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Exploring the Potential of Resident Employed Photography as a Context Sensitive Technique in Roadway Design

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EXPLORING THE POTENTIAL OF RESIDENT EMPLOYED PHOTOGRAPHY AS A CONTEXT SENSITIVE TECHNIQUE IN ROADWAY DESIGN

by

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A thesis submitted in partial fulfillment
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of

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ABSTRACT

Exploring the Potential of Resident Employed Photography as a

Context Sensitive Technique in Roadway Design

by

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The purpose of the study was to explore the potential of resident employed photography as a context sensitive assessment tool in roadway design by identifying the key elements of resident employed photography and context sensitivity and then exploring the potential of the elements of resident employed photography that may contribute to context sensitivity in roadway design.

State and federal transportation agencies have identified principles and potential outcomes with the intent to guide processes that are sensitive to the context of a project's surroundings. The improved design of public roadways to meet the needs of those who live and travel along them is the goal of these agencies. Resident employed photography is the use of a photograph to obtain information from a participant. The study explored resident employed photography as a context sensitive technique in the discovery of the attributes that reflect and define participant attachment to an environment. The technique therefore relied upon the existing community in the establishment of elements of value to

be used to shape and guide the roadway design of the realignment of Utah State Route 30 through a neighborhood in Logan, Utah.

Cameras and photograph logs were distributed to households in the residential area and participants were invited to provide contextual information about their neighborhood with regard to the proposed realignment. This information was gathered and analyzed using a grounded theory approach. The data derived from the participant's photos, written comments, and interviews shaped and added to the research questions and resultant theory.

In the study, areas of concern and mitigation ideas as identified by the participants found that a complete streets approach focused on maintaining or improving the feel of the neighborhood may be the best possible alternative in the realignment of SR-30. However, the success of this alternative is largely dependent upon a design professional's consideration of the contextual relevance of the data provided through resident employed photography.

(190 pages)

PUBLIC ABSTRACT

Exploring the Potential of Resident Employed Photography as a
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Christopher S. Harrild

The purpose of the study was to explore the potential of resident employed photography as a tool in roadway design. Key elements of this tool that may contribute to context sensitivity in roadway design were identified and explored.

State and federal transportation agencies have identified principles and potential outcomes with the intent to guide processes that are sensitive to the context of a project's surroundings. The improved design of public roadways to meet the needs of those who live and travel along them is the goal of these agencies. Resident employed photography is the use of a photograph to obtain information from a participant. Resident employed photography is the method evaluated in the study that may be able to provide roadway designers and the impacted public with a better understanding of the context of roadway corridors. The technique therefore relied upon the existing community in the establishment of elements of value to be used to shape and guide the roadway design of the realignment of Utah State Route 30 through a neighborhood in Logan, Utah.

Cameras and photograph logs were distributed to households in the residential area and participants were invited to provide information about their neighborhood concerning the proposed realignment. The information from the participant's photos, written comments, and interviews determined resultant theory.

In the study, the areas of concern and the mitigation ideas identified by the participants found that a complete streets approach focused on maintaining or improving the feel of the neighborhood may be the best possible alternative in the realignment of SR-30. However the success of this alternative may be largely dependent upon a design professional's consideration of the contextual relevance of the data provided through resident employed photography.

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INTRODUCTION

Problem Statement

There is an increasing demand for the improved design of public roadways that meet the needs of those who live and travel along them. To design such roadways, a greater awareness of the interrelated elements of a project area is required. State and federal transportation agencies have identified principles and potential outcomes with the intent to guide processes that are sensitive to the context of a project's surroundings. Photo elicitation, specifically resident employed photography, is an approach to context sensitive assessment that involves the use of public input to identify the key elements that may exist within a project's scope.

There is a small but sufficient literary body that identifies the value of another form of photo elicitation, visitor employed photography, in the collection of visitor input in recreational settings. However, there is little literary support for resident employed photography in context sensitive transportation planning. Involvement of the residents along a roadway in the discovery of the attributes that define surroundings familiar to them may offer benefits for both residents and designers. Potential benefits of this research may include the identification of better approaches in gathering information for proposed roadway projects, improved roadway design through an enhanced comprehension of a project area's context, and the formation of a collaborative relationship between the public and design professionals in creating design solutions.

Purpose and Objectives

The primary purpose of the study was to explore the potential of resident employed photography as a context sensitive assessment tool in roadway design. To fulfill this purpose, the objectives of the study are to identify the key elements of resident employed photography and context sensitivity and then explore the potential of the elements of resident employed photography that may contribute to context sensitivity in roadway design.

Synopsis of the Study Corridor

The study corridor was located on 400 North between Main Street and 600 West, a segment of the proposed realignment of State Route 30 through a residential neighborhood in Logan, Utah (Figure 1). This roadway and the neighborhood were under the jurisdiction of the City of Logan at the time. As indicated by the Utah Department of Transportation (UDOT), the intent of the proposed realignment "is to improve the east/west traffic flow conditions and level of service on SR-30 [and to] provide a direct connection of SR-30 and US-89" (UDOT, 2008). The on-going study organized by the UDOT and the Cache Metropolitan Planning Organization was tasked with identifying if there was a need for the project, the various build and/or traffic management alternatives, and the social and environmental impacts of the proposed alternatives (UDOT, 2008). As a portion of the study, UDOT allowed the researcher to explore resident employed photography as an assessment tool in context sensitive roadway design.

The study was comprised of 117 households and 10 businesses with vehicular access to 400 North. Forty-four of these households are part of multifamily dwellings. In this location, 400 North was a paved roadway with two travel lanes, a center median, and shoulders with unmarked parallel parking. There are five intersections along this segment of roadway not including 600 West and Main Street. There are stop signs for two-way stops for 300 West, 400 West, and 500 West, stop signs for a four-way stop at 200 West, and a signaled intersection at 100 West.

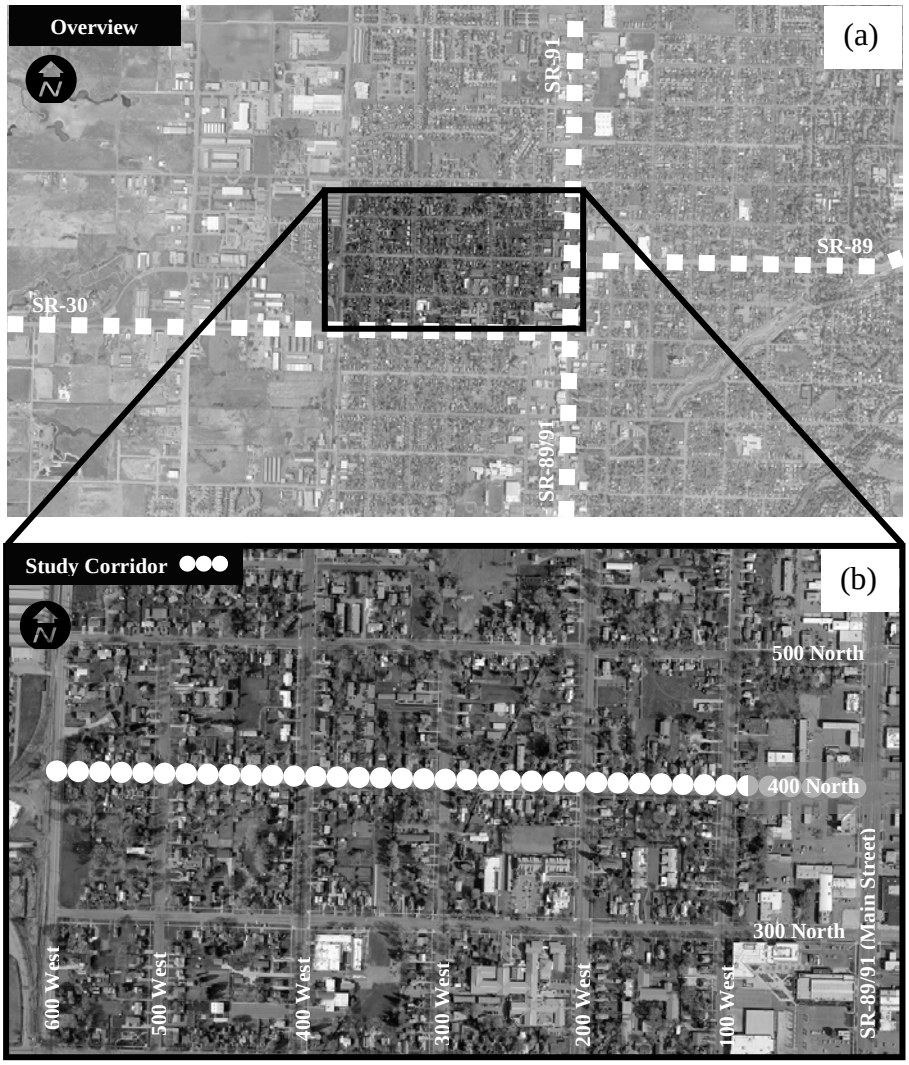


Figure 1. (a) Overview map and (b) Study corridor.

