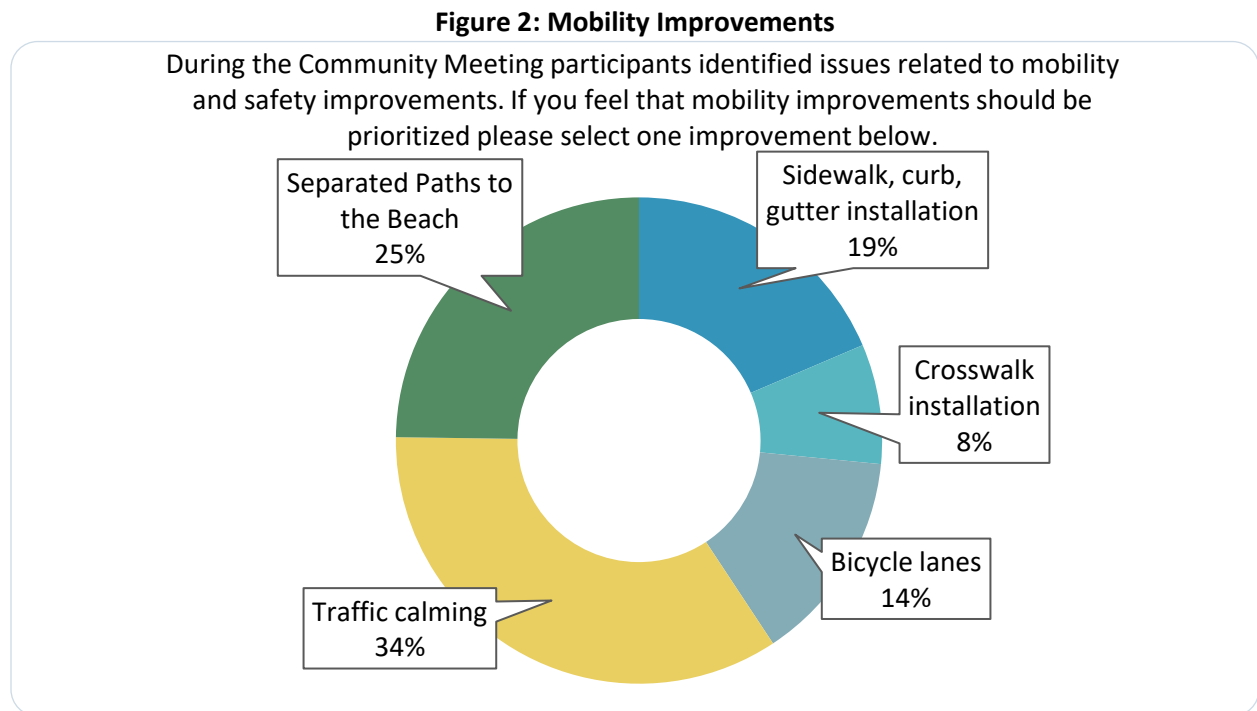
During the Community Meeting participants identified issues related to traffic and roadway improvements. If you feel that roadway improvements should be prioritized please select one of the options below.



Additionally, the participants were asked to select which mobility improvements should be prioritized. Participants were given the following mobility improvement options:

- Sidewalk, curb, gutter installation,
- Bicycle lanes,
- Separated paths to the beach,
- Crosswalk installation, or
- Traffic calming.

Based on the survey responses, the majority of participants selected improvements related to traffic calming as a priority (34 percent), followed by separated paths to the beach (25 percent). The data for this question is shown in **Figure 2** below.

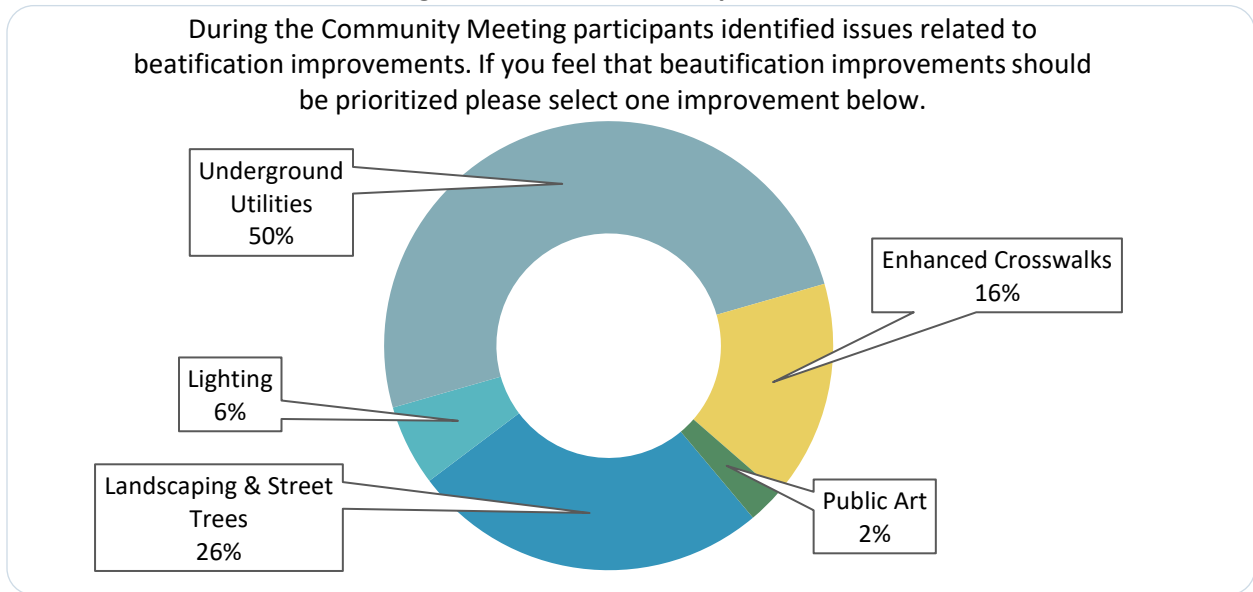


The survey also asked participants to select which of the following beautification improvements should be prioritized.

- Landscaping and street trees,
- Underground utilities,
- Public art,
- Lighting, or
- Enhanced crosswalks.

Based on the data, 50 percent of participants selected underground utilities as a priority for beautification improvements, followed by 26 percent of participants who selected landscaping and trees. Sixteen percent of participants selected enhanced crosswalks as a priority. The data showed that few participants selected lighting and public art as a priority. The data for these findings is shown in **Figure 3** below.

Figure 3: Beautification Improvements

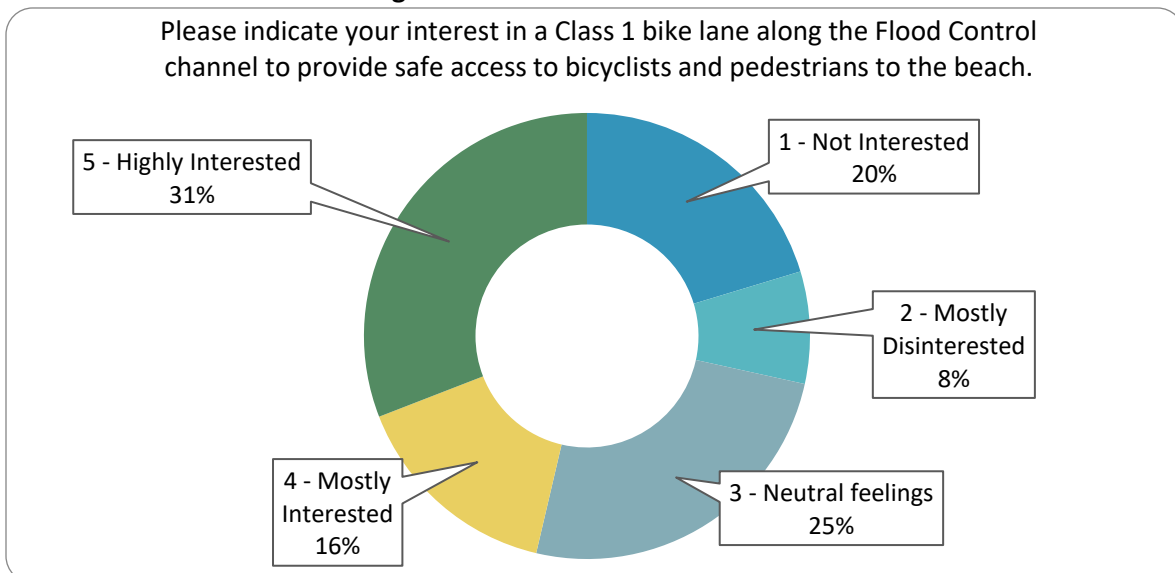


Finally, the survey asked participants to identify interest in a Class 1 bike lane along the Flood Control channel. A Class 1 bike lane provides safe access to bicyclists and pedestrians to the beach. Participants were asked to rate their interest in the Class 1 bike lane on a scale of one to five:

- 1 = Not interested.
- 2 = Mostly disinterested.
- 3 = Neutral feelings.
- 4 = Mostly interested.
- 5 = Highly interested.

The data (**Figure 4** below) shows that about 47 percent of participants are either mostly or highly interested in the Class 1 bike lane. As for the other half of participants, 28 percent elected either mostly disinterested or not interested and 25 percent identified as having neutral feelings.

Figure 4: Interest in Class 1 Bike Lane



Road Conditions

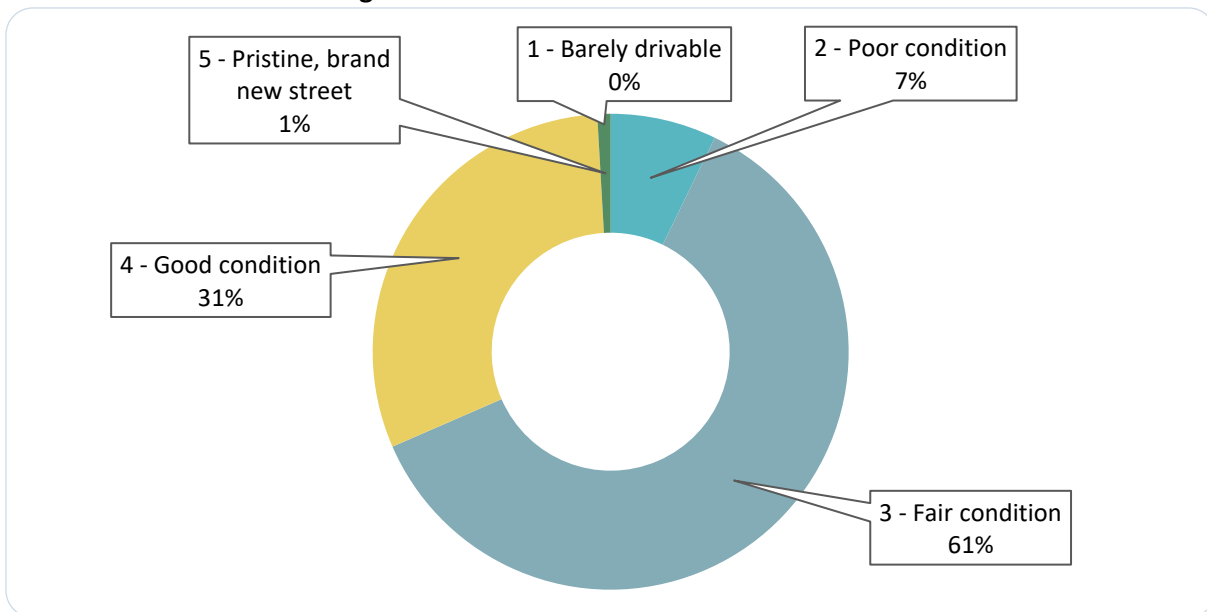
The survey asked participants to rank the road conditions for seven streets in the Southeast area on a scale of one to five:

- 1 = Barely drivable.
- 2 = Poor condition.
- 3 = Fair condition.
- 4 = Good condition.
- 5 = Pristine, brand new street.

1. *Newland Street*

Based on the data (**Figure 5** below), majority of participants identified Newland Street as being in either fair or good condition, with one percent identifying pristine condition. Only seven percent of participants selected poor condition and no participants identified the road condition of Newland Street as barely drivable. Overall, participants identified some improvements needed on Newland Street.

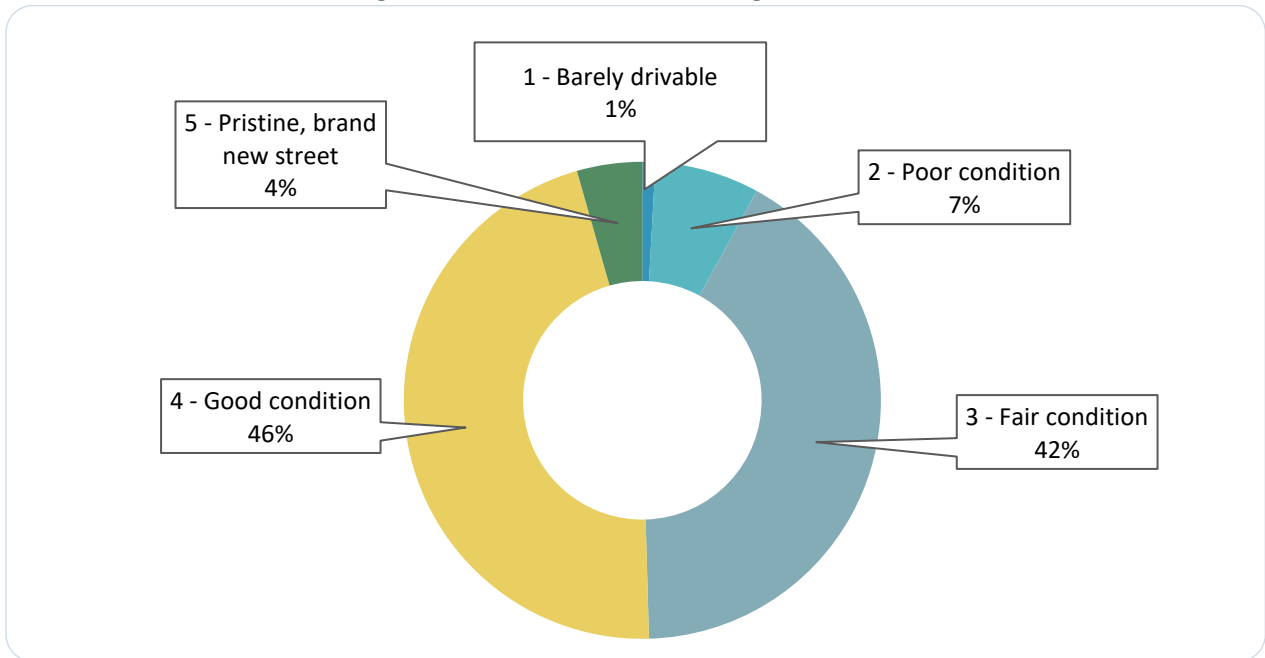
Figure 5: Road Conditions on Newland Street



2. *Magnolia Street*

Based on the data shown in **Figure 6**, majority of participants identified road conditions for Magnolia Street as either good or fair (88 percent of total participants). Additionally, four percent of participants selected pristine condition. Just seven percent of participants selected poor condition and one percent of participant selected barely drivable regarding the road condition of Magnolia Street. Overall, participants identified few to no improvements needed on Magnolia Street.