CHAPTER II

LITERATURE REVIEW

Resident Employed Photography

Photographs are unique tools that "help us communicate and validate our importance to others", and to "see and interpret the world and the people and places in it…." (Haywood, 1990, p. 25). Various fields of research, such as anthropology, leisure recreation, and forest management, have noted the advantage in using photographs to gather information is the collection of data that is both detailed and wide ranging (Kopra & Sustainable, 2006; Stedman, Beckley, Wallace, & Ambard, 2004).

Photo elicitation is the use of a photograph in an interview and originated as a technique of John Collier and his associates in an anthropological study to help define categories within their research concerning psychological stress (Harper, 2002). In the anthropological paper written by John Collier that originated photo elicitation, it was noted that:

> [M]aterial obtained with photographs was precise and at times even encyclopedic; the control interviews were less structured, rambling, and freer in association. Statements in the photo-interviews were in direct response to the graphic probes and differed in character as the content of the pictures differed, whereas the character of the control interviews seemed rather to be governed by the mood of the informants. (Collier, 1957. p.856)

Photo elicitation also gives participants a direct method of communicating their perceptions and interpretations of their environment (Stewart, Liebert, & Larkin, 2004), and when coupled with interviews or written comments a more detailed level of clarity is achieved in capturing a community's often-intangible values (Kopra, 2006).

Furthermore, the use of photographs may act as a point of reference in a study, both for the participant and the researcher, thus facilitating a greater wealth of detail to be recalled and recorded (Haywood, 1990). Past studies also show that the photographs worked to "thrust the researchers into the experiential world of the visitors and through the interview process provided them an extraordinary opportunity to identify the categories and logic" (Haywood, 1990, p. 28). Haywood also noted that some participants may feel intimidated or uncomfortable in certain situations that would draw attention to their activity of taking pictures (Haywood, 1990). However, those who participate in photo elicitation surveys share that they enjoy the process and that it helps them to better see and understand places or situations in which they may have lived and experienced for many years (Beckley, Stedman, Wallace, & Ambard, 2007; Haywood, 1990; Kopra & Sustainable, 2006; MacKay & Couldwell, 2004; Stedman et al., 2004).

Photo elicitation is a significant contribution to the understanding of a participant's perceptions and interpretations of the meaning and value of a place, especially in contrast to research that relies upon researcher or commercially produced photographs. Research that incorporates photo elicitation is therefore more aligned with a sound design strategy and contains a participant centered focus (Mackay & Couldwell, 2004). Another significant advantage to photo elicitation is that "the method can leave the specific research focus unstated, thus allowing a more objective measure of the importance of a specific resource of interest" (Taylor, Sexton, & Czarknowski, 1995, p. 10). In an effort to establish a "research design protocol for planners that incorporates visual images" (Gaber & Gaber, 2004, p. 223) it was recognized that the "use of the

camera for mapping and survey research is the most applicable use of visual images for contemporary planners" (Gaber & Gaber, 2004, p. 227).

A review of techniques used in the field of land-use planning identified that, "grounding visions for land-use planning within the social contexts of a community is a step toward protecting a community's identities within the process of landscape change" (Stewart et al., 2004, p. 317), and that participant photographs may act as an aid in assisting land managers in recognizing common places of value within a community (Kopra & Sustainable, 2006). Taylor and colleagues' 1995 study, that used photo elicitation in the national park environment, concluded that photo elicitation "helps managers to be more responsive to visitors and to manage resources more effectively" (Taylor et al., p. 12). Place value researchers Beckley et al. focused on high amenity places and sought to create a tool that "would help participants to deeply reflect on their attachments to place and the meanings involved in those attachments" (Beckley et al., 2007, p. 918). They identified that the resident employed photography approach provided a rich source of qualitative data in the form of photographs and detailed conversations and, "produced the most powerful data seen that describe sense of place" (Beckley et al., 2007, p. 928), and allowed respondents "to ponder the selection of their subjects and then articulate the sources of their attachment, with their photographs to guide them" (Beckley et al., 2007, p. 914).

Taken together, the various approaches of photo elicitation indicate that resident employed photography may provide designers and participants an enhanced understanding of the context of a study area. This bridge of understanding may offer a better clarity and depth in the assessment of the elements in project scale roadway design.

A Context Sensitive Approach

Context, as defined by Webster's Dictionary is the "interrelated conditions in which something exists or occurs." As it relates to roadway design, the U.S. Department of Transportation's Federal Highway Administration (FHWA) defines context as "a broad description of a project's physical, economic, and social setting. The context may include the community, ecological, aesthetic, and transportation conditions as well as the political and policy environment" (FHWA, 2005, p. 6).

Context Sensitive Solutions

Context Sensitive Solutions (CSS) are a set of principles that reflect the interrelated conditions of a project's context as been identified by a coalition of federal and state transportation agencies. This set of principles originated with the growth in understanding of the impact roadways have on the environment and communities. The passage of the National Environmental Policy Act (NEPA) in 1969 was a first step in recognizing the importance of context sensitivity in roadway design. The momentum toward CSS was augmented through a collaborative transportation conference in 1998 titled, "Thinking Beyond the Pavement National Workshop on Integrating Highway Development with Communities and the Environment while Maintaining Safety and Performance". This conference, sponsored by the Maryland State Highway Administration, FHWA, and the American Association of State Highway and Transportation Officials (AASHTO), set the course for the creation of CSS at a national scale with the identification of "Eight Characteristics of Process to Yield Excellence and the Seven Qualities of Excellence in Transportation Design" (Highways, 1958).

This pursuit specified that success begin with a process that includes the following eight characteristics:

Characteristics of the Process Contributing to Excellence

- Communication with all stakeholders is open, honest, early, and continuous.
- A multidisciplinary team is established early, with disciplines based on the needs of the specific project, and with the inclusion of the public.
- A full range of stakeholders is involved with transportation officials in the scoping phase. The purposes of the project are clearly defined, and consensus on the scope is forged before proceeding.
- The highway development process is tailored to meet the circumstances. This process should examine multiple alternatives that will result in a consensus of approach methods.
- A commitment to the process from top agency officials and local leaders is secured.
- The public involvement process, which includes informal meetings, is tailored to the project.
- The landscape, the community, and valued resources are understood before engineering design is started.
- A full range of tools for communication about project alternatives is used (e.g., visualization). (FHWA, 2007)

The qualities identified that indicate excellence in transportation design has been achieved specify that:

Qualities of Excellence in Transportation Design

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area, i.e., exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community. (FHWA, 2007)

These characteristics and qualities later became part of United States Code Title 23,

Highways, and in 2003 the FHWA established the "Performance Plan" identification of "Environmental Stewardship & Streamlining" as one of its three "Vital Few Goals" with the objective to "incorporate context sensitive solutions into planning and project development in all 50 states by 2007" (FHWA, 2010, para. 4). In 2004, the FHWA and other transportation agencies launched a CSS website with language "promoting consideration of CSS core principles in planning and project development processes" (FHWA, 2010, para. 5). These measures have provided overarching guidance for all Federal and State Transportation agencies in the creation of each organization's specific CSS process.

The FHWA's approach to CSS is reflected in their "objective […] to improve the environmental quality of transportation decision making by incorporating context sensitive solutions principles in all aspects of planning and the project development process" (FHWA and Context Sensitive Solutions section, n.d., para. 1). The FHWA, in concert with the American Association of State Highway and Transportation Officials, described CSS as "a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting" (FHWA, 2005, p. 6). The FHWA further identified the relevant elements as those that lead "to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions" (FHWA, 2005, p. 6).

The National Cooperative Highway Research Program (NCHRP) recognized additional elements that are essential in achieving a successful context sensitive project. The NCHRP specified that these elements consist of "effective decision making and

implementation, outcomes that reflect community values and are sensitive to environmental resources, and ultimately, project solutions that are safe and financially feasible" (Neuman et al., 2002, p. 5).

In discussing why CSS are an important part of roadway design, the Institute of Transportation Engineers (ITE) has expressed that the CSS principles, "applied to the planning and design of a transportation project can make the difference between a successful project valued by the community or an embattled project taking years or even decades to complete, if ever" (ITE, 2006, p. 6). They specified that in the case of the unsuccessful project, "one common theme…is not just contention over the project, but a lack of understanding of what the community values and a failure to address stakeholder issues and concerns" (ITE, 2006, p. 6). Their report continues with a list of consistent issues affecting transportation projects. These include,

> [R]eal or perceived incompatibility with surroundings, community impacts, emphasis on mobility without consideration of other community values, disproportionate spread of benefits or impacts (environmental justice), and lack of stakeholder education and participation throughout the planning and design processes. (ITE, 2006, p. 6)

ITE has also noted that a "successful CSS process builds consensus on the best possible solution and promotes community ownership in the results" (ITE, 2006, p. 7).

At a statewide level, UDOT has adopted a CSS philosophy to guide "UDOT wherein safe transportation solutions are planned, designed, constructed, and maintained in harmony with the community and the environment" (UDOT, n.d.a, para. 1). UDOT has also identified specific principles to guide this philosophy, namely, to "address the transportation need, be an asset to the community, and to be compatible with the natural and built environment" (UDOT, n.d.b, para. 2). The consistent message from these

agencies is the importance of recognizing the elements of contextual relevance within a project area. These agencies have identified that a context sensitive approach should address the interrelated conditions, physical, economic, and social setting, community, ecological, aesthetic, and transportation conditions, and the political and policy environment (Maryland Department of Transportation, 1998).

Public Involvement

Public involvement in roadway planning is also a key element in a context sensitive approach. A series of case studies focused around the mitigation of transportation project impacts on communities identified that successful projects require a collaborative problem solving approach between communities and transportation agencies with the intent to establish, "trust, communication, and an understanding of the community's values" (FHWA, 1998, para. 3) in order to make productive decision making possible. These case studies also affirmed that successful projects involve the impacted communities early and continually throughout the process (para. 3).

As outlined in the FHWA publication, Public Involvement Techniques for Transportation Decision-making:

> An enjoyable and productive public involvement experience gets people talking and enhances an agency's image in their minds. If agency efforts are unique and stimulating, people more readily spread the word about them. Agencies themselves renew their enthusiasm and take more pride in their efforts to involve the public. Communication often improves. And the best result is a more effective and extensive collaboration between an agency and the public in transportation planning and project development. (Howard/Stein-Hudson Associates, Inc., Parsons, Brinkerhoff, Quade & Douglas, 1996, p. 213)

This publication also outlines five guidelines and five systematic steps for implementing a public involvement program at a state, metropolitan, or individual level. These general

guidelines provide great flexibility in the development of state level public involvement programs (FHWA, 1998).

UDOT has implemented an approach to public involvement that is collaborative, timely, and respectful, involves the FHWA guidelines and steps, and has adopted a CSS philosophy in discovering balanced transportation solutions. UDOT's CSS philosophy works to balance the three CSS principles, to meet transportation needs, be a community asset, and to fit the natural and built environment and inversely, "[p]lanning with proactive public involvement is the primary element in defining context and is the cornerstone to developing Context Sensitive Solutions" (UDOT, 2005, p. 7). In the same document, the five federal guidelines as adopted by UDOT are:

> 1. Act in accord with basic democratic principles by understanding that public involvement is more than simply following legislation and regulations.
> 2. Provide continuous contact between agency and non-agency people throughout transportation decision-making, from the earliest stages, as one or more transportation problems are identified, through defining purpose and need or planning principles, through the development of a range of potential solutions, and up to the decision to utilize particular planning solutions.
> 3. Use of a variety of public involvement techniques that target different groups or individuals in different ways or target the same groups or individuals in different ways.
> 4. Provide active outreach to the public by searching out the public and working hard to elicit response.
> 5. Focus participation on decisions rather than on conducting participation activities because they are required. (UDOT, 2005, pp. 6-7)

The specific techniques referred to in step four above, as regards public involvement, point to public noticing as the means of increasing public awareness and participation. Further public involvement is also identified as an education opportunity through public meetings and workshops (UDOT, 2005). In this plan UDOT also notes the adoption of the following five steps as provided by the FHWA to implement a state level public involvement program for transportation projects. These steps include the following:

> 1. Setting goals and objectives. The goals and objectives will derive from the specific circumstances of a given transportation plan, program, or project.
> 2. Identifying the people (target publics) to be reached.
> 3. Developing a general approach or set of general strategies that are keyed to the goals and objectives of the involvement program and the characteristics of the target audiences.
> 4. Identifying the approach with specific techniques.
> 5. Assuring that proposed strategies and techniques aid decision-making to close the loop. (UDOT, 2005, p. 7)

While there are potential evaluation measures for public involvement to determine if the involvement techniques aid in decision making provided within the UDOT public involvement plan, specifics as to the best techniques available to gather valuable or reliable data from an impacted community are not identified or referenced. However, the UDOT public involvement planning mission statement "To capture the public's vision and sense of need by establishing an on-going dialogue that is collaborative, respectful, and timely" (UDOT, 2005, p. 8) does reflect the overall goal of productive public involvement and also reflects the key elements of successful transportation projects as identified in the aforementioned FHWA case studies on community impact mitigation (UDOT, 2005).

Incorporating public input concerning a project's context into the decision-making process is often a subjective and difficult process. However, the use of photographs as an assessment tool is a realistic and useful way to encourage public involvement and is "likely to make the public feel more favorable […] since they will have been given the opportunity for informed and meaningful participation in the process" (Kaplan, 1979, p. 215).

Grounded Theory

Grounded theory originated with Glaser and Strauss's 1967 work that identified the premise of grounded theory as "the discovery of theory from data – systematically obtained and analyzed" (Glaser & Strauss, 1967, p. 1). This is a fitting framework for theory building in the context sensitive approach of public involvement through resident employed photography as the questions and data that arise from a grounded theory approach may lead to the development of new concepts and relationships, or to a refinement of existing concepts and relationships. "An important, distinguishing feature of grounded theory is its use of an intensive, open-ended, and iterative process that simultaneously involves data collection, coding (data analysis), and 'memoing' (theory building)" (Groat & Wang 2002, p. 181).

Glaser, Strauss, and others in qualitative research continue to further revise and refine approaches in how data is obtained and analyzed, all within the same general framework. This framework can be simply conceived as an iterative process of data collection, analysis, interpretation, and verification, and a reporting of outcomes, the end result being a successful theory that is "readily understandable to [persons] of any viewpoint" (Glaser & Strauss, 1967, p. 3). This approach is also defined as "a qualitative research method that uses a systematic set of procedures to develop an inductively derived grounded theory about a phenomenon" (Strauss & Corbin, 1990, p. 24).