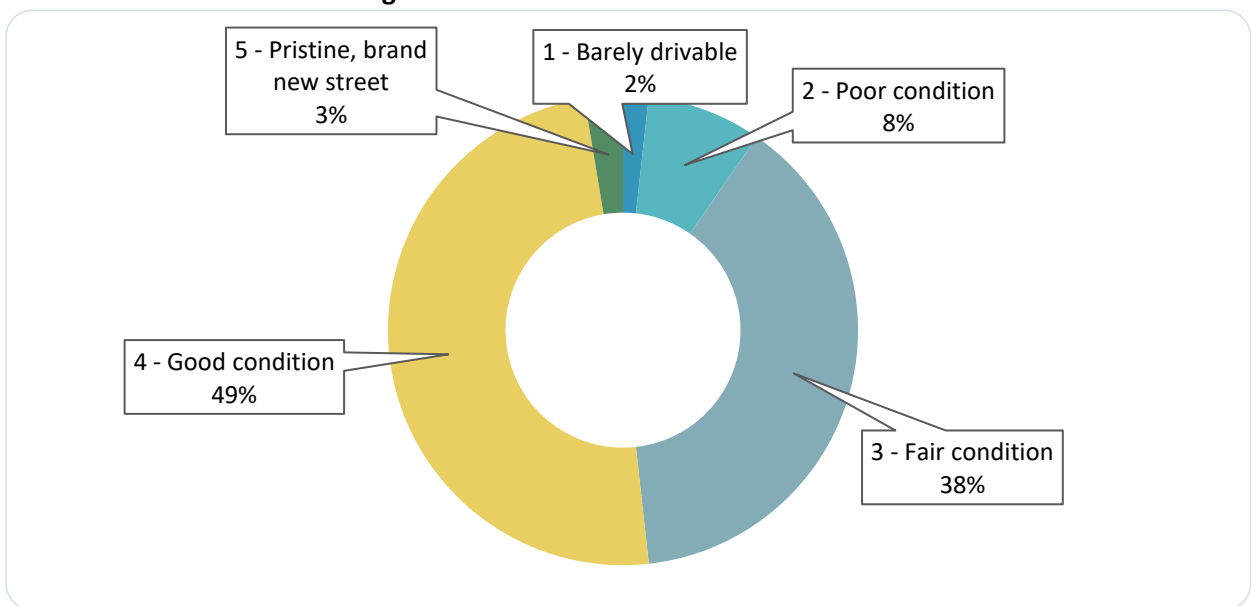
Figure 6: Road Conditions on Magnolia Street



3. *Bushard Street*

Based on the survey responses (shown in **Figure 7** below), majority of participants identified Bushard Street as being in either good or fair condition with three percent selecting pristine condition. Additionally, eight percent of participants selected poor condition and two percent selected barely drivable regarding the road condition of Bushard Street. Overall, Participants identified few to no improvements needed on Bushard Street.

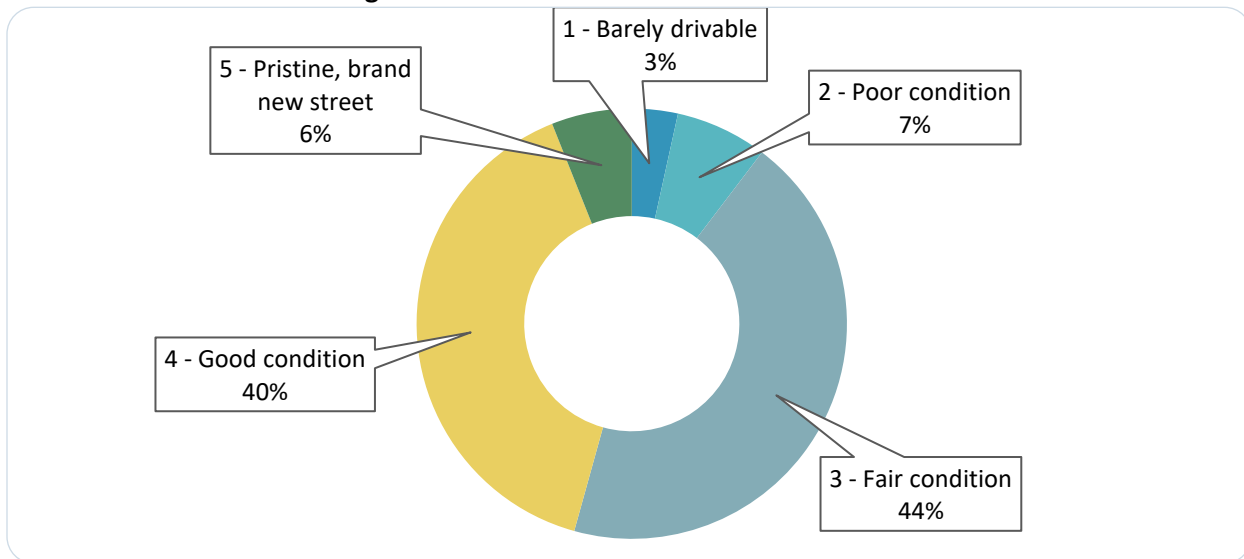
Figure 7: Road Conditions on Bushard Street



4. Brookhurst Street

Based on the data shown in **Figure 8** below, majority of participants identified Brookhurst Street as being in either fair or good condition, with six percent of participants selecting pristine condition. Seven percent of participants selected poor condition, and three percent of participants selected barely drivable regarding the road condition of Brookhurst Street. Overall, participants identified few improvements need to Brookhurst Street.

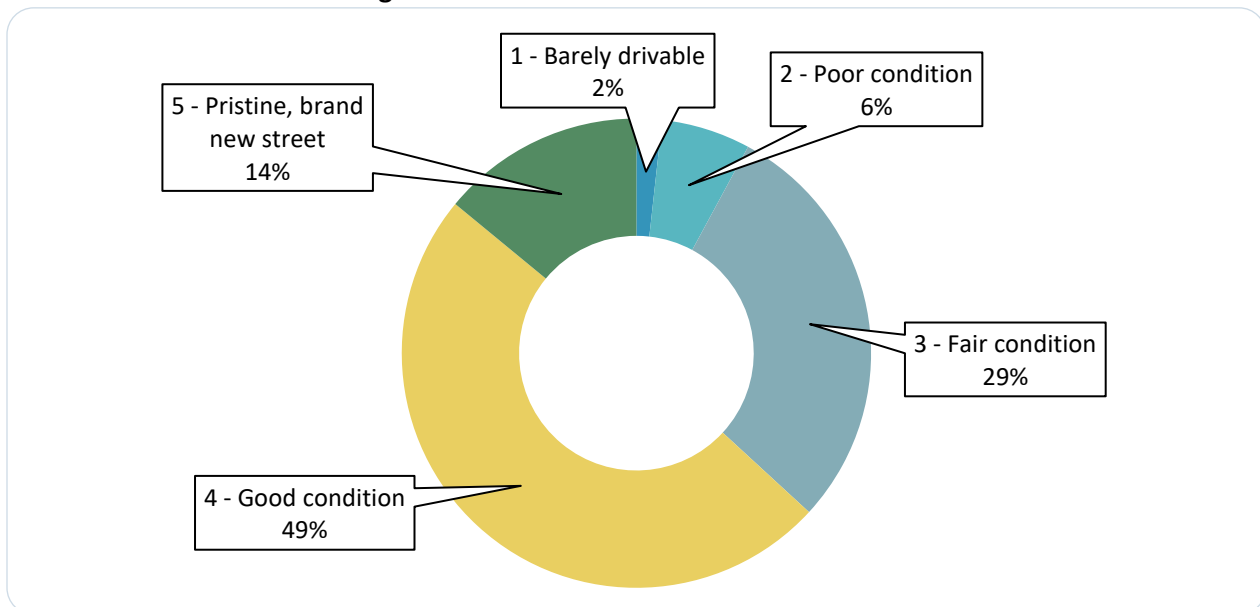
Figure 8: Road Conditions on Brookhurst Street



5. Atlanta Avenue

Based on the data (**Figure 9**), most participants identified Atlanta Avenue as being in either good or fair condition, where 14 percent of participants selected pristine condition. In total just six percent of participants selected poor condition, and two percent of participants selected barely drivable regarding the road condition of Atlanta Avenue. Overall, participants identified few to no improvements needed for Atlanta Avenue.

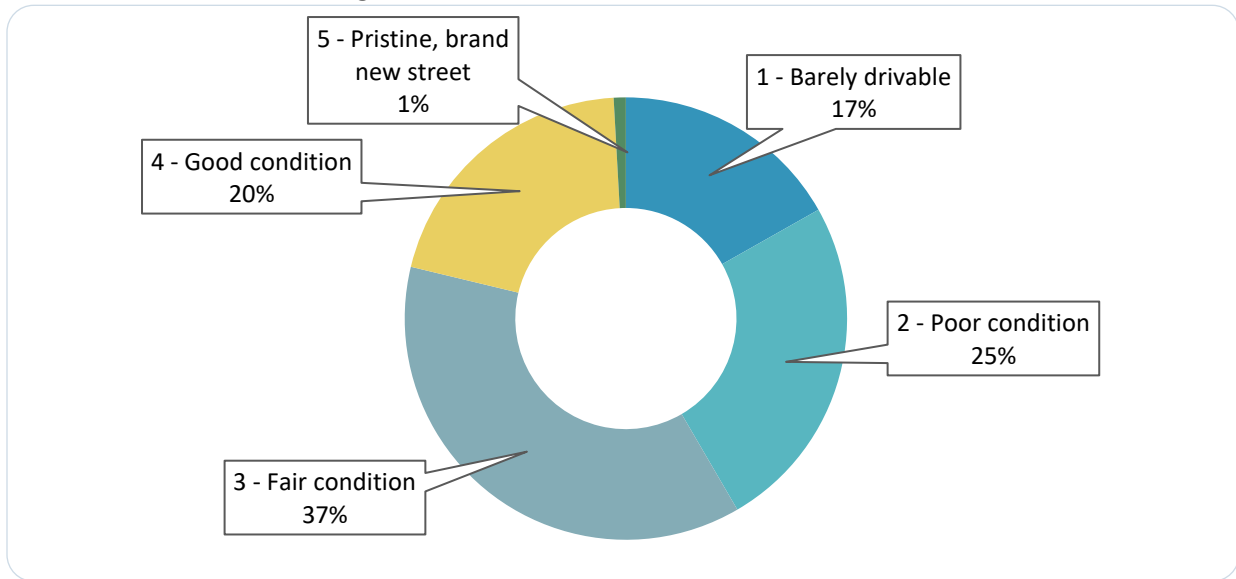
Figure 9: Road Conditions on Atlanta Avenue



6. Hamilton Avenue

Based on the data shown in **Figure 10**, about 42 percent of participants selected the road condition for Hamilton Avenue as being in either poor or barely drivable condition. An additional 37 percent of participants selected fair condition, and just 21 percent of participants selected either good or pristine condition regarding the road condition of Hamilton Avenue. Overall, participants identified Hamilton Avenue as requiring the most improvements.

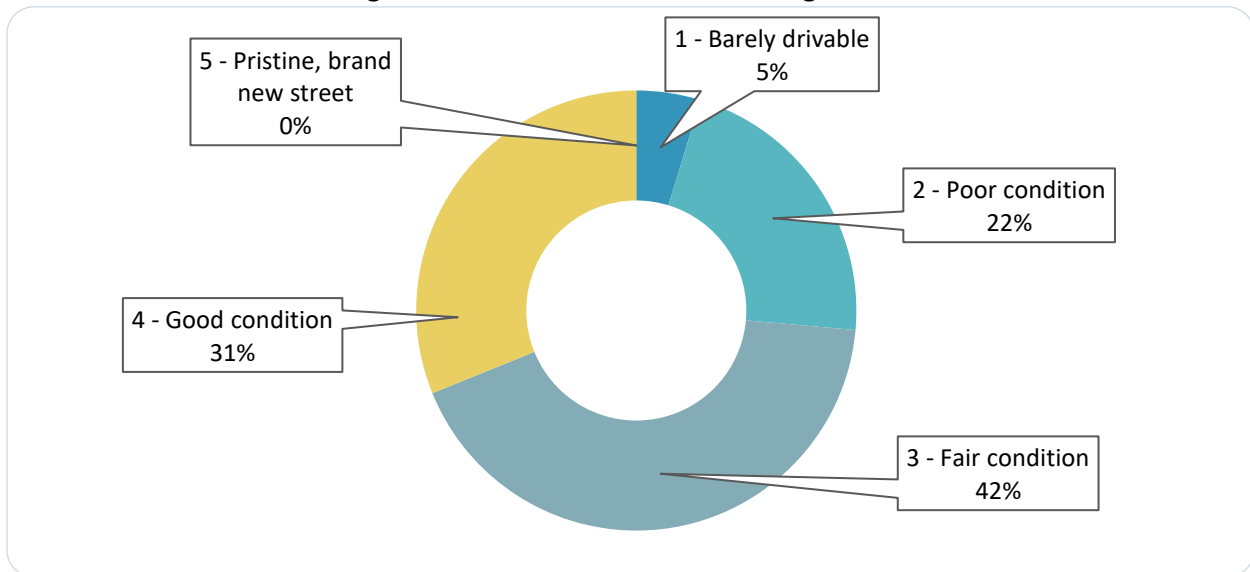
Figure 10 Road Conditions on Hamilton Avenue



7. Banning Avenue

Based on the data shown below in **Figure 11**, about 42 percent of participants selected the road condition for Banning Avenue as being in fair condition. An additional 31 percent of participants selected good condition, and about 27 percent of participants selected either poor or barely drivable regarding the road condition of Banning Avenue. Overall, participants identified Banning Avenue as needing some improvements.

Figure 11: Road Conditions on Banning Avenue



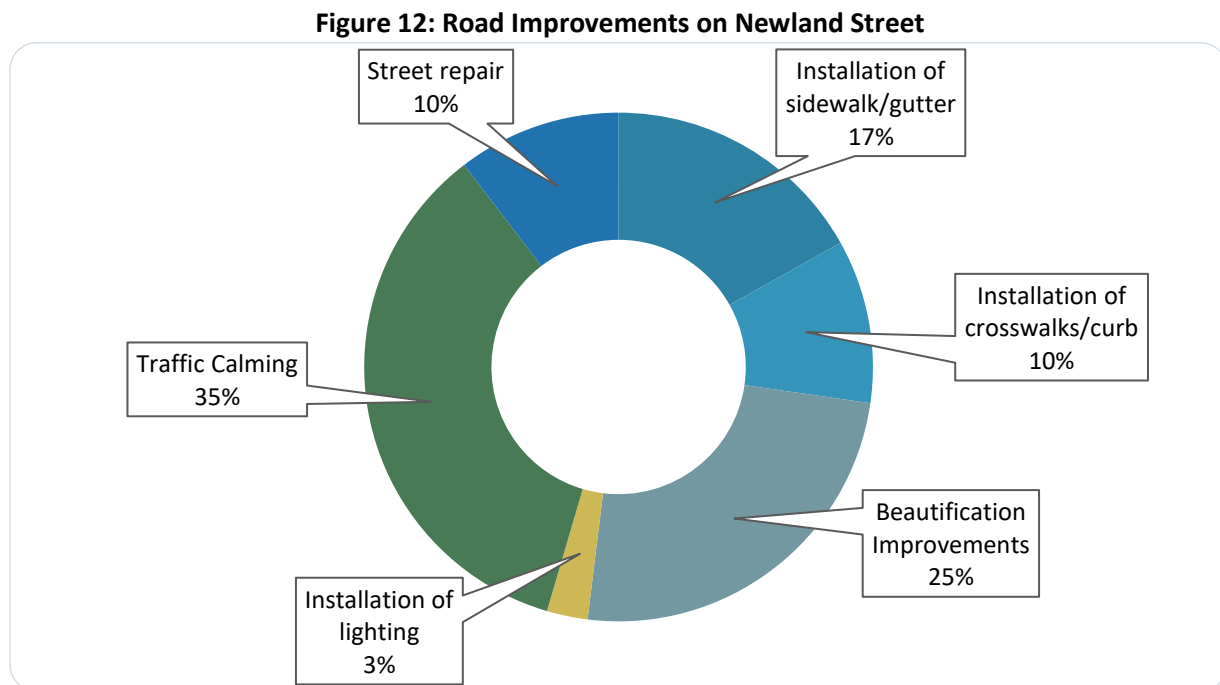
Road Improvements

The survey also requested feedback on road improvements participants would look to see in the Southeast Area. The survey provided participants with a map of the Southeast area of the City and asked them to identify road improvements that could benefit the seven streets mentioned above. The road improvements participants could select included the following:

- Installation of a sidewalk or gutter,
- Installation of crosswalks or curbs,
- Beautification improvements,
- Installation of lighting,
- Traffic calming, or
- Street repair.