Within this framework it is important to recognize what kinds of questions grounded theory can answer and to also identify how the questions themselves are grounded. A study may be grounded in that its investigation of a specific context gives rise to questions about the nature of a new approach. Grounded theory may also be able

to answer questions raised about the adequacy of prior conceptualizations of a relatively well-established approach. In the case of a tool or approach that is infrequently identified in literature, such as resident employed photography, the focus is not the nature of the tool itself but rather that grounded theory can provide insights into previously unrecognized facilitators or implications of that tool. As noted by Strauss and Corbin, "the research question in a grounded theory study is a statement that identifies the phenomenon to be studied" (1990, p. 38). Therefore, when considering resident employed photography, the focus is on the way it is accomplished in a roadway planning application and how a grounded theory framework may identify a range of individual and organizational factors to make resident employed photography more effective as a planning tool. Grounded theory is

> …discovered, developed, and provisionally verified through systematic data collection and analysis of data pertaining to that phenomenon. Therefore, data collection, analysis, and theory stand in reciprocal relationship with each other. One does not begin with a theory, then prove it. Rather, one begins with an area of study and what is relevant to that area is allowed to emerge. (Strauss & Corbin, 1990, p. 23)

This qualitative data is most often collected through fieldwork, interviews, or another similar method that places the researcher in contact with the originators of the data. "The strategy of qualitative research is one of first-hand encounters with a specific context. It involves gaining an understanding of how people in real-world situations 'make sense' of their environment and of themselves" (Groat & Wang, 2002, p. 179), and specifically within the grounded theory approach, "the researcher seeks to enter a setting without preset opinions or notions, lets the goings-on of the setting determine the data, and then lets a theory emerge from the data" (Groat & Wang, 2002, p. 179).

The next step in theory generation is theoretical sampling, the joint collection, coding, and analyzing of data until a level of informational saturation is reached. This step is guided by the emerging theory and as the data begins to shape the theory, each emerging category is analyzed until a specific theory can be identified, and the criteria of theoretical sampling are "continually tailored to fit the data" (Glaser & Strauss, 1967, p. 48) When selecting comparison groups of coding, "the researcher chooses any groups that will help generate, to the fullest extent, as many properties of the categories as possible, and that will help relate categories to each other and to their properties" (Glaser & Strauss, 1967, p. 49). This selection and analysis of multiple groups improves the theoretical saturation of each category and its properties and helps to identify which is most relevant (Glaser & Strauss, 1967)

More recently, three specific tactics have been proposed for analyzing data. In order to increase the value of a researcher's analysis it is recommended that they first consult the literature surrounding the focus area, second, perform constant comparison of the dimensions and property of the data, and lastly, apply a negative case analysis (Strauss & Corbin, 1990).

The practice of setting aside prior literature is no longer recommended. A more common practice is immersion in the literature directly related to the concept. The literature them becomes part of the context, and concepts from the literature and the categories in the data help to form the emergent theory (Strauss & Corbin, 1990). Glaser and Strauss defined that a category stands by itself as a conceptual element and a property is a conceptual aspect or element of a category. Both are concepts arising from the data, not the data itself. They should have a life apart from the data that gave rise to

them. The focus on generation and not data selection leads to emergent conceptualizations that should be, "sufficiently generalized to designate characteristics of concrete entities, not the entities themselves. They should also be sensitizing – yield a 'meaningful' picture, abetted by apt illustrations that enable one to grasp the reference in terms of one's own experience" (Glaser & Strauss, 1967, p. 38). This sensitivity also refers to the personal experience and insight of the researcher that allows the development of a theory that is "grounded, conceptually dense, and well integrated" (Strauss & Corbin, 1990, p. 42).

Second, a constant comparison of the dimensions and properties of the data. This involves the identification of the dimensions and properties, or incidents, objects, and actions, of the data. This tactic is comprised of four distinct phases, comparing incidents in the context to the categories that emerge, synthesizing and integrating the categories, delimiting or bounding aspects of the emergent theory, and writing the theory. Additionally, the dimensions and properties identified as distinguishing between elements and entities may emerge from literature or data, and may also facilitate construct clarification and typology formation. The identification of the properties and dimensions of the data is facilitated by three major types of coding: open, axial, and selective coding. The lines between these coding types are rather fluid, especially between open and axial coding (Strauss & Corbin, 1990).

Open coding is the process of observing, describing, and labeling data or more specifically, the "process of breaking down, examining, comparing, conceptualizing, and categorizing data" (Strauss & Corbin, 1990, p. 61). Strauss and Corbin also recognized that "open coding in the grounded theory method is the analytic process by which

concepts are identified and developed in terms of their properties and dimensions" (Strauss & Corbin, 1990, p. 74). This is accomplished through, "the asking of questions about data; and the making of comparisons for similarities and differences between each incident, event, and other instances of phenomena. Similar events and incidents are labeled and grouped to form categories" (Strauss & Corbin, 1990, p. 74). The activity of questioning the data also develops a researcher's theoretical sensitivity in the development of categories. The conceptualization of data allows the researcher to better categorize the observed phenomena and specifically determine what it is, what it represents, and then more generally label that phenomenon as a category. Categories developed this way will consist of subcategories, and namely concepts that can be identified as properties, conditions, consequences, and strategies (Strauss & Corbin, 1990).

Axial coding works synchronously with open coding as, "open coding fractures the data and allows one to identify some categories, their properties, and dimensional locations. Axial coding [then] puts those data back together in new ways by making connections between a category and its subcategories" (Strauss & Corbin, 1990, p. 97). Through axial coding the basis for selective coding has been established in the identified categories. This next level of analysis is the telling of the analytic story, specifically "the process of selecting the core category [or phenomenon], systematically relating it to other categories, validating those relationships, and filling in categories that need further refinement and development" (Strauss & Corbin, 1990, p. 116). This process is not necessarily sequential but rather dynamic in the order of occurrence back and forth between the analytic procedures. The core category must be broad enough to capture

each of the identified major categories, and the patterns discovered in relating the categories and core category to each other and to the data provides specificity, and grounds the emerging theory to the data.

Third, negative case analysis. This analysis searches for elements in the data that contradict or do not support emerging patterns. This analysis may modify, expand, or verify the emerging patterns (Fischer & Otnes, 2006, pp. 27-29). A critical portion of this process is the writing of memos as patterns and phenomena are discovered. "Memos represent the written forms of our abstract thinking about data" (Strauss & Corbin, 1990, p. 198). These memos are also directed toward the discovery of an analytic story and resultant theory through the analysis of the data and emerging codes. "The generation of theory requires that the analyst take apart the story within his data. Therefore when he rearranges his memos and field notes for writing up his theory, he sufficiently "fractures" his story at the same time that he saves apt illustrations for each idea" (Glaser & Strauss, 1967, p. 108). Glaser and Strauss clarified that as hypotheses emerge in the generation of categories from the data, these hypotheses are not yet tested but suggested. There is just enough evidence to establish a suggestion, however, as the research continues these hypotheses begin to link and form the core of the emerging theory.

Fischer and Otnes stated that grounded theories, "should stake their claims in the plausibility of their finding within the context at hand, and not in whether they are quantitatively verifiable and applicable to a larger population" (Fischer & Otnes, 2006, pp. 27). This method of theory building treats theory, "as an ever-developing entity, not as a perfected product" (Glaser & Strauss, 1967, p. 32), and that "grounded theory can be presented either as a well-codified set of proposition or in a running

theoretical discussion, using conceptual categories and their properties" (Glaser & Strauss, p. 31) Fischer and Otnes also have identified that "not all grounded theory contributions are intended to be testable [and that] the contribution of grounded theories … is first and foremost to sensitize readers to the nature of the constructs and links that may exist between them in certain contexts" (Fischer & Otnes, 2006, p. 27).