1. *Newland Street*

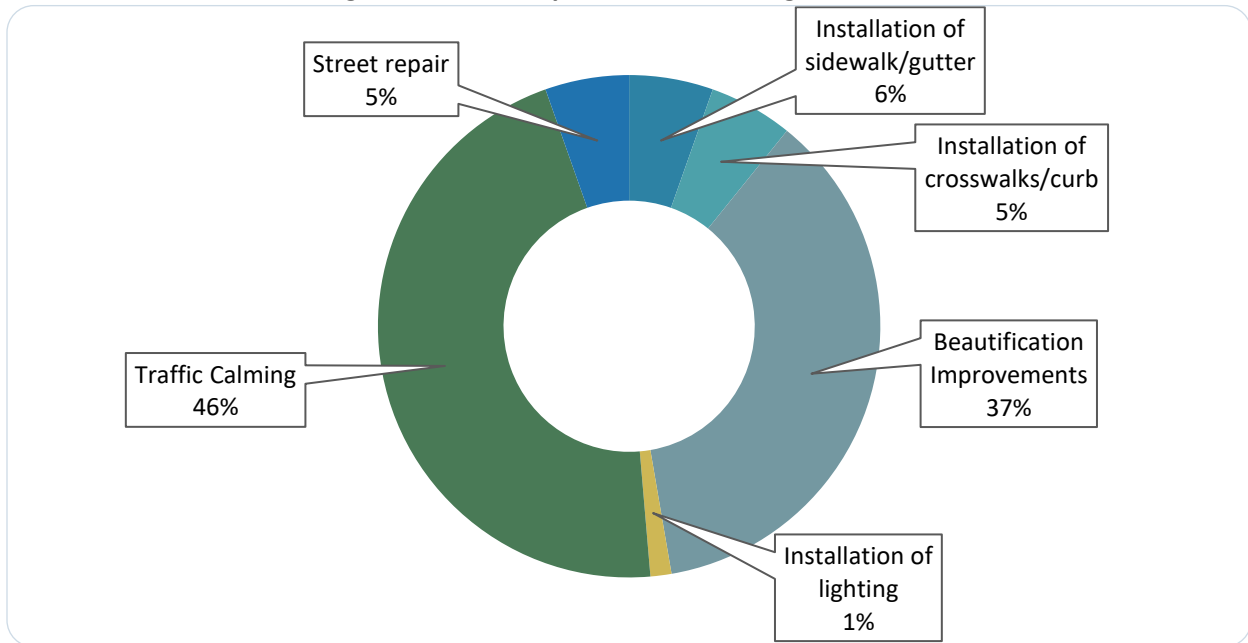
Participants identified traffic calming as most beneficial on Newland Street (35 percent) followed by beautification improvements (25 percent). Participants also showed interest in the installation of a sidewalk or gutter and very little interest in the installation of lighting on Newland Street. The data is below in **Figure 12**.



2. *Magnolia Street*

The road improvements that participants selected to best benefit Magnolia Street included traffic calming (45 percent) followed by beautification improvements (37 percent). Participant had minor interest in the installation of sidewalks or gutters and the installation of crosswalks or curb; interest in street repair was low and there was very little interest in the installation of lighting. The data is shown in **Figure 13** below.

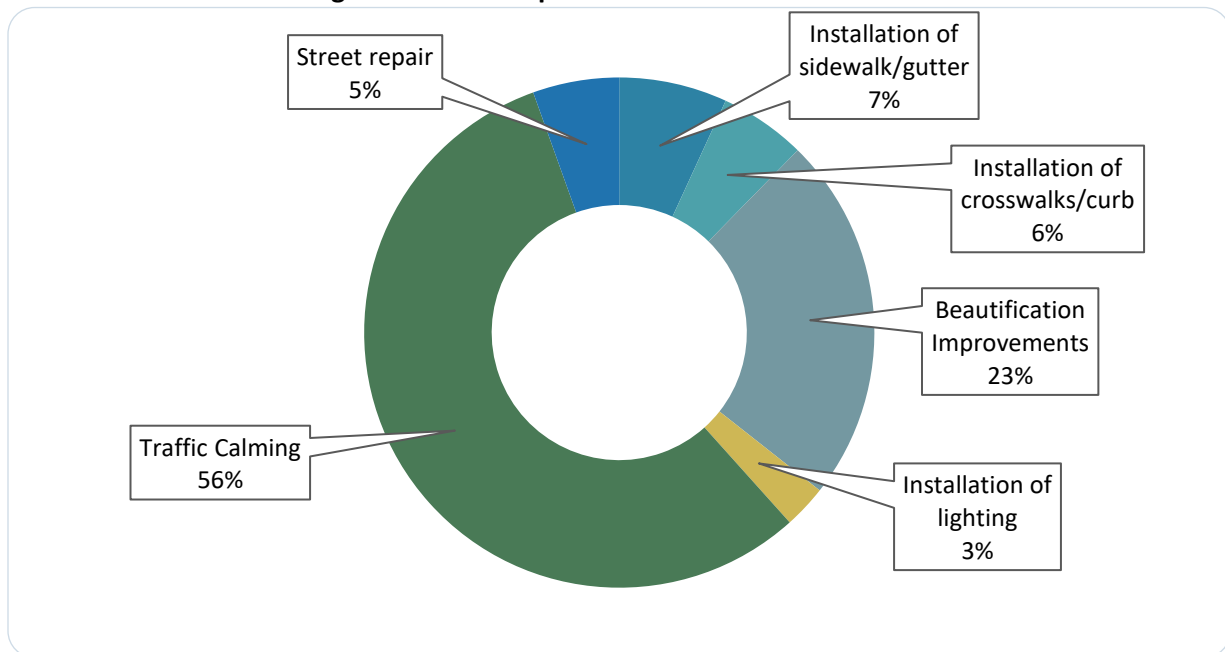
Figure 13: Road Improvements on Magnolia Street



3. *Bushard Street*

According to the data (shown in **Figure 14**), majority of participants selected traffic calming as a primary improvement to Bushard Street. Beautification improvements followed with a total of 23 percent. Participant interest in the installation of sidewalks or gutters, the installation of crosswalks or curbs, and street repair was low and there was very little interest in the installation of lighting on Bushard Street.

Figure 14: Road Improvements on Bushard Avenue

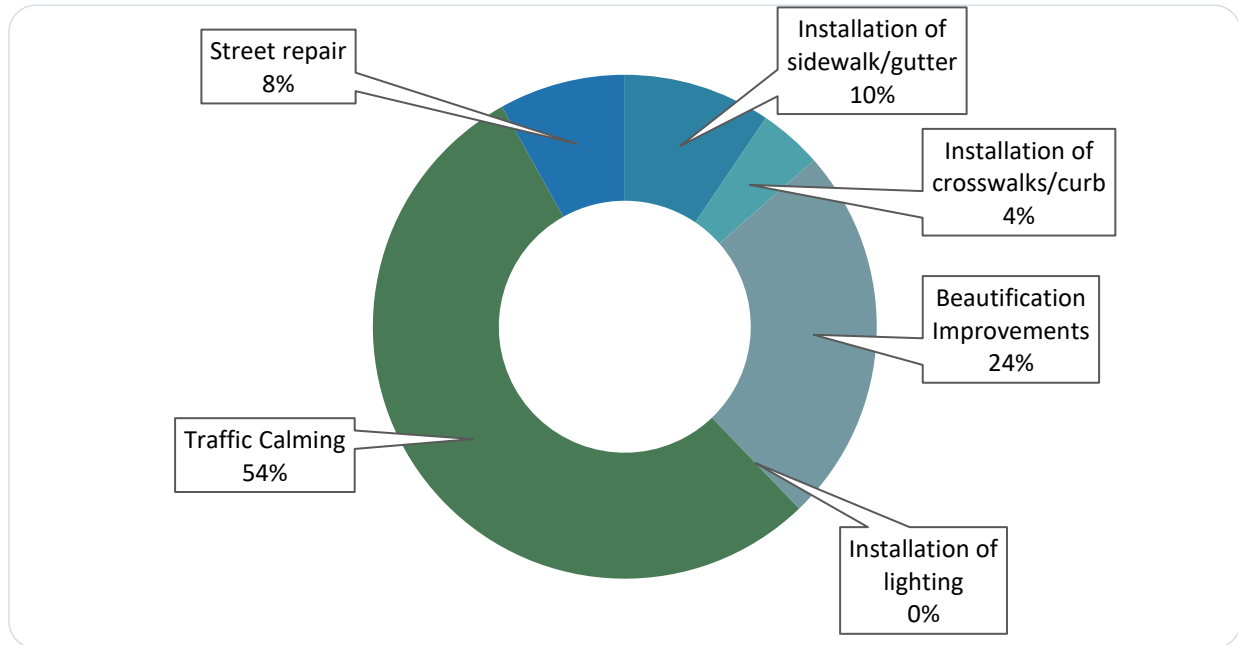


4. *Brookhurst Street*

Majority of participants select traffic calming (54 percent) as a priority road improvement on Brookhurst Street, followed by beautification improvements (24 percent). Participant interest in the installation of

sidewalks and gutters, street repair, and the installation of crosswalks and curbs was low and there was no participant interest in the installation of lighting on Brookhurst Street.

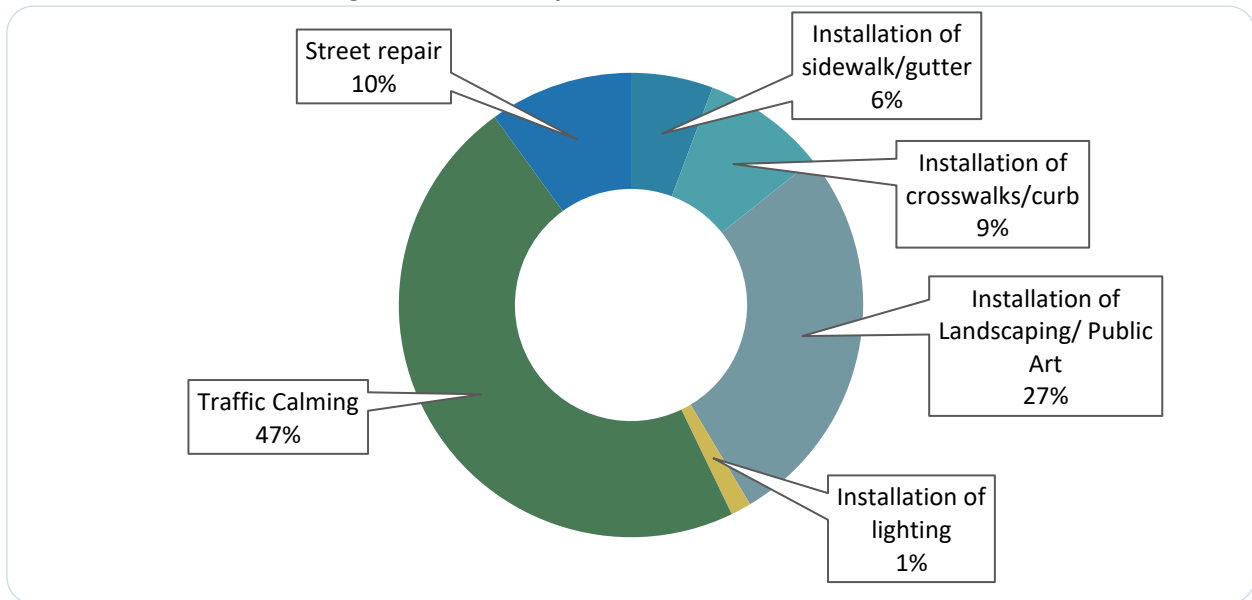
Figure 15: Road Improvements on Brookhurst Street



5. Atlanta Avenue

Forty-seven percent of participants selected traffic calming as a priority road improvement on Atlanta Avenue, followed by 27 percent of participants who selected beautification improvements. Participant interest in street repair, the installation of crosswalks and curbs, and the installation of sidewalks and gutters was low and there was very little interest in the installation of lighting on Atlanta Avenue.

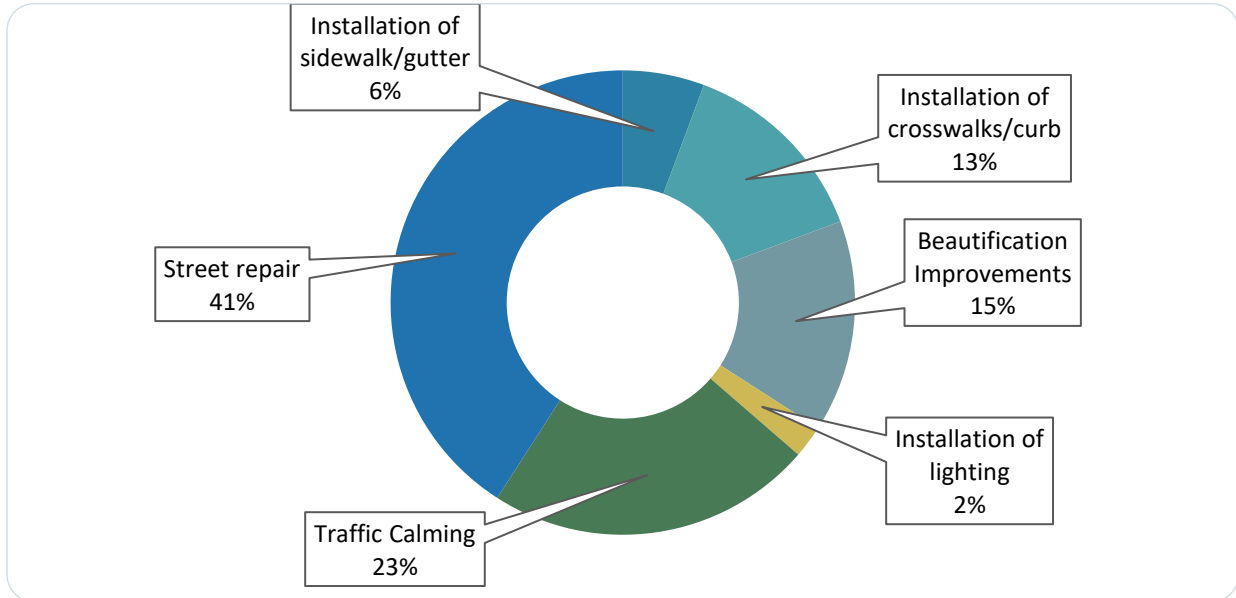
Figure 16: Road Improvements on Atlanta Avenue



6. Hamilton Avenue

A total of 41 percent of participants selected street repair as a priority improvement to Hamilton Avenue. followed by traffic calming (23 percent). A bout 15 percent of participant showed interest in beautification improvements and about 19 percent showed interest in installation of crosswalks/curbs and sidewalks/gutters. There was low interest in the installation of lighting on Hamilton Avenue.