CHAPTER III

METHODS

Design Framework and Characteristics

The primary purpose of the study was to explore the potential of resident employed photography as a context sensitive assessment tool in roadway design. To fulfill this purpose, the objectives of the study are to identify the key elements of resident employed photography and context sensitivity and then explore the potential of the elements of resident employed photography that may contribute to context sensitivity in roadway design.

The framework for the study was constructed to identify emergent patterns and categories within and encompassing the data. The grounded theory framework directed the iterative process of data collection and analysis in the discovery of a theory that is tied to data and correlates with the identified patterns. The researcher's interest in this framework was based on the approach that placed the participant data equal to the expert or official opinion.

Prior to the collection of data and analysis, the literature surrounding the subject matter was reviewed. Specifically, the familiarization of the researcher with the study topics, prior to the collection of data from participants, was directed toward understanding the existing approaches to resident employed photography, and the elements of context sensitive design. This consultation of the literature also served to increase the topic sensitivity of the researcher. Possible study areas were then considered the study area identified was the best possible option given the timing of the study in

cooperation with UDOT. Data was then collected from the study area using resident employed photography. Data collection included photographs, observations, written comments, and interviews. Initial organization of the data was focused around the method type used to gather the data. This resulted in a preliminary collection of participant provided data in the form of verbal observations, photographs, written comments, and interview comments. Data generated by the researcher was in the form of written observations, or memos, regarding the participant provided data.

The process used to organize the data followed the pattern of open, axial, and selective coding and the collection of the codes into matrices to assist in identifying emerging patterns and a core category. The emerging phenomena and categories were also related to the analytical memos through the specific data or phenomena within the individual matrices.

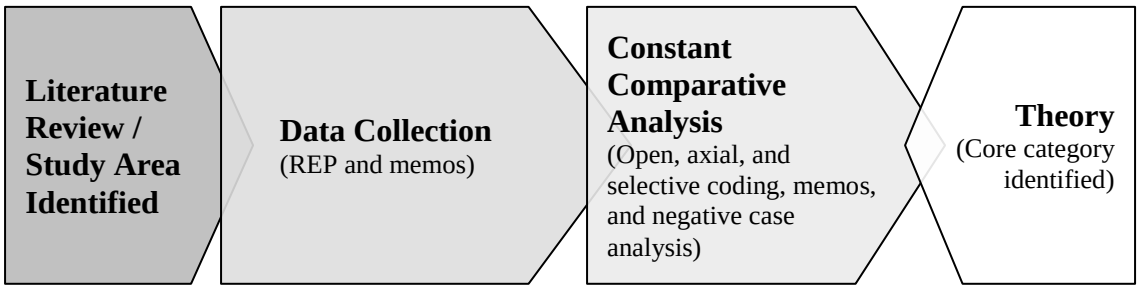


Figure 2. Simplified process methodology

The entirety of these matrices can be found in the appendix. Through the coding and memos, the framework functioned to provide a constant comparison of the data, the dimensions and properties of the data, the emergent patterns, and categories. The memo writing further linked the data and emergent patterns or categories through inductive and

deductive reasoning. The multiple relations between the data and emerging patterns then lead to an emergent theory. Codes that deviated from the emerging categories were reviewed against the data to confirm the relations and determine if the deviant code could be related to the emerging categories. The suggested theory was not a final declaration but functioned as an open dialogue to be perfected as further data may be obtained.

Participant Contact and Response

In cooperation with UDOT, the study corridor of the neighborhood located on 400 North between Main Street and 600 West was identified as the most fitting location for the testing of resident employed photography. The selection of this location was based on the level of progress of the existing UDOT roadway projects. The subjects of the study consisted of residents that lived in the neighborhood and would be most affected by any change to the corridor. The unit of measure in the study was defined as a household. While some residences included a single resident and others included multiple residents, only one camera and comment form was provided to each participant household. Attempts were made to avoid transient households, or apartments ($n = 30$) where the occupants may have less of an incentive to participate, or may lack the ability to provide a rich narrative regarding the neighborhood when compared to owner occupied households that are more likely to have had a longer occupancy and greater investment in the neighborhood. While the locations where pictures were taken has been noted, to maintain anonymity, names and specific addresses of participants have been redacted from all portions of the study and a number was assigned to each participant for purposes of data collection and clarity.

Due to the involvement of human volunteers in the gathering of information, the review and approval by the Institutional Review Board (IRB) was required. The Institutional Review Board issued an exemption for the proposal, as there were no identified risks for participants in the voluntary activity of taking photographs, making written comments, and/or being interviewed. The IRB also required the researcher to complete a basic course offered by the Collaborative Institutional Training Initiative (CITI) regarding the ethical treatment of human participants in research.

The selection of participants was approached using convenience and snowball sampling wherein individual participants were selected based upon availability and willingness to be involved. If a contact was unwilling or unavailable they were asked if there was anyone they would recommend as a participant. Those recommendations were then contacted. The function of the approach was to identify one to two participants from each block of the 400 North roadway corridor between 600 South and Main Street. The number of participants was capped at 20 due to available funding for cameras and the development of film. Due to this cap, the potential participant list was based on the contact list of key stakeholders in the neighborhood as previously identified by a UDOT subcontractor, Baker Environmental. From the Baker Environmental list, twenty stakeholders were identified as potential participants based on the location of their home along the corridor. If a stakeholder that had participated in previous public involvement approaches lived on that block, an REP packet was first distributed to those households. In cases where said stakeholders did not wish to participate, they were asked to recommend a resident that also lived on 400 North that may be interested. There were some cases where stakeholders were not contacted due to a lack of response within the

timeframe of the study. The researcher conducted door-to-door contact to locate participants for the study. This included contact to businesses that fronted onto 400 North between 100 West and Main Street. One of these businesses participated in the study.

This resulted in the distribution of REP packets to 21.3% (*n = 17*) of combined households (*n = 76*) and commercial businesses (*n = 4*). The IRB letter introduced the purpose and procedures involved in the study and also identified participant rights as regards the stated procedures and confidentiality. The REP packets consisted of an IRB introduction letter, photograph log, and disposable camera (Appendix A). The logs, disposable cameras, and interviews served as the main data collection tools of the REP process. The log included the request that residents and business owners of the neighborhood photograph elements of the community that define or represent what they value about their neighborhood, and to also photograph places that define how they would like their neighborhood to be, particularly in terms of the proposed roadway project. Each photograph log provided space for the recording of the dates, times, locations, content, descriptions, and reasons why a photograph was taken. Through the photograph log, participants were guided by the researcher to first identify and write down the elements they intended to capture on the photograph log and to then use that list to guide them in the photographs they captured (Appendix B).

Specifically, participants were asked to do the following:

1. Create a list of the elements they intended to photograph in order to avoid the possibility of running out of film before capturing all of their intended elements.

2. Take 26 photographs, with the provided disposable camera, consisting of the elements of their community that accomplish the following:

(a) 13 photographs within the case-study area that defined or represented what they value about their neighborhood. These photos may consist of places, people, events, activities, or similar.

(b) 13 photographs that defined how they would like their neighborhood to be, particularly in response to the potential realignment of State Route 30. These photographs may consist of any or all of the following: their own photos of the case-study area, photos outside the case-study area, or pictures from any other source, such as magazines, the internet, newspaper, or other such sources. They were also notified that it was expected that they provide source information for photographs/information that were not their own.

3. Fill out a photograph log describing the date, time, and location of each photograph, and providing source information for each picture that was not their own.

4. Answer questions about the photographs they have taken, pictures they may have gathered, and their comments in the photograph log, in an interview with the researcher. In the interview process participants were first asked to provide explanation for why they chose to take each picture. At the conclusion of the interview, the participants were asked if there was anything else about the area that they would like to share that they could not capture with the camera.