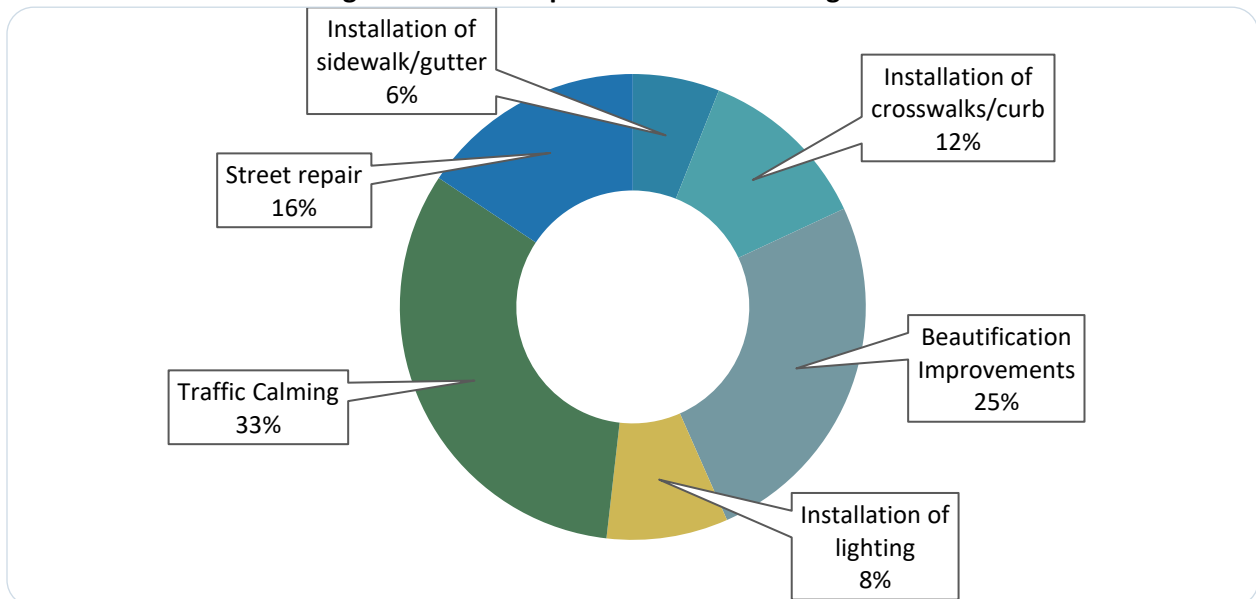
Figure 17: Road Improvements on Hamilton Avenue



7. Banning Avenue

The road improvements that participants selected to best benefit Banning Avenue were traffic calming with 33 percent of participants selecting this improvement followed by beautification improvements with 25 percent of participants identifying this improvement as a benefit. There was some participant interest in street repair and the installation of crosswalks and curbs and low participant interest in the installation of lighting and the installation of sidewalks and gutters on Banning Avenue.

Figure 18: Road improvements on Banning Avenue



Speeding

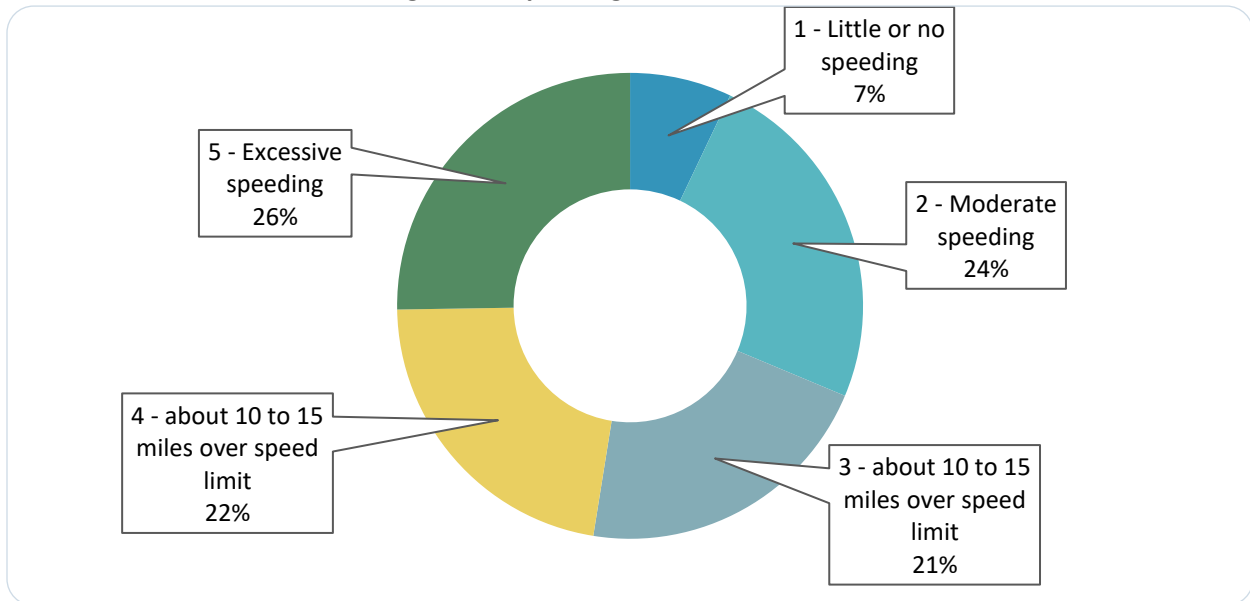
The survey asked participants to rank the instances of speeding for six streets in the Southeast area on a scale of one to five:

- 1 = Little to no speeding.
- 2 = Moderate speeding.
- 3 to 4 = About 10 to 15 miles over the speed limit.
- 5 = Excessive speeding.

1. Newland Street

Based on the survey responses, 43 percent of participants ranked the speeding on Newland Street to be about 10 to 15 miles over the speed limit. Twenty-six percent of participants selected excessive speeding and 21 percent of participants selected moderate speeding. Few participants ranked the speeding condition on Newland Street as little to no speeding.

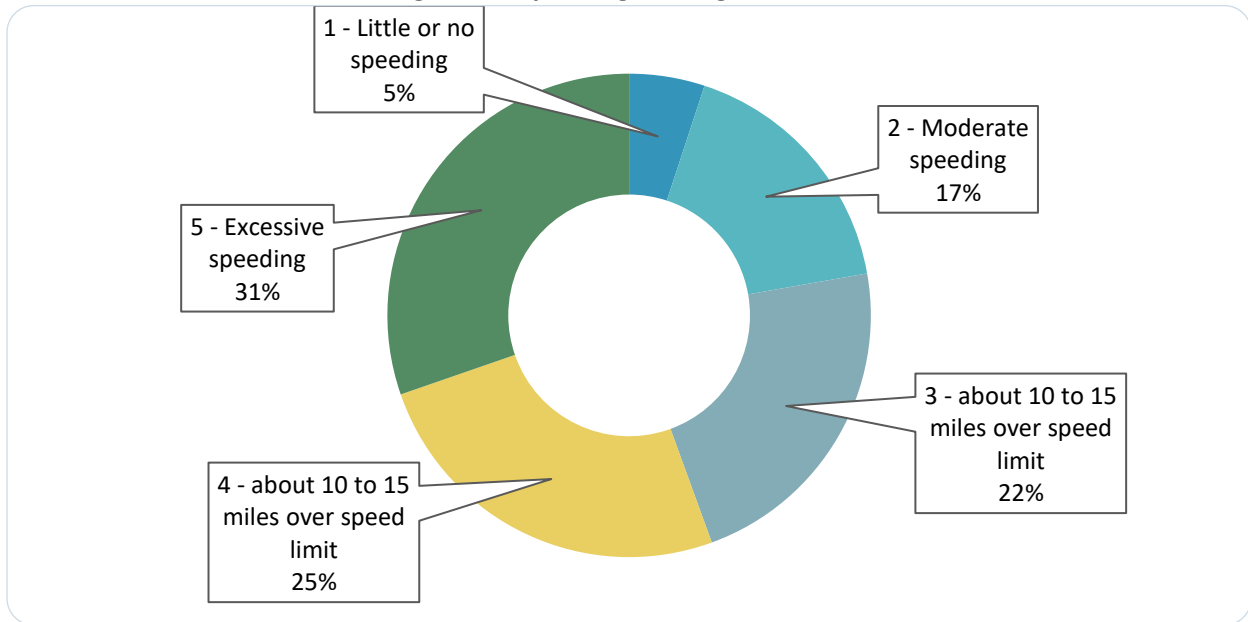
Figure 19: Speeding on Newland Avenue



2. Magnolia Street

Based on the survey responses, about 47 percent of participants ranked the speeding on Magnolia Street to be about 10 to 15 miles over the speed limit. About 31 percent of participants selected excessive speeding and 17 percent of participants selected moderate speeding. Few participants ranked the speeding condition on Magnolia Street as little to no speeding.

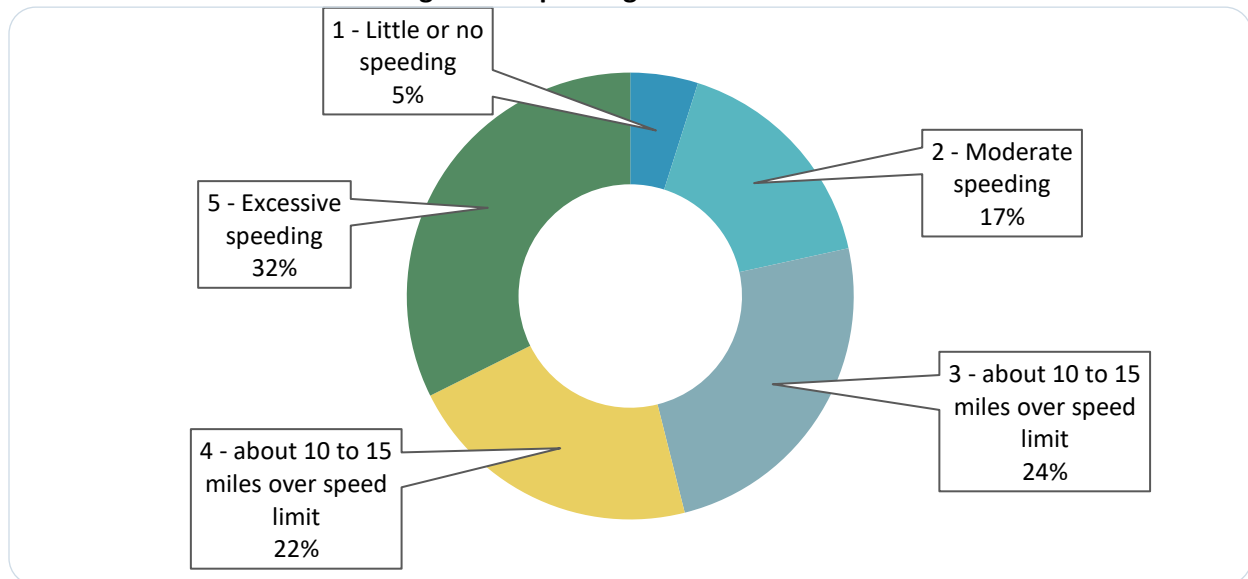
Figure 20: Speeding on Magnolia Street



3. *Bushard Street*

Based on the survey responses, about 46 percent of participants ranked the speeding on Bushard Street to be about 10 to 15 miles over the speed limit. Thirty-two percent of participants selected excessive speeding and 17 percent of participants selected moderate speeding as the rankings for the speeding condition on Bushard Street. Few participants ranked the speeding condition on Bushard Street as little to no speeding.

Figure 21: Speeding on Bushard Street

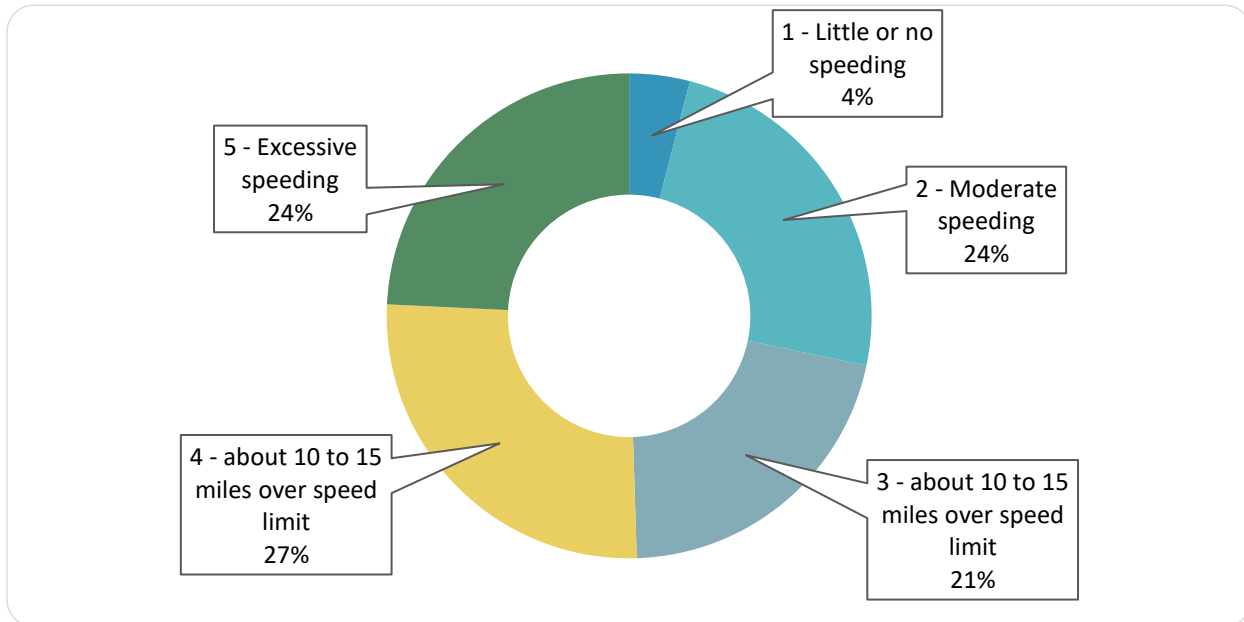


4. *Atlanta Avenue*

Based on the survey responses, about 48 percent of participants ranked the speeding on Atlanta Avenue to be about 10 to 15 miles over the speed limit. About 24 percent of participants selected excessive speeding and another 24 percent of participants selected moderate speeding. Few participants ranked

the speeding condition on Atlanta Avenue as little to no speeding. Overall, participants identified Atlanta as having primary speeding issues.

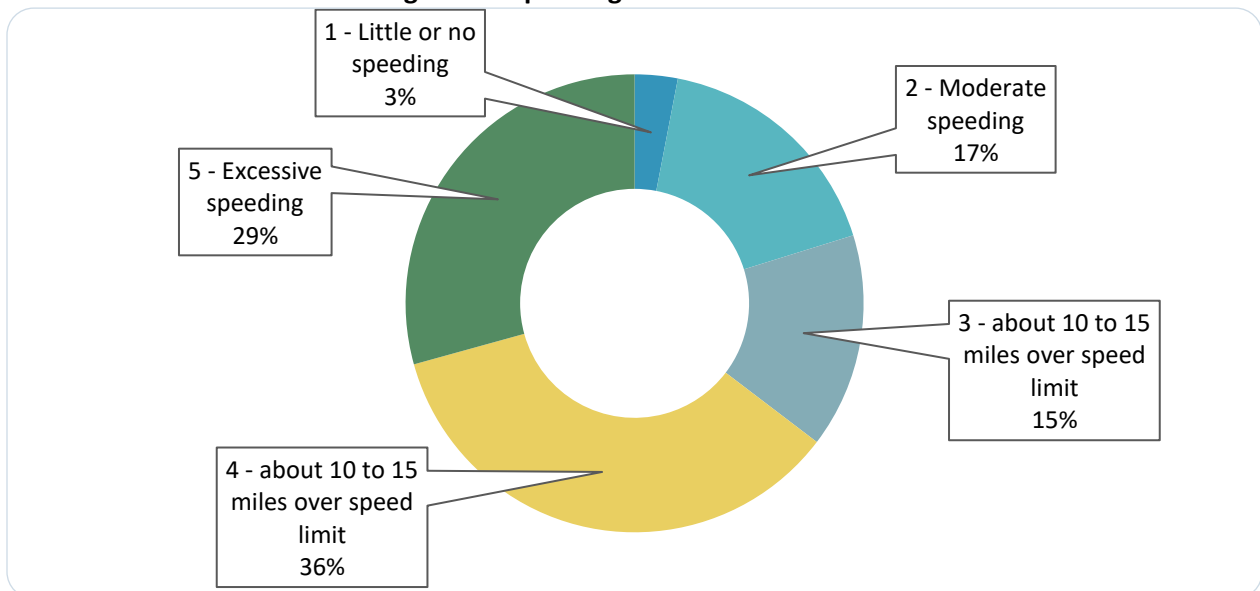
Figure 22: Speeding on Atlanta Avenue



5. Hamilton Avenue

Based on the survey responses, majority of participants ranked the speeding on Hamilton Avenue to be about 10 to 15 miles over the speed limit. About 29 percent of participants selected excessive speeding and 17 percent of participants selected moderate speeding. Few participants ranked the speeding condition on Hamilton Avenue as little to no speeding.