The willing participants were given one week to complete their assignment. At the end of that week the researcher attempted to gather the photograph logs and cameras. Some participants had not completed the study and were given an additional week to

capture their images. The remaining logs and cameras were then collected. At the time the logs and cameras were collected the logs were reviewed and participants were asked if they had any questions or comments. The film from the cameras was then developed and placed on a compact disc. The researcher created a simple slide show of each set of pictures and their accompanying comments from the photograph log and returned to the participant households individually to further confirm and correlate the researcher's perception of the emerging data with the actual intent and meaning of the participant. Participants were asked to provide explanation for why they chose to take each picture. At the conclusion of the interview, the participants were given further opportunity to provide data and were asked if there was anything else about the area that they would like to share that they could not capture with the camera. The participant's comments were then recorded and transcribed by the researcher.

Constant Comparative Process

Successive iterations of coding and memoing tested the validity of the emerging patterns through links to the data collected through REP. Examples from the application of resident employed photography have been used to illustrate the constant comparative process. The first step, open coding, involved breaking apart the data in order to identify emerging codes or phenomena. In the identification of codes, the researcher interpreted the photographs and comments through the lens of the participant provided comment, whether written or spoken. The analysis was not a specific line-by-line or word-by-word analysis. It was a reflection of the provided location and comment attached to the photograph in the way of general participant interpretation. As an example (Table 1 and

Appendix C), a participant identified a location as “Tree lined streets 500 West 400 North” [tree lined streets], included the comment “Tree lined streets” [tree lined streets], and provided a photograph reflecting the same, all as an existing element of value on the photograph log.

Table 1
Coding Process

<table>
<tr><td>Image 2.3
  </td><td rowspan="4">Code(s): Tree Lined Streets
Park Strip</td></tr>
<tr><td>Location: Tree lined streets 500 West 400 North</td></tr>
<tr><td>Comment: Tree lined streets.</td></tr>
<tr><td>Interview: Husband: “This is just my representation of tree lined streets. That’s one of our favorite things about this valley. Cache valley is really big on the park strips and the tree lined streets. And we really like that a lot. We’re from Utah County and they don’t do that. And it’s a noticeable difference between the two.</td></tr>
</table>

During the interview the participant was asked to provide further detail as to why tree lined streets were an important element to them. The participant stated, “This is just my representation of tree lined streets. That’s one of our favorite things about this valley. Cache Valley is really big on the park strips and the tree lined streets and we really like that a lot. We’re from Utah County and they don’t do that. And it’s a noticeable difference between the two” [park strip] [tree lined streets]. The bracketed notations are the researcher identified phenomena. The researcher then interpreted and coded the data as “Tree Lined Streets” and “Park Strip” as a direct reflection of both the comments and the image together. The properties and dimensions of each code were then identified on a dimensional scale. In the instance of “Tree Lines Streets” the three properties and dimensional scales of the existing elements of value and of the preferred elements that were identified, were identical and therefore combined. This same approach was used within and between each code (Table 2 and Appendix C).

Table 2
Consolidation of Code Properties and Dimensions

Tree Lined Streets	The existing and preferred elements were compared and contrasted resulting in the merging of the identical properties and dimensional scales of Tree Lined Streets: Appearance: Beneficial - Detrimental Park Strip: Present - Absent Street Trees: Present – Absent
Property: Dimensional Scale	
Existing Elements of Value	
Appearance: Beneficial - Detrimental	
Park Strip: Present – Absent	
Street Trees: Present - Absent	
Preferred Elements	
Appearance: Beneficial - Detrimental	
Park Strip: Present – Absent	
Street Trees: Present - Absent	

In some instances photographs were provided without participant comment attached to the photograph. As possible, the researcher then interpreted such photographs through the lens of other comment specific to that participant. In this instance the photographs submitted by a participant included no comment and the participant was not unavailable for an interview. However, this participant had provided verbal comment at the time they had agreed to participate in the study and that was comment used by the researcher in a general sense to interpret the submitted photographs (Table 3).

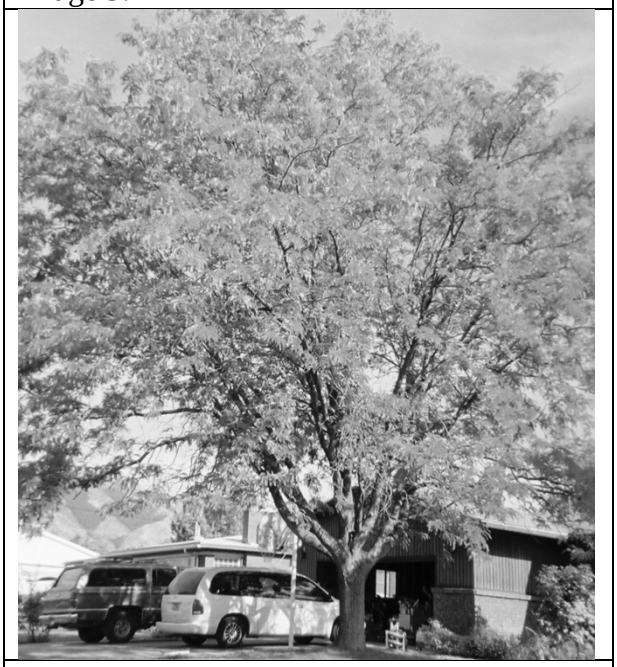
Table 3
Example of Approach to Photographs Provided without Specific Comment

Participant 6 Invitation Comments: Opposed to transition to highway; need to keep existing street trees; don't cut them down. Maintain status quo – trees in park strip.	Image 6.12 interpreted and coded by the researcher as "Tree Lined Streets" as a reflection of both the comments and the image together.
Image 6.12 [no comment provided]	
	

In the case where no comment was provided by a participant, photographs were interpreted in the context of the question being posed by the photograph log and/or in the general context of the comments of participants that had captured similar images (Table 4).

Table 4

Example of Approach to Photographs Provided without Comment

Image 11.5 [no comment provided]  Photograph Log Directions Part A: Take photos in the case-study area that define or represent what you value about your neighborhood. Image 9.4  Comment: Our beautiful tree - We love it.	Image 11.5 interpreted and coded by the researcher as "Trees" as a reflection of the photograph log directions and the similar image 9.4 and comment where the trees are located centrally in the image and adjacent to a residential structure.

Where comment was provided without a photograph, the comment was interpreted strictly to reflect the participant's meaning. For example, Participant 4 identified a location, "Main Street, Brigham City" and provided a comment, "Trees along road." Therefore, this comment was interpreted and coded by the researcher as "Tree Lined Streets." The result of the open coding analysis was the identification of 34 distinct codes and 81 properties and their dimensional scales. As a reflection of the photograph log and therefore the context of the data, codes, and properties, the distinct codes and properties and dimensional scales were initially separated into two groups; existing elements of value (*n = 143*) and preferred elements (*n = 102*). General comment (*n = 11*) provided prior to the completion of participant photograph logs was added to the existing elements of value group and is reflected in the total number of codes in that group. Comments of those who elected not to participate are also included. Due to the similarities between the two groupings, as previously noted, the groups of existing and preferred elements were combined.

The axial coding process involved the merging of the dissected data to reflect the connections identified by the properties and dimensional scale of each phenomenon. For example, analyzing the emergent codes "Park Strip," "Tree Lined Streets," "Pedestrian/Bike Friendly," and "Complete Streets" resulted in a variety of properties and dimensions. The properties and dimensions of the codes or subcategories were compared, contrasted, and recombined in the creation of a major category that encompassed the codes, properties, and dimensions (Table 5 and Appendix D). The major category was then connected back to the data to confirm the relation identified through the properties, dimensions, and subcategories (Table 6).

Table 5
Example of Axial Coding: Major Category Creation Process

Codes/Subcategories	Properties and Dimensional Scale	Major Category
Park Strip Tree Lined Streets Pedestrian/Bike Friendly Complete Streets	Width: Wide – Narrow Vegetation: Mature - Absent Park strip: Present - Absent Tree age: Mature - Absent Tree shade: Present - Absent Street trees: Present - Absent Traffic: Pedestrian - Large trucks Traffic control: Signs/Markings at all crossings - No signs markings Designated routes: Present - Absent Roadway: Safe - Dangerous Public transit facility: Protected - Exposed Public transit: Bus stops/routes - Absent Street lighting: Aesthetically pleasing - Not present Traffic calming/control: Present – Absent	Complete Streets

Table 6
Example of Axial Coding: Major Category Confirmation Process

Major Category	Photograph	Comment
Complete Streets	Image 7.19 	"Boulevard-like islands look nice and give crossing pedestrians a safe place halfway across."

The result of the axial coding was the emergence of 3 major categories, "Complete Streets," "Neighborhood Feel," and "Project Fatigue." The number of codes, properties and dimensions, and data references tied to each major category have also been identified (Table 7).

Table 7
Resultant Numbers of Codes, Properties and Dimensions, and References

Major Category	Codes	Properties and Dimensions	Photograph and Comment Data References
Complete Streets	18	48	262
Neighborhood Feel	15	30	134
Project Fatigue	1	3	16
Total	34	81	412

The memoing process gave voice to the researcher's abstract and analytical reasoning while working to conceptualize or show connections of data to emergent patterns, categories, or theory. Dates and references are also associated with each specific memo. As pertained to the code "Tree Lined Streets", there were four memos incorporated (Table 8). The memoing also functioned in the identification of connections or relations between the major categories and the determination of a core category that reflected these relations (Appendix E).

Table 8
Example of Memoing: Tree Lined Streets

Memos: Tree Lined Streets	
Date	Memo
22-Oct-09	This phenomena places value in the trees lining the roadway. It appears to have an aesthetic and practical (shade) reasoning.
5-Jan-13	The existing trees also appear to reflect a level of comfort, peace, hope, and safety. Newly planted trees may also symbolize that the neighborhood itself is still viable and not in decline.
5-Jan-13	Code as "tree lined street".
19-Jan-13	As part of a park strip, trees appear to be a property of "complete streets".
	Referenced to image/comment: 2.3, 2.11, 4.1, 4.14, 5.2, 5.3, 5.7, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.8, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 7.14, 7.6, 8.1, 8.2, 8.14, 8.15, 9.10, 9.11, 10.5, 10.24

The selective coding process involved the selection of a core category and the verification of the core category's relation to the major categories. These relations were validated by indentifying the connections between the core categories through the data and then conceptualizing those connections through the memoing process. The result of the selective coding was the emergence of the core category, "Neighborhood Feel". As an example, the code "Tree Lined Streets" and its properties and dimensions were then associated as a code of the emergent core category (Table 9 and Appendix F).

Table 9
Example of Selective Coding Process

Code	Properties and Dimensions	Major Category	Core Category
Tree Lined Streets	Street Trees: Present - Absent	Complete Streets	Neighborhood Feel
	Figure(s): 2.3(x4), 2.11, 3.3, 3.15(x2), 4.1, 4.14, 5.2, 5.3, 5.7, 6:IC, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 7.6, 7.14, 8.14, 8.15, 9.10, 9.11, 10.5, 10.24, 11.1, 11.2, 11.3, 11.4, 11.7		
	Park Strip: Present - Absent		
	Figure(s): 2.3		
	Appearance: Beneficial - Detrimental		
	Figure(s): 3.3		

Before arriving at a theory, a core category was identified and connected to the data in a direct or practical sense. Memos also served to link the core category to the data in a more conceptual sense. These interactions were symbiotic as the data and memos both influenced the advancement of the other. The memos and core category were then advanced to the point that a clear core category and theory emerged (Table 10).

Table 10
Example of Memoing: Core Category

Major Categories	Memos
Complete Streets	The properties and dimensions of this category focus solely around the streetscape and its influence on the neighborhood. This lends me to think of this as more an element rather than an overarching principle.
	This category is not broad enough to incorporate elements of "Neighborhood Feel" such as "Home and Family" or "Historic Homes".
Neighborhood Feel	This category appears to be broad enough to incorporate the specific codes and properties and dimensions of "Complete Streets" and "Project Fatigue" without modifying their meaning.
	Is the term, community, the same as the term, neighborhood feel? At first glance community appears to reflect many of the same meanings; however it can be much broader in scope geographically and socially. Neighborhood feel addresses a more refined scale.
	Considering the memos, relationships, and data that form and connect the major categories, the category "Neighborhood Feel" provides the broadest possible consideration of all phenomena. Due to the breadth of this category and the grounded nature of its origins, this category also provides an adequate basis for the emergence of a substantive grounded theory.
Project Fatigue	This is more of an outlier as regards project/location context, especially in consideration the other major categories.
	The fatigue noted is directed to the proposed project and is a part of the general neighborhood context and feel.
	Incorporated into "Neighborhood Feel", the code "Project Fatigue" functions best when truncated to the broader term "Fatigue". This truncation is also appropriate for the major category "Project Fatigue" whether it were included into this category or not.

Verification: Internal and External Validity

A grounded theory framework yields data and a resultant theory that is not easily generalized, nor is it the intent that they be generalizable. As noted by Fischer and Otnes "the contribution of grounded theories in whatever form they take is first and foremost to

sensitize readers to the nature of the constructs and links that may exist between them in certain contexts" (Fischer & Otnes, 2006, p. 27). However, the identification of known internal and external limits of validity in an emergent theory can direct further research and strengthen the theory's explanatory power. Additionally, the practical application of grounded theory requires a theory with at least the four interrelated properties of fitness, understanding, generality, and control. Fitness means that the theory closely fits with the data from which it emerges. Understanding means that the theory is clearly understandable by all persons working within that area of expertise. Generality means that a theory has achieved a level of balance and flexibility that allows application at both specific and holistic levels. Control means that the person applying the theory is able to control the variables of the research without disrupting the context (Glaser & Strauss, 1967).

In the study the internal, interpretive validity of the researcher involved the confirmation of any interpretations on the part of the researcher by the participant household, also known as a member check, when cameras and comments were collected, and during interviews. Additional internal validation through a form of triangulation was achieved through the use of open, axial, and selective coding as each served to verify the accuracy of the emergent codes as related to the data, and of the emergent theory as it related to the codes and data. This means of internal validation wherein connectivity to the data is established can identify the fitness of a theory in practical application. The control of variables in the study was mainly through the use of a photograph log and interview questions as they relate to the specific photographs captured by the participant.

The reliance on the participant derived context allows the researcher control of the variables to remain constant and reflective of the context.

The data, emergent codes, and theory function as an open dialogue to be perfected as additional data is obtained. As such, direct application of the resultant theory to other areas or studies was limited as the qualitative data was directly linked to the study area and study participants. The level of external validity or generalizability of the study was related to the uniqueness of the study area and participants, and was likely best applicable to study areas with similar traits. While it may not be feasible to confirm the clear understanding of all experts as regards an emergent theory, the potential for all persons to establish an understanding of said theory is possible. This was achieved in the use of terminology consistent with technique of resident employed photography, and by demonstrating the connections between the data provided by participant households and the emergent theory.

CHAPTER IV

ANALYTIC NARRATIVE: ELEMENTS OF VALUE

Specific to the application of resident employed photography, contact was attempted at 46 (*N = 46*) separate households. Contact was made at 60.9% (*n = 28*) of those households and of the households that were contacted 60.7% (*n = 17*) agreed to participate and accepted a camera and photograph log. Of those households participating in the study 64.7% (*n = 11*) returned their camera and photograph log, 41.2% (*n = 13*) provided some photographs and comments but were not interviewed, 35.3% (*n = 6*) did not provide any pictures, 29.4% (*n = 5*) continued to commit to complete the photograph log and take pictures until the time for the study had passed and the materials were not returned, and 6% (*n = 1*) of households returned the packet in protest of the study and proposed project.