Figure 23: Speeding on Hamilton Avenue

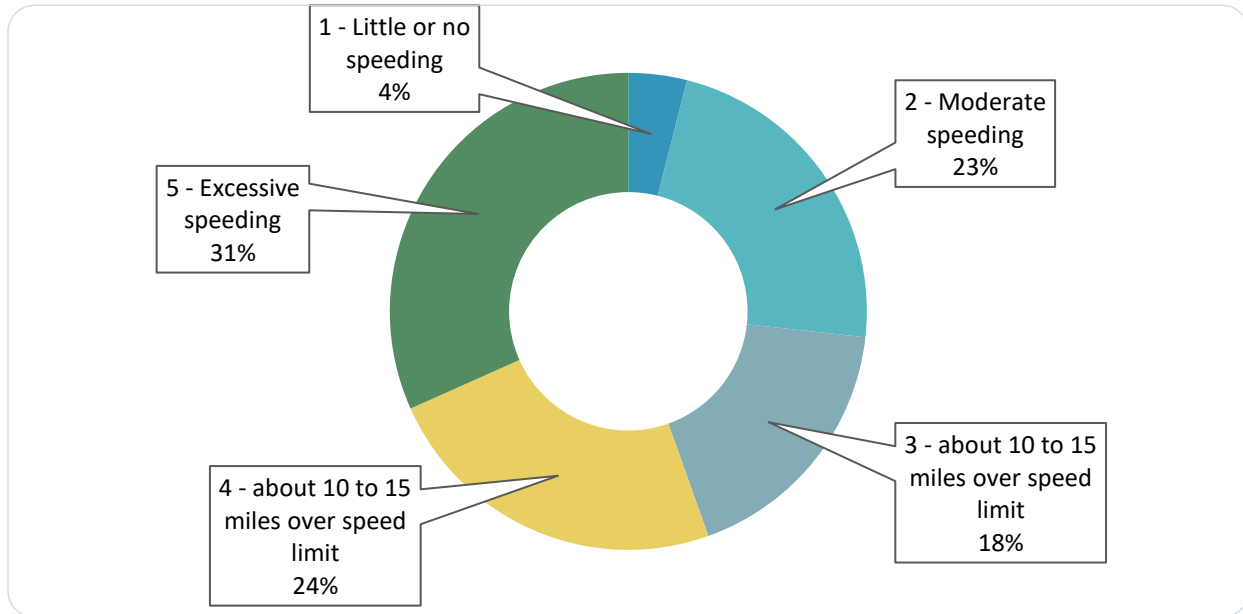


6. Banning Avenue

Based on the survey responses, 42 percent of participants ranked the speeding on Banning Avenue to be about 10 to 15 miles over the speed limit. Additionally, 31 percent of participants selected excessive

speeding and 23 percent of participants selected moderate speeding. Few participants ranked the speeding condition on Banning Avenue as little to speeding.

Figure 24: Speeding on Banning Avenue



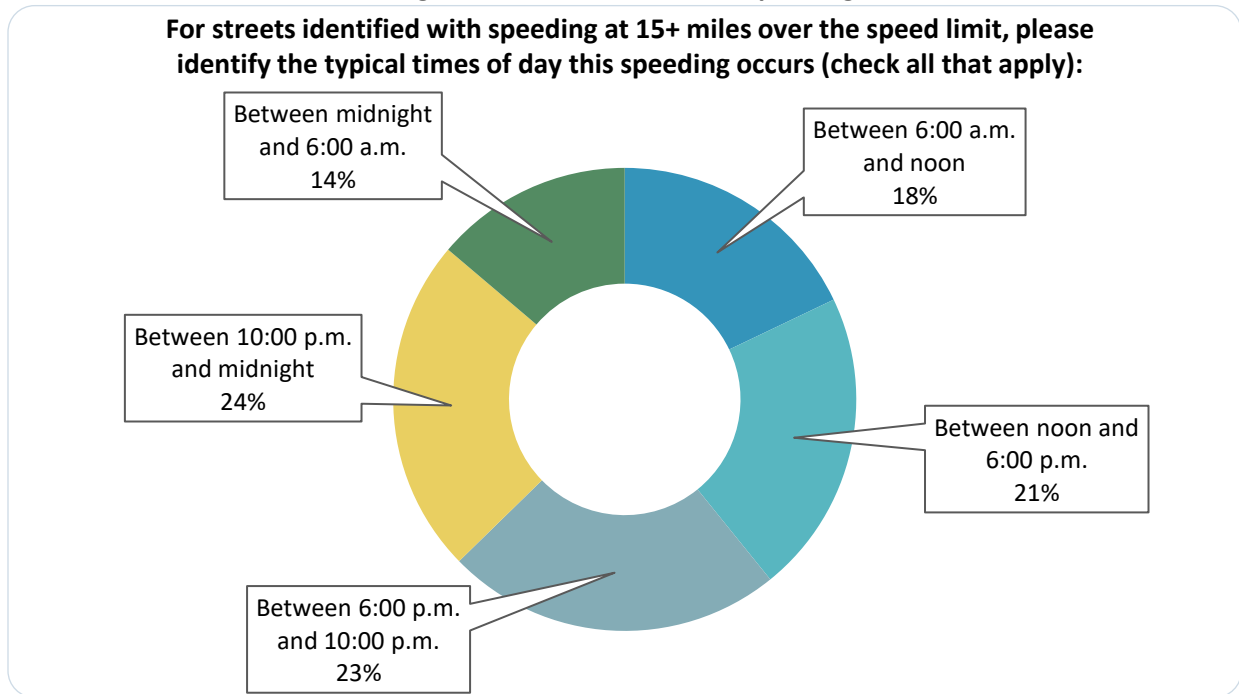
Speed Limits

The survey asked participants identify the typical times of day that speeding occurs on streets with a speeding condition of 15 or more miles over the speed limit. Participant responses were generally split evenly between the following time frames:

- Between 10:00 p.m. and midnight, identified by 24 percent of participants.
- Between 6:00 p.m. and 10:00 p.m., identified by 23 percent of participants.
- Between noon and 6:00 p.m., identified by 21 percent of participants.
- Between 6:00 a.m. and noon, identified by 18 percent of participants.
- Between midnight and 6:00 a.m., identified by 14 percent of participants.

The data shows that participants noted speeding issues and concerns primarily after 6 pm and before 6am. However, overall data shows that speeding was noted throughout the course of the day. The data for this question is shown below in **Figure 25**.

Figure 25: Observed Time of Speeding



Slide 3 - Community Facilities

The third slide of the survey asked participants to respond to a variety of questions regarding potential improvements to community facilities. The questions focused on prioritizing the types of improvements participant would like to see at the Banning Library, the Community Center, and various parks in the Southeast Area. Key themes and priorities topics identified in the data from the third slide include the following:

- Participants selected that new construction and expansion should be prioritized improvements to the Banning Library (61 percent)
- Participants prioritized additional programming to improve the Community Center (53 percent)
- Participants selected Edison Community Park (37 percent) followed by Eader Park (32 percent) to be the parks prioritized for improvements

Participants were asked a variety of questions about the usage and condition of community parks, a summary of responses per park is below:

- **Eader Park:** Participants shared that 41 percent attend the park 6 or more times per year followed by 33 percent attended once or less in the last 5 years. About 43 percent of participants selected that they were neither satisfied or unsatisfied with the condition of Eader Park followed by 22 percent somewhat satisfied and 22 percent somewhat unsatisfied.
- **Seeley Park:** The majority of participants have attended Seeley park once or less in the last 5 years (55 percent) followed by 22 percent attended 6 or more times per year. Additionally, the majority of participants selected that they were neither satisfied or unsatisfied with the condition of Seeley Park followed by 25 percent somewhat satisfied.

- **Edison Community Park:** Participants shared that 45 percent attend the park 6 or more times per year followed by 16 percent attending once or less in the last 5 years.
- **Gisler Park:** The majority of participants have attended Gisler park once or less in the last 5 years (55 percent).
- Participants identified that they would like the parks to be safer and cleaner with improved infrastructure and facilities.

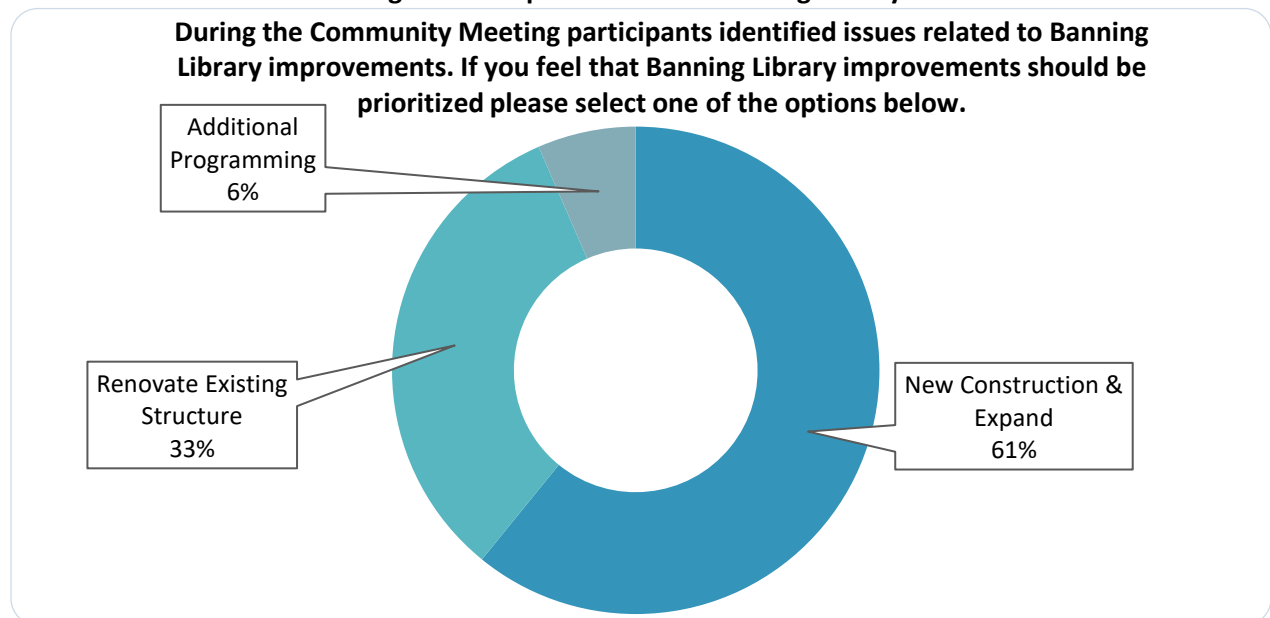
Participants were asked several questions about their usage of community facilities and potential improvements, a summary of responses per community facility is below:

- **Edison Community Center:** Within the last 5 years, 30 percent of participants have visited the Edison community Center more than 20 times followed by 21 percent having visited 6 to 10 times. Participants identified that they visit the community center for classes and event and showed interest in additional classes and events in the future.
- **Banning Library:** Within the last 5 years, 36 percent of participants have visited the Banning Library less than once followed by 23 percent having visited more than 20 times. Participants identified that they visit the library for book access and showed interest in additional programming and resources in the future.

Slide 3- Charts and Data

The survey asked participants a series of questions about potential improvements to community facilities. Participants were asked to identify which improvements to the Banning library should be prioritized (**Figure 26**). The majority of participants selected new construction and expansion to be prioritized in the improvements to the Banning Library. About one third of participants showed interest in renovating the existing structure of the Banning library and there was little participant interest in additional programming as an improvement to the Banning Library.

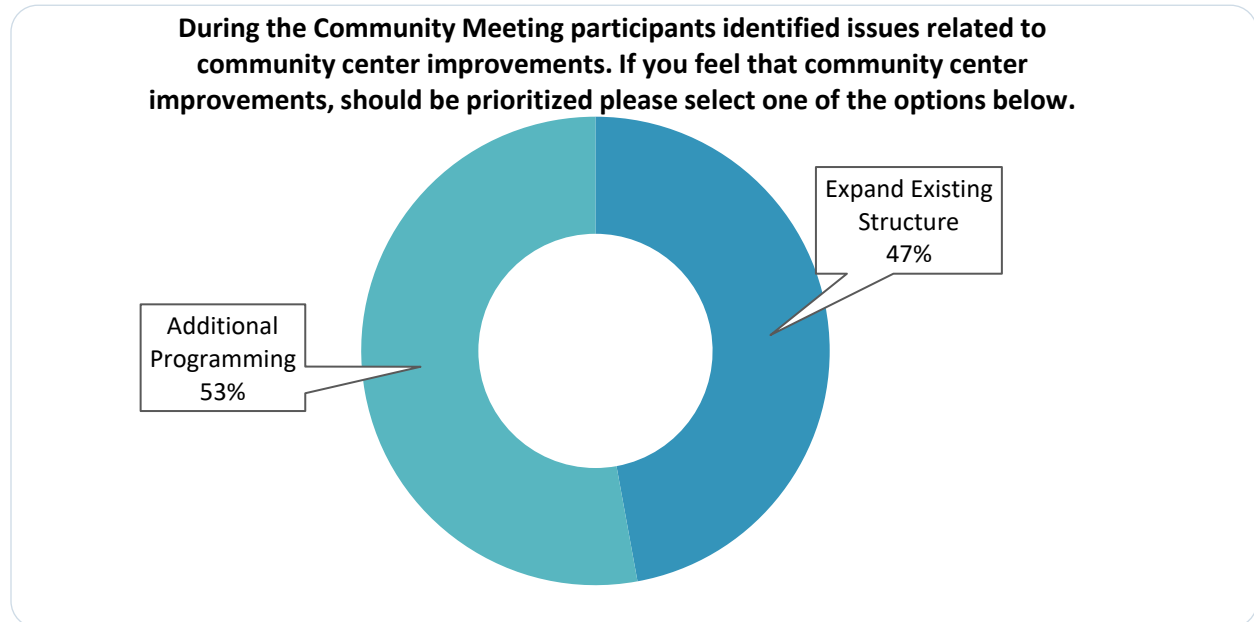
Figure 26: Improvements to Banning Library



The survey also asked participants were asked to identify which community center improvement, expanding the existing structure, or implementing additional programming, should be prioritized. Participant responses were almost evenly split as 53 percent of participants selected additional

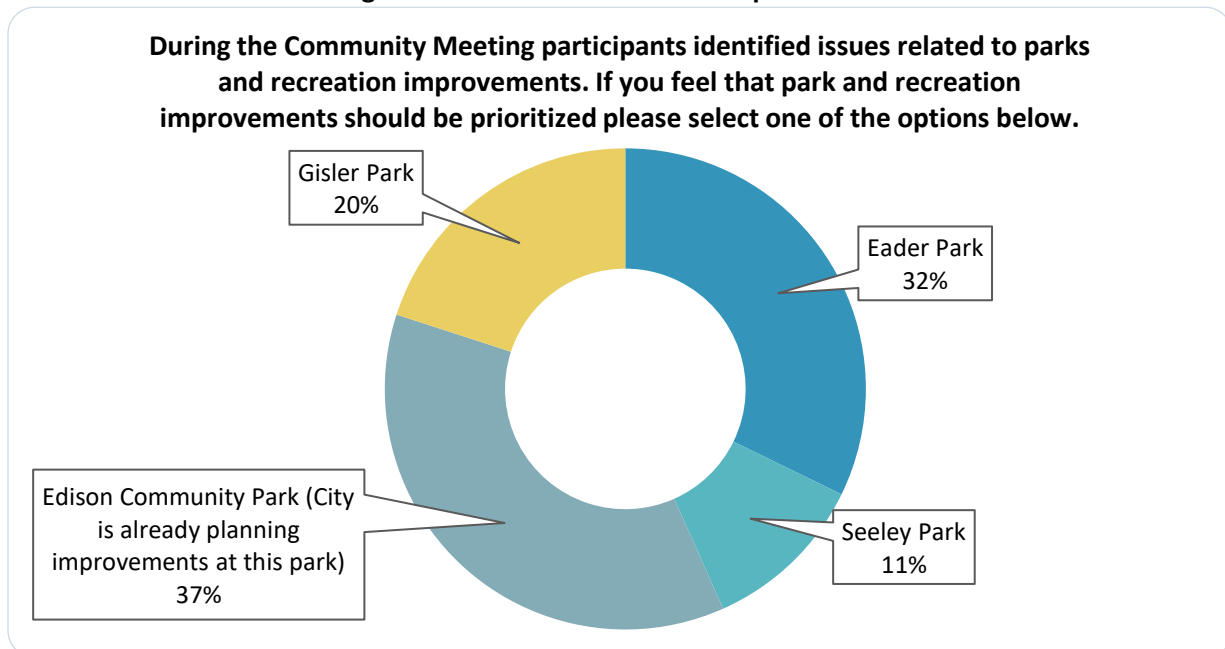
programming to be prioritized while 47 percent of participants selected the expansion of the existing structure to be prioritized.

Figure 27: Community Center Improvements



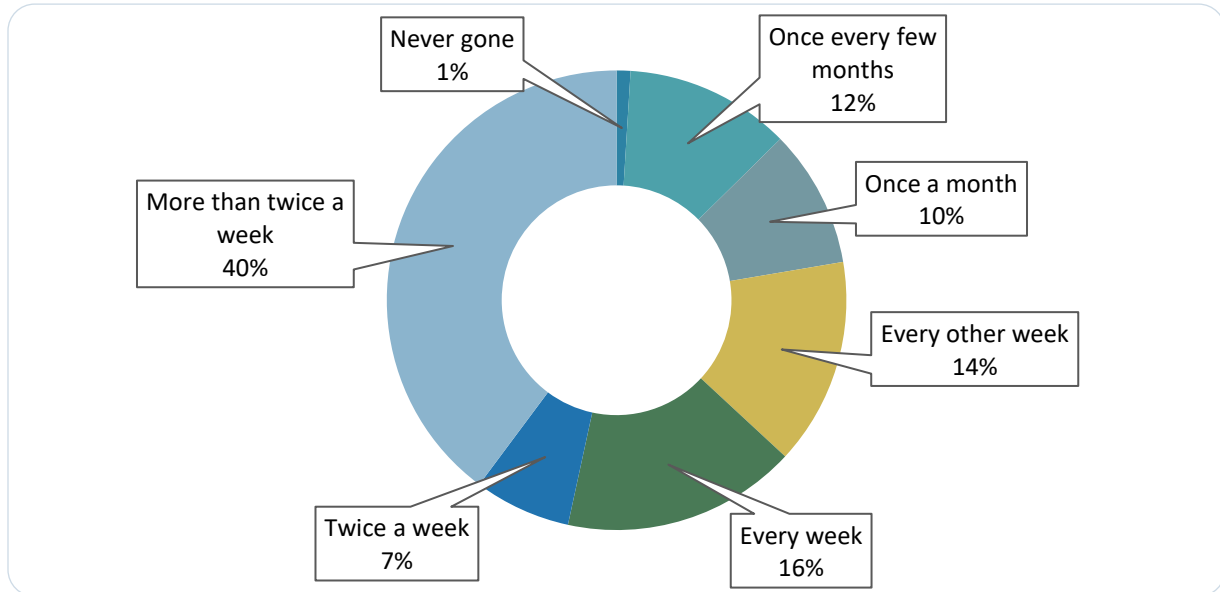
Additionally, participants were asked to identify which park should be prioritized for park and recreation improvements. Based on the survey responses, 37 percent of participants identified Edison Community Park to be prioritized followed by 32 percent of participants who identified Eader Park to be prioritized for improvements. There was some public interest in prioritizing Gisler Park as 20 percent of participants identified it to be prioritized and there was little participant interest in prioritizing Seeley park for park and recreation improvements.

Figure 28: Park and Recreation Improvements



Regarding the Southeast Area’s park facilities, participants were asked how often they visit the community parks or outdoor facilities (**Figure 29**). There was 40 percent of participants who selected that they visit parks or outdoor facilities in the area more than twice a week followed by 16 percent of participants who selected that they visit every week. Additionally, 14 percent of participants selected that they visit community parks or outdoor facilities every other week, 12 percent of participants selected that they visit once every few months, and 10 percent of participants selected that they visit once a month. Few participants selected that they visit community parks and outdoor facilities and very few participants selected that they have never gone to visit community parks or outdoor facilities in the Southeast Area.

Figure 29: Frequency of Community Parks/Recreational Facilities Usage



Park Usage

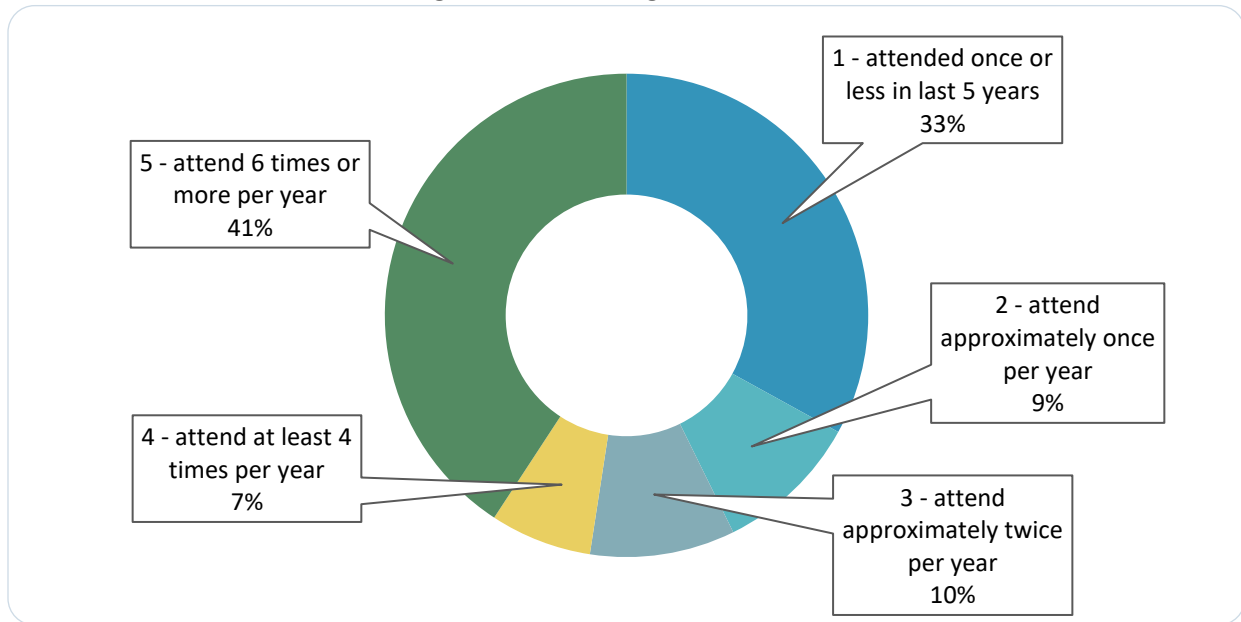
The survey asked participants to rank their park usage of four parks in the Southeast area of the City on a scale of one to five:

- 1 = attended once or less in the last five years.
- 2 = attend approximately once per year.
- 3 = attend approximately twice per year.
- 4 = attend at least four times per year.
- 5 = attend six times or more per year.

1. Eader Park

Based on the survey responses, 41 percent of participants selected that they attend Eader park six or more times per year, followed by 33 percent of participants attending Eader Park once or less in the last five years. There was 10 percent of participants that selected that they attend Eader park approximately twice a year, another 9 percent of participants selected that they attend the park approximately once a year, and 7 percent of participants attend that park at least 4 times per year. Overall, Eader Park is highly attended and used.

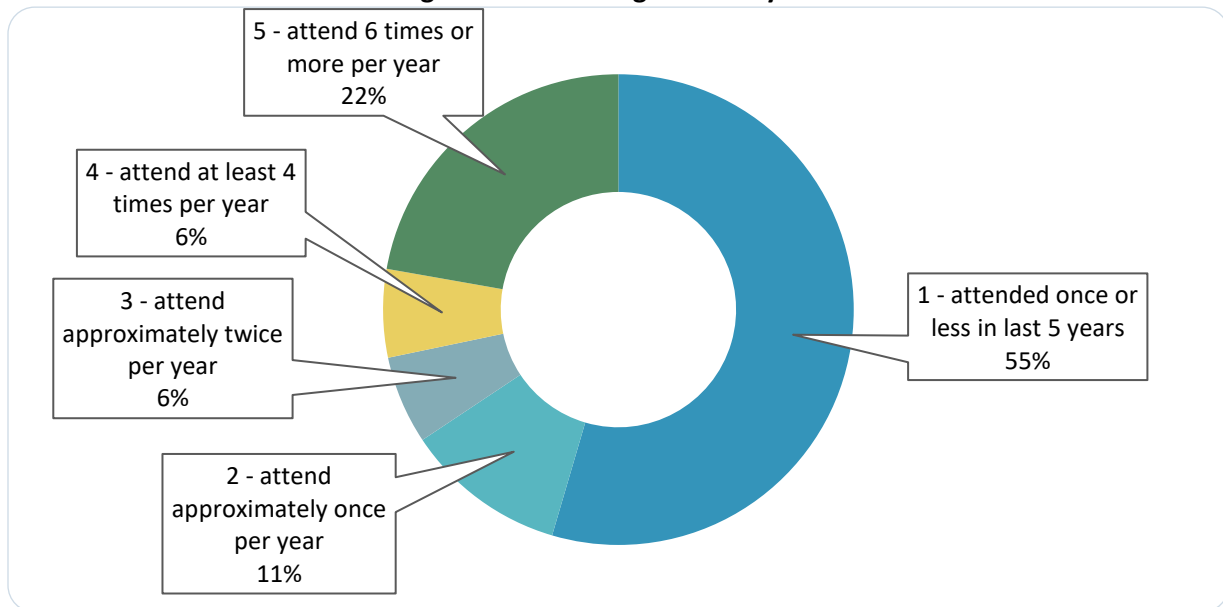
Figure 30: Park Usage at Eader Park



2. Seeley Park

Based on the survey responses, majority of participants selected that they have attended Seeley park once or less in the last five years. There was 22 percent of participants that selected that they attend Seeley Park six or more times per year followed by 11 percent of participants that attend Seeley park approximately once per year. About 12 percent of participants selected that they either attend Seeley Park approximately twice per year or that they attend the park at least four times per year.

Figure 31: Park Usage at Seeley Park

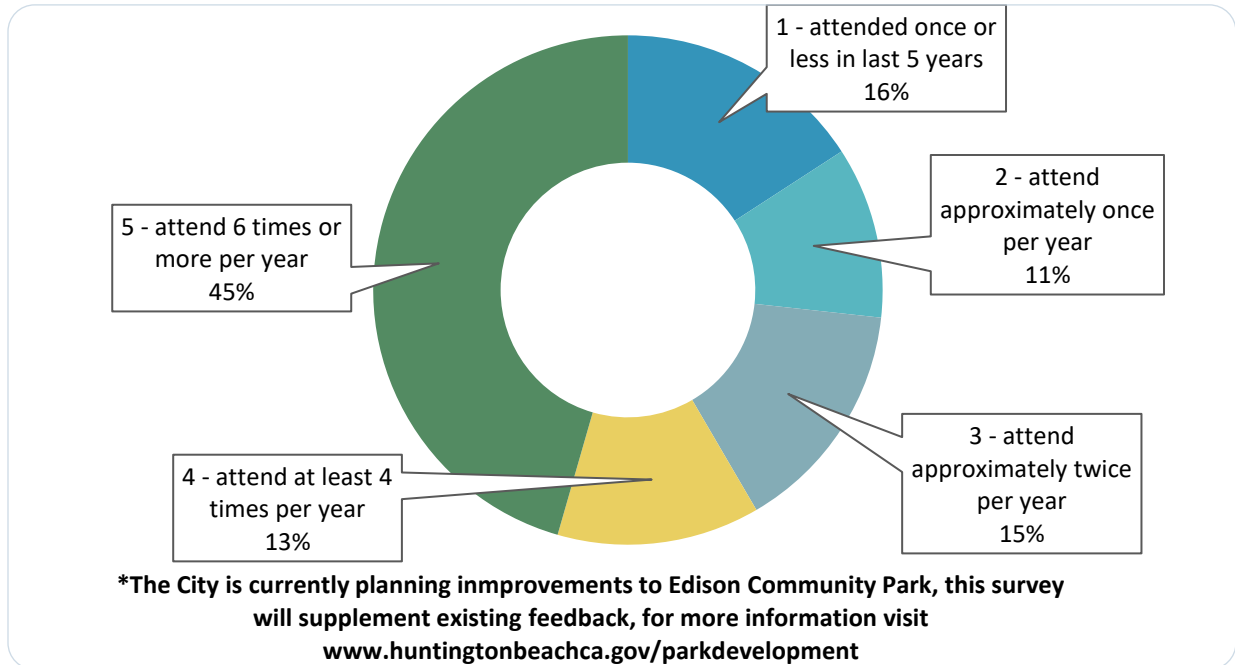


3. Edison Community Park

Based on the survey responses (**Figure 32**), 45 percent of participants selected that they attend Edison Community Park six or more times per year, followed by 16 percent of participants attending the park once or less in the last five years. Additionally, 15 percent of participants selected approximately twice

per year followed by 13 percent of participants who selected at least four times per year. Only 11 percent of participants selected that they attend Edison Community Park approximately once per year. Overall, Edison Community Park is highly attended and used.

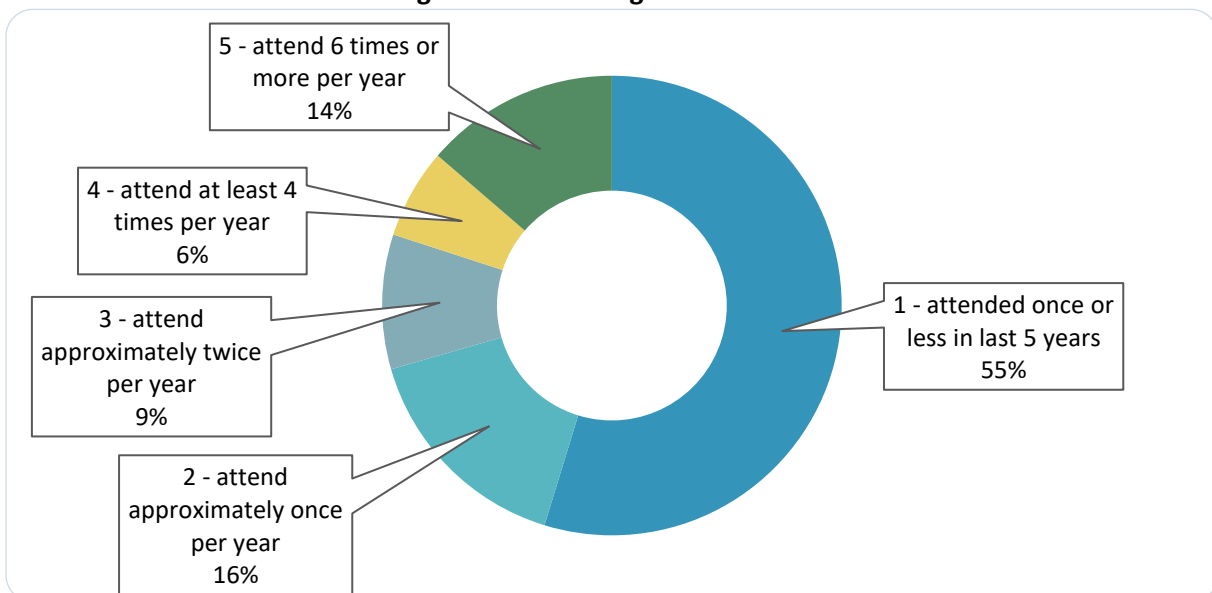
Figure 32: Park Usage at Edison Community Park*



4. *Gisler Park*

Based on the survey responses (**Figure 33**), majority of participants selected that they have attended Gisler Park once or less in the last five years. About 16 percent of participants selected that they attend Gisler Park approximately once per year followed by 14 percent that selected that they attend the park six or more times per year. Only 6 percent of participants selected that they attend Gisler Park at least four times per year.

Figure 33: Park Usage at Gisler Park



Park Condition

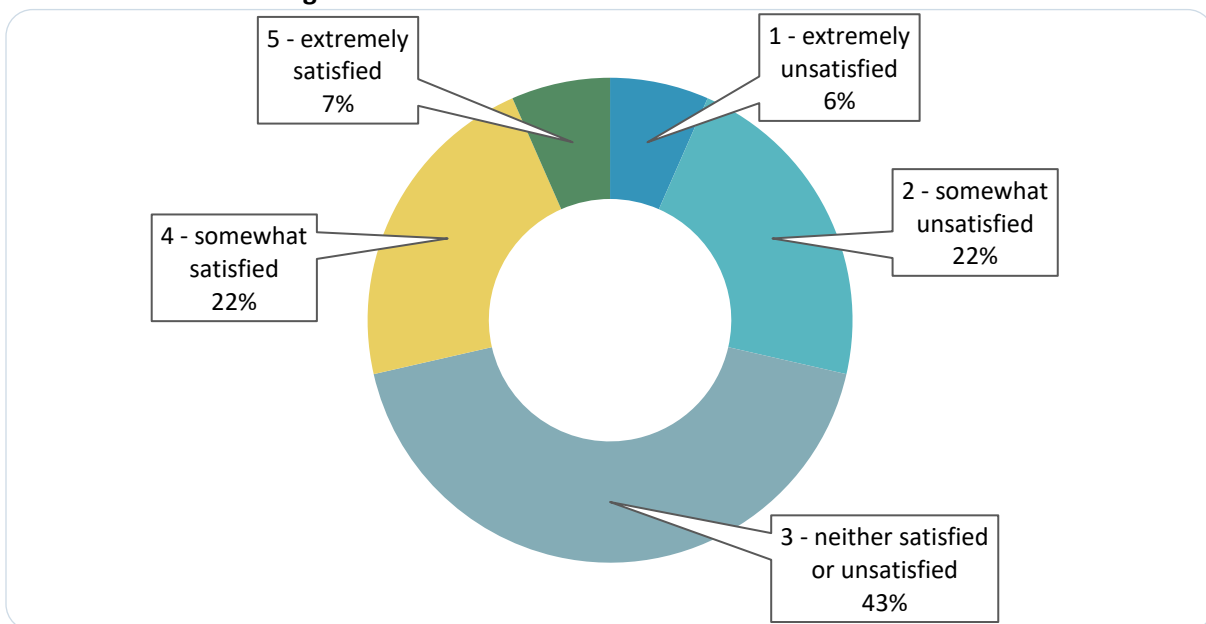
The survey also gathered information about the conditions of the listed parks and asked participants to rank their satisfaction of the condition and facilities of two parks in the Southeast Area of the City on a scale of one to five:

- 1 = Extremely unsatisfied.
- 2 = Somewhat unsatisfied.
- 3 = neither satisfied or unsatisfied.
- 4 = Somewhat satisfied.
- 5 = Extremely satisfied.

1. Eader Park

Based on the survey responses (**Figure 34** below), 43 percent of participants ranked the condition and facilities of Eader Park as neither satisfying or unsatisfying. About 22 percent of participants ranked the condition of Eader Park as somewhat satisfying and an additional 22 percent of participants ranked the condition of the park as somewhat unsatisfying. Few participants ranked the condition and facilities of Eader Park as either extremely satisfying or extremely unsatisfying.

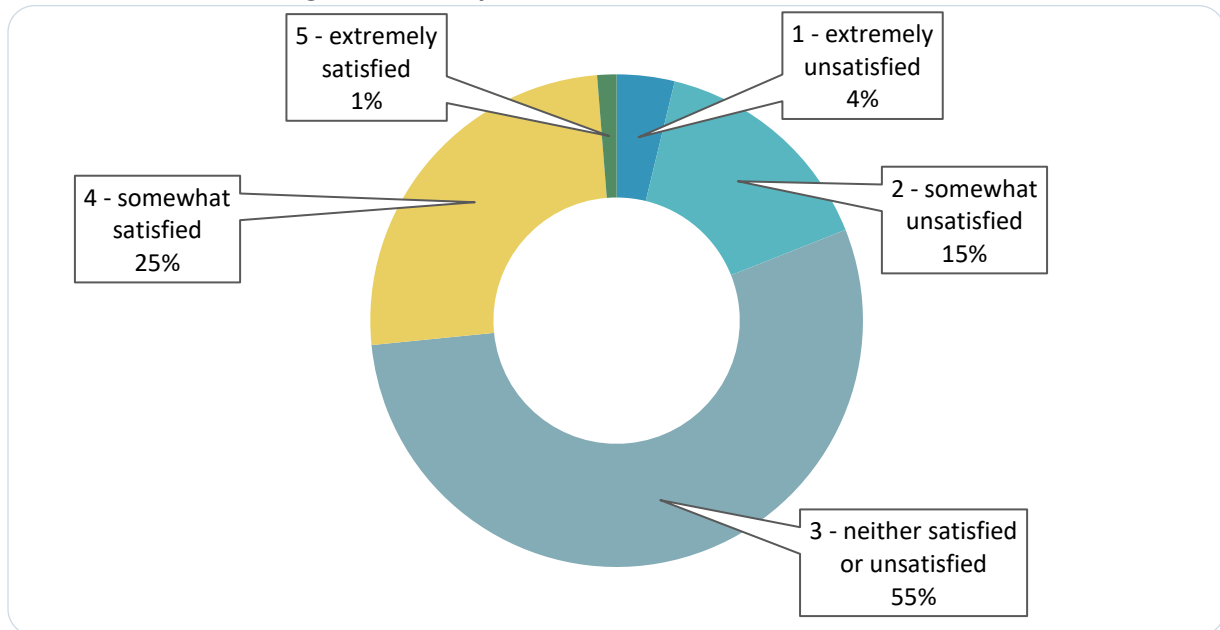
Figure 34: Eader Park Conditions and User Satisfaction



2. Seeley Park

Based on the survey responses (**Figure 35**), majority of participants ranked the condition and facilities of Seeley Park as neither satisfying or unsatisfying. About 25 percent of participants ranked the condition of Seeley Park as somewhat satisfying and 15 percent of participants ranked the condition of the park as somewhat unsatisfying. Very few participants ranked the condition and facilities of Seeley Park as either extremely satisfied or extremely unsatisfied.

Figure 35: Seeley Park Conditions and User Satisfaction

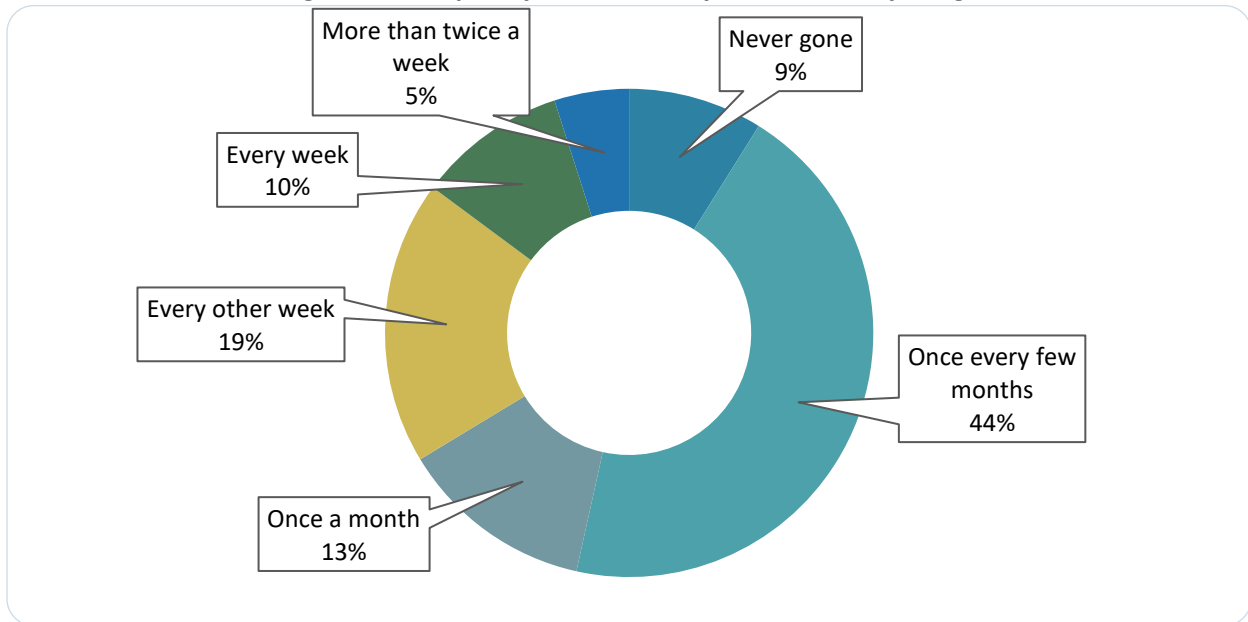


Additionally, the survey asked participants to comment what improvements they would like to be made at the parks that they may be unsatisfied with. Key themes identified in the participant comments include the following:

- Increase and enforce the safety and cleanliness of all parks.
- Replace unsafe playground equipment.
- Repave playgrounds, sidewalks and walking paths, parking lots, and tennis courts.
- Improve pedestrian and bicycle access to the parks.
- Improve landscaping such as replacing removed trees and increasing grass areas.
- Add additional bathroom facilities, benches and tables, lighting, and trashcans.
- Add sports fields such as soccer fields and pickle ball courts as well as a dog park.

Regarding the Southeast Area’s community facilities (**Figure 36**), participants were asked how often they visit the local library or community center and 44 percent of participants selected that they visit once every few months. An additional 19 percent of participants selected that they visit the local library or community center every other week followed by 13 percent of participants who visit once a month. There was 10 percent of participants who selected that they visit every week, 9 percent who selected that they have never gone, and 5 percent who visit the local library and community center more than twice a week.

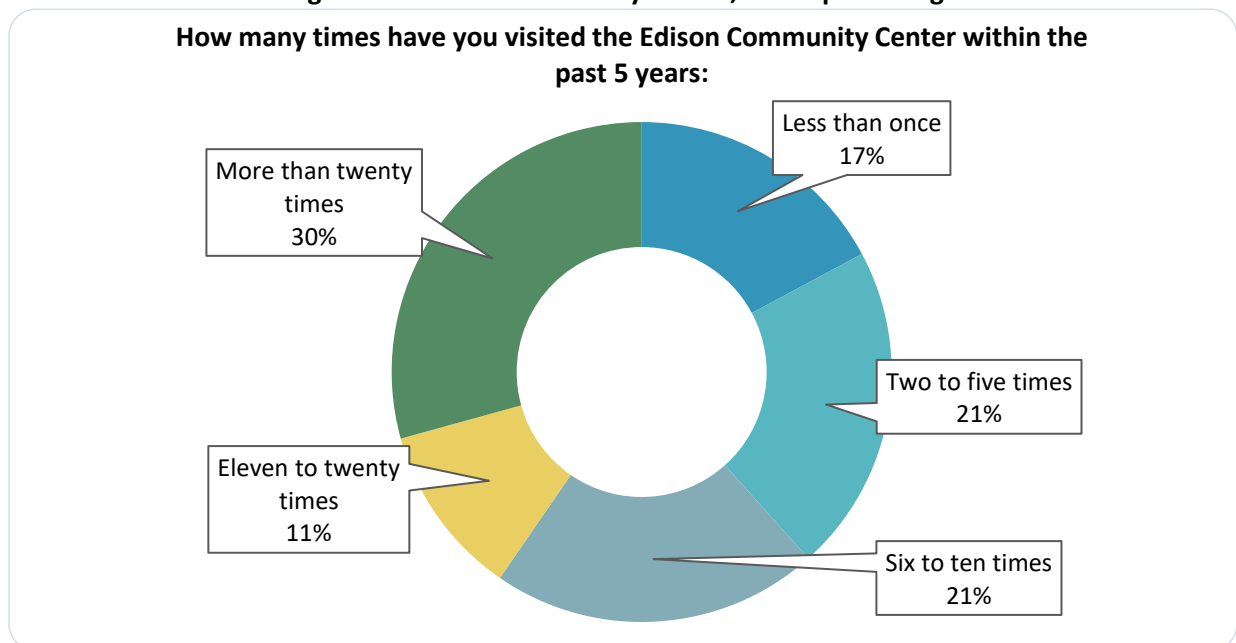
Figure 36: Frequency of Community Center/Library Usage



Edison Community Center

The survey asked participants to select how many times they have visited the Edison Community Center within the past five years. Based on the survey responses, 30 percent of participants selected that they have visited the Edison Community Center more than 20 times in the past five years. Additionally, 21 percent of participants selected they have visited the Edison Community Center six to ten times within the past five years and an additional 21 percent of participants selected that they have visited the center two to five times within the past five years. Seventeen percent of participant selected that they have visited the center less than once in the past five years and 11 percent of participants selected that they have visited the community center 11 to 20 times within the past five years. Overall, majority of participants frequent the community center each year.

Figure 37: Edison Community Center, Participant Usage



The survey also participants to share why they visit the Edison Community Center. Key themes identified in the participant comments include the following:

- To attend classes, meetings, or events.
- To play sports, take part in outdoor recreational activities, and spend time outside.
- To walk their dogs.
- To vote.

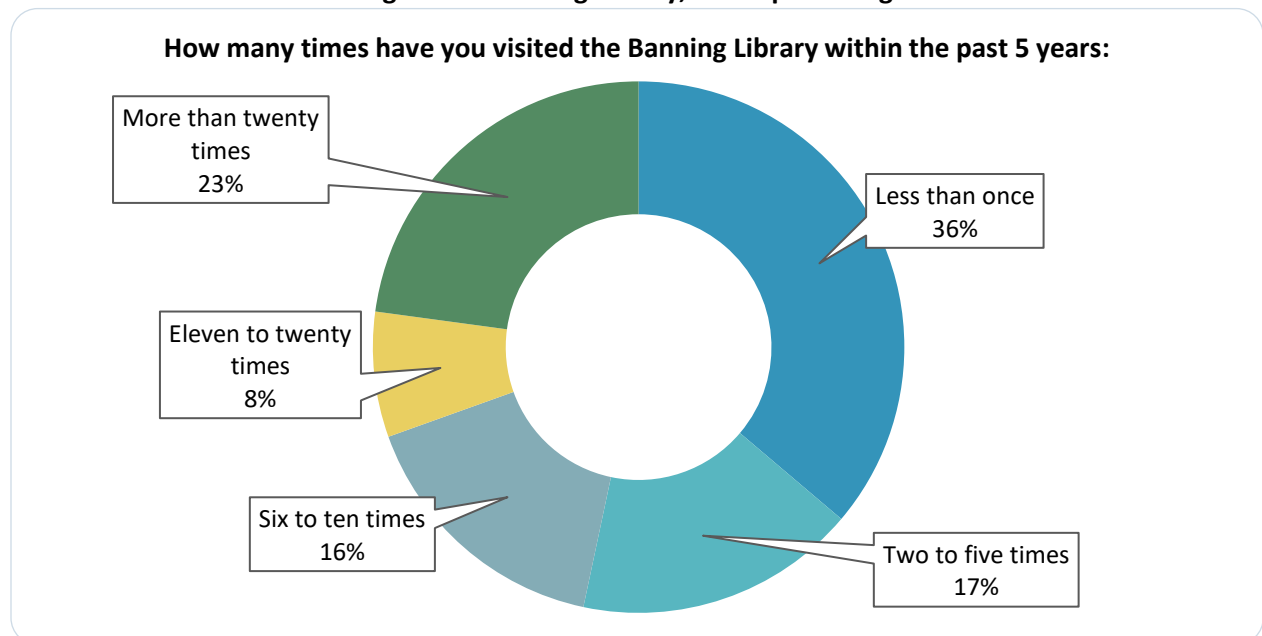
Additionally, the survey asked participants to share what additional programming they would like to be incorporated into the offerings at the Edison Community Center. Key themes identified in the participant comments include the following:

- Additional youth events, classes, and camps.
- Additional adult classes including tai chi, yoga, pickle ball, cooking, music and theater lessons, art, and language courses.
- More community events.
- The addition of a community pool.

Banning Library

The survey asked participants to select how many times they have visited the Banning Library within the past five years. Based on the survey responses, 36 percent of participants selected that they have visited the Banning Library less than once within the past five years. There was 23 percent of participants who selected that they have visited the Banning Library more than 20 times within the last five years followed by 17 percent of participants who have visited the library two to five times within the last five years. Sixteen percent of participants selected that they have visited the Banning Library six to ten times within the last five years and 8 percent of participants selected that they have visited the library eleven to twenty times within the last five years.

Figure 38: Banning Library, Participant Usage



The survey also asked participants to share why they visit the Banning Library. Key themes identified in the participant comments include the following:

- To check out or return books.
- To go to meetings, read, or work.
- For children’s programs such as craft Wednesday and story time.

Additionally, the survey asked participants to share what additional programming they would like to be incorporated into the offerings at the Banning Library. Key themes identified in the participant comments include the following:

- Additional programming for kids including reading programs, afterschool services, and events.
- Offer adult technology and computer courses.
- Expand the book selection and computer services.
- Hire a librarian.

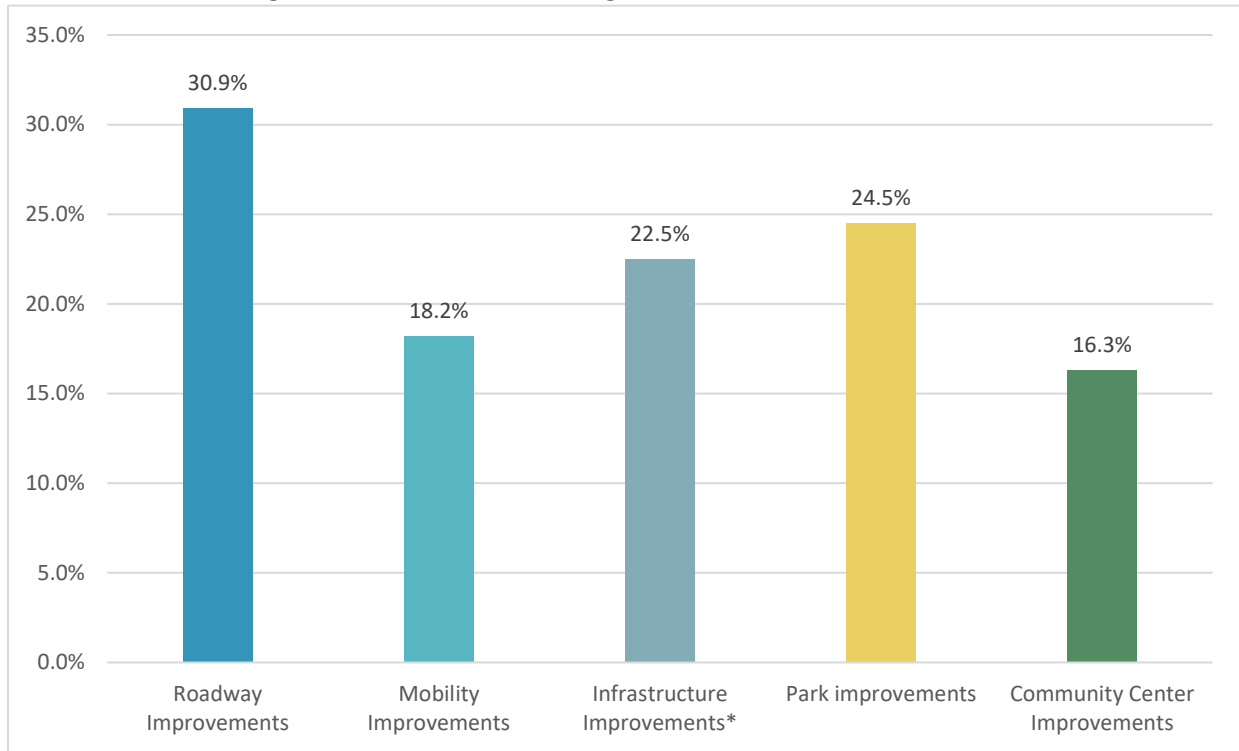
Slide 4 - Budget Allocation

The fourth slide of the survey asked participants to prioritize how much of the budget should be allocated to the various types of improvements discussed above. On average participants identified 30.9 percent of the budget to be allocated to roadway improvements followed by 24.5 percent of the budget to be allocated to park improvements.

Slide 4 – Charts and Data

The survey asked participants to help the City prioritize how much of the budget should be allocated to the various types of improvements in the Southeast Area. Participants selected the average budget allocation for roadway improvements in the Southeast area to be about 31 percent of the budget. The average budget allocation for park improvements was roughly 25 percent followed by the average budget allocation for infrastructure improvements to be about 23 percent. As for mobility improvements and community center improvement participants selected that about 18 percent and 16 percent of the budget should be allocated respectively.

Figure 39: Resources and Budget Allocation in Southeast Area¹



Slide 5 - Wrap Up: Final Questions

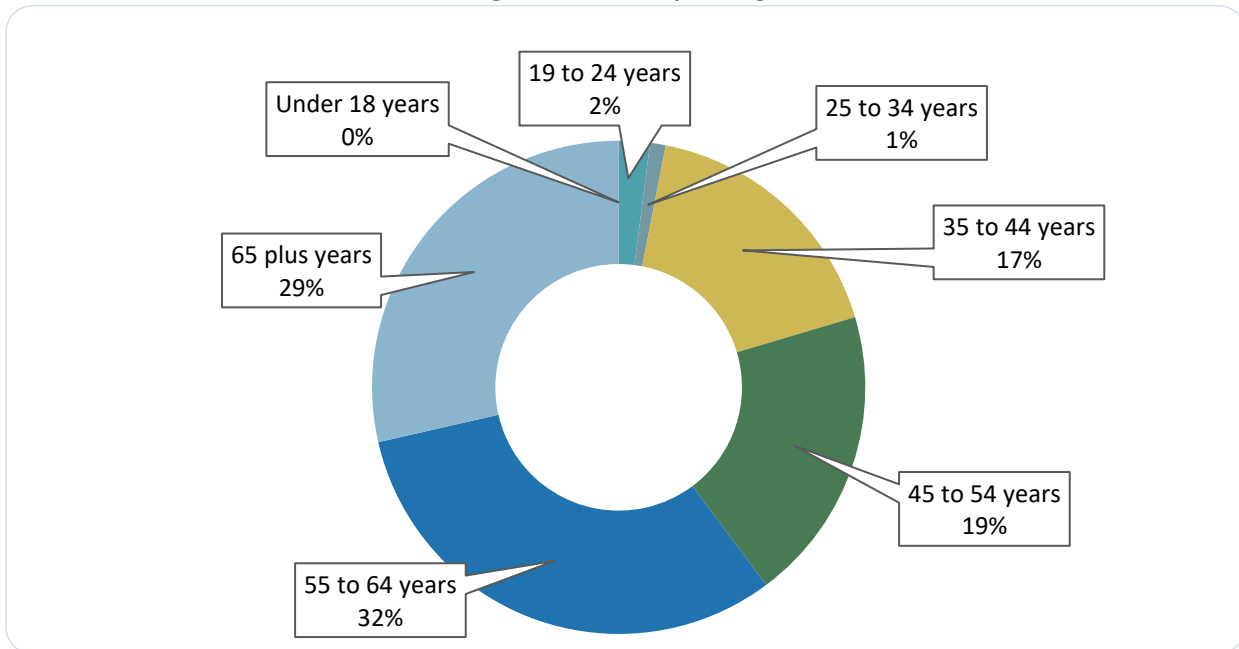
The survey asked participants a series of final questions to help assess the ideas contributed with various community demographics.

Slide 5 – Charts and Data

The first wrap up question asked participants to identify their age range (**Figure 40**). Based on the survey responses, 32 percent of participants selected that they are between 55 to 64 years of age followed by 29 percent of participants selecting that they are 65 or more years of age. There was 19 percent of participant who selected that they are between 45 and 54 years of age and 17 percent of participants are between 35 to 44 years of age. Less than 4 percent of participants selected that they are between 19 to 34 years of age and no participants were under the age of 18.

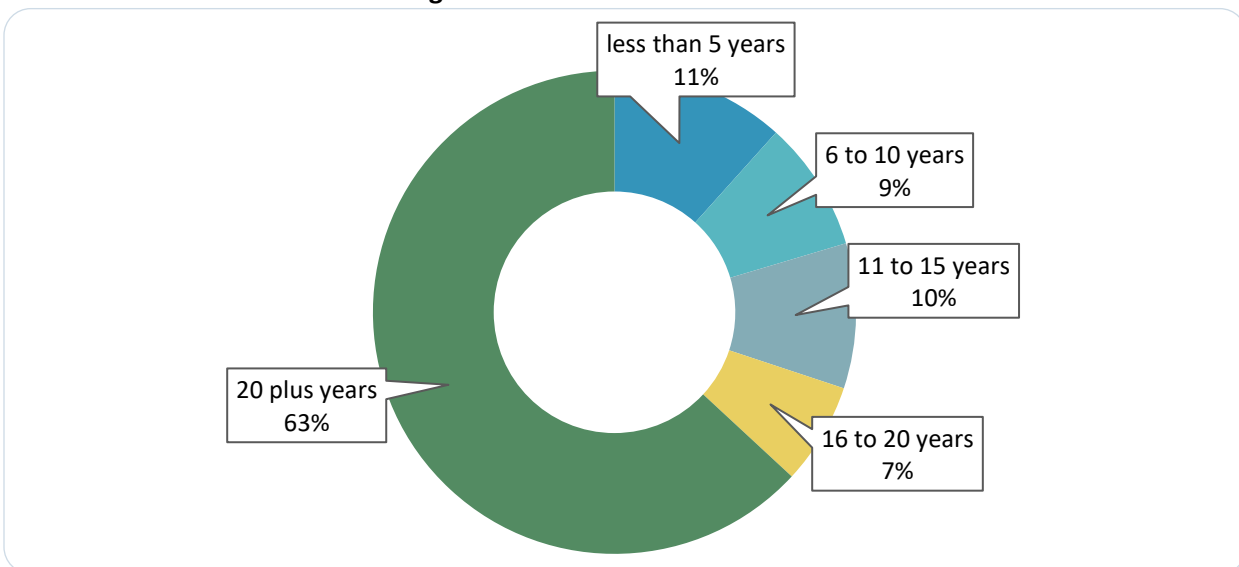
¹ It should be noted that the average budget allocation for infrastructure improvements was adjusted for consistency with the other improvements allocation scale.

Figure 40: Participant Age



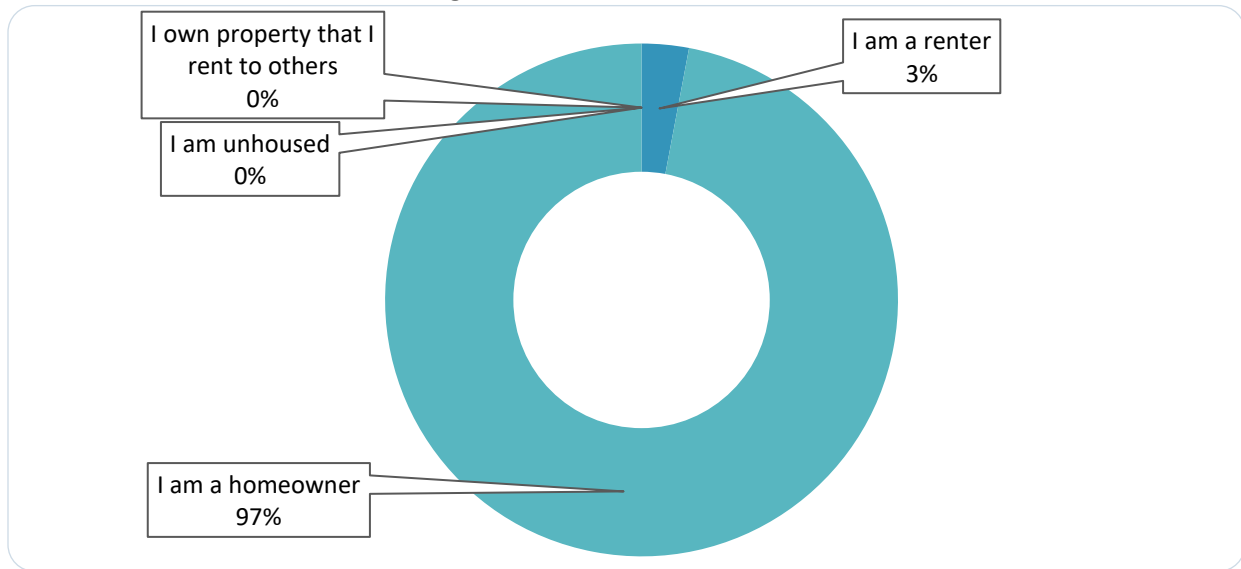
Participants were also asked how long they have lived in the Southeast Area of the City (**Figure 41**). The majority of participants selected that they have lived in the southeast area for 20 plus years followed by 11 percent of participants who have lived in the area for less than five years. There was 20 percent of participants who have lived in the Southeast Area for 11 to 15 years, 9 percent of participants who have lived in the area for 6 to 10 years, and 7 percent of participants who have lived in the area for 16 to 20 years.

Figure 41: Tenure in Southeast Area



Participants were asked if they are renters or homeowners in the Southeast Area (**Figure 42**). A total of 97 percent of participant selected that they are homeowners in the Southeast area and 3 percent of participants are renters in the area. There were no participants who own property that they rent to others in the Southeast area and no participants were unhoused.

Figure 42: Renter or Homeowner



Participants were asked to identify their household size (**Figure 43**). There were 48 percent participants who selected that their household was one to two people in size followed by 44 percent of people who selected that their household was three to four people in size. Only 8 percent of participants selected that their household was five or more people in size.

Figure 43: Household Size