Of the 64.7% (*n = 11*) who returned their camera and photograph log, 36.4% (*n = 4*) completed the study and provided the photographs, completed photograph log, and participated in an interview as requested. The majority of the data provided and analyzed in the study arose from the eleven participants that submitted the camera and photograph log. In most cases, this data was organized by the participants as outlined in the photograph log into elements of value, both existing and proposed, and documented with corresponding photographs. Additional comment without photographic documentation was also provided in some instances. This data was then compiled and analyzed using the noted methodology into the three categories “Neighborhood Feel,” “Complete Streets,” and “Project Fatigue.”

Neighborhood Feel

The participant identified elements specific to this category focused on the appearance of individual residences and the neighborhood in general as perceived by the residents or an outsider observer. There was also the resident perception that the realignment of SR-30 would be a negative element to the appearance and feel of the neighborhood. Participant 2 stated that"…what we've noticed at 200 North is that segregated that neighborhood. And the people on one side don't know the people on the other side. So it alters the dynamics of the neighborhood quite a bit."

The following representative observations emphasized the value of maintenance of individual properties in defining neighborhood feel. They characterize 10% (*n = 42*) of the total photograph and comment data references, and were preceded only by feedback regarding the value of tree lined streets (11%: *n = 44*) and pedestrian/bike friendly routes (13%: *n = 53*).

Figure 3. Beautiful homes.

In characterizing maintenance, these illustrations also point to the perception that homes are maintained and that rental properties are not (Figures 4 and 5). This perception also appears to place the value of well cared for properties ahead of unkept properties.

Figure 4. Pretty, well cared for home.

Figure 5. Old run down rentals.

Figure 6. Pride of ownership - well kept front yard.

Figure 7. Trash cans out all the time – apartments.

The illustrations (Figures 6 and 7) also point to the perception that the well maintained properties are owner occupied and reflect a measure of pride in contrast to the lack of care taken with rental properties. This is evident in the comments attached to Figure 8, "[Husband:] We have a lot of those. [Wife] Oh and you can just tell which ones are owner occupied...would go down if they built that. And so we… [Husband:] And that's one of the things, our neighborhood has a lot of owners in it. And we've talked to a lot of people and we know there's us, there's a couple two doors down there's a lot of

people in the neighborhood who are planning on upping and leaving pending litigation of course on the way out the door. Our property values are going to drop pretty big on this."

Figure 8. Owner occupied homes, litigation, and property values.

The researcher also observed the underlying concern that the realignment of SR-30 will result in an increased number of rental properties that may negatively impact the existing neighborhood. The participant comments describing Figure 9 note that, "[Husband] It's nice that kids can play. We know that that would go away if they put a busy street there. [Wife] You have more interaction with your neighbors with kids out playing and stuff. [Husband] And another thing too is that's on the other side of our street so we can do that. We can just kind of walk across the street and visit with our friends across the street. What we've noticed at 200 North is that segregated that neighborhood. And the people on one side don't know the people on the other side. So it alters the dynamics of the neighborhood quite a bit."

Figure 9. Highway impact on neighborhood dynamics.

The participant comment also provided possible mitigation strategies directed to the potential impact of SR-30 on the neighborhood feel, "[Figure 10] We like this little park on the corner of 2nd North and 2nd West. We really like that. …It's a busier street…but that park helps a little bit." "[Figure 11] This is just another picture of trees because I thought, even when they widen it, I would love it if they planted trees to replace the trees that they are going to have to rip up because trees add so much to the neighborhood."

Figure 10. Mitigation example – park.

Figure 11. Mitigation example – street trees.

Participant 8 also noted the following regarding possible mitigation approach to better combine the highway with the perceived rural character of the neighborhood: "In deference to the intrusion of a main highway, a softening of the environment to include rural town attributes so that the enjoyment of strolling, walking to school, church, and the store hub area at 400 N and Main are still feasible." One key element that has shaped these responses and may be a basic incentive for the maintaining of the neighborhood feel was represented by the concern for home and family. When considered together, the important elements of "Neighborhood Feel" that may be considered in roadway design include concern for home and family, pedestrian access and safety, street trees and park space, and how the realignment of SR-30 will impact the maintenance or improvement of the appearance of the homes along the corridor.

Figure 12. Kids and house – our home sweet home.

Complete Streets

The participant identified elements specific to this category focused around the mitigation of impacts that the rerouting of SR-30 may bring to the neighborhood. These elements reflect the principles and ideas surrounding complete streets as defined by the National Complete Streets Coalition: “Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities” (Smart Growth America, n.d.). A portion of these elements are reflected in the comments and photographs noting the value of traffic calming techniques such as low speed limits, planted medians, bulb-

outs, and park strips, “[Figure 14] Boulevard-like islands look nice and give crossing pedestrians a safe place halfway across.” “[Figure 15] Pinched in areas at crosswalks emphasize pedestrian crossings.” “[Figure 16] Nice street borders with grass and plantings (further down were benches).”

Figure 13. Speed limits kept low.

Figure 14. Vegetated medians and pedestrian safety.

Figure 15. Bulb-outs and pedestrian safety/driver awareness.

Figure 16. Vegetated park strips.

These comments and photographs reveal the need or value of adequate routes for all users and modes of travel. The provided examples also give roadway designers specific reference as to mitigation techniques that are likely to be acceptable to residents along the impacted corridor as noted in the participant comment (Figure 17), “Sidewalks. I just like, and I guess the reason that this is so important to me is because I walk a lot with my kids. I walk to the library, I walk to the stores, I walk a lot places around here

and so having well kept sidewalks and having sidewalks that run the length of the street, and so this I thought was a good picture because it goes clear down. I just want to make sure there's good sidewalks that go all the way."

Figure 17. Sidewalk connectivity

The participant comment also noted the use of vegetation as a form of noise abatement (Figure 18) and the implementation and enforcement of noise ordinance (Figure 19). This participant also included the request that, "In deference to the intrusion

of a main highway, a softening of the environment to include rural town attributes so that the enjoyment of strolling, walking to school, church, and the store hub area at 400 N and Main are still feasible."

Figure 18. Upright yews, noise abatement.

Figure 19. Brake noise enforcement.

There were also several comments and photographs addressing the value of, and need for adequate sidewalks, crosswalks, vegetated park strips, parking, mature street trees, bike lanes, public transit stops/routes, maintenance, traffic control measures, etc.

These elements, comments, and photographs reflect a complete streets approach to roadway design and provide designers, officials, and residents a possible bridge in the discussion and development of mitigation techniques for the realignment of SR-30.

Fatigue

Following the distribution of the REP packets, each participant had noted their general distrust of UDOT and it was with no small persuasion that many participants accepted the packet. The researcher's first challenge was to gain some level of trust from the participants regarding the proposed study. This became most apparent when Non-participant 5 returned the camera and packet stating that, "There have been a number of surveys over the last 30 years that keep asking the same thing - have the answers changed?", and refusing to provide any further discussion. This general frustration with the process emerged as a pattern in the study and is also reflected in the participant comment (Figure 20), "[Husband] This, I think, is one of the points we want to drive home too, and this may or may not be the place to do it, but this street I know a lot of people in the city think and government officials we've talked to, look at this street as being just a bunch of run down properties and their ok about throwing a highway here because they could care less. They haven't actually said that in words because they can't because they're politicians but they've certainly said that with their actions. And we've just kind of stressed and took a lot of pictures of the nicer homes on our street. And there are, there are plenty of, but yah they're not these big fancy homes like up in the northeast but they are still nice homes. [Wife] And they have a lot of charm too."

Figure 20. Frustration with professional and elected officials.

Additional participant input that influenced this pattern included Participant 6 who asked, “What if we only take pictures of trees?”, as though it were an act of defiance, and then submitted a camera with 15 of 20 photos being of trees and providing no further comment. The provision of no comment or photographs, or a refusal to participate was the response of 47% (*n = 14*) of persons invited to participate in the study. Understanding the cause and effect of a fatigue driven lack of participant involvement on project implementation and value is important for project officials and experts. The use of the REP process appears to be best applied early on in public involvement and project design.

CHAPTER V

CONCLUSIONS

The primary purpose of the study was to explore the potential of resident employed photography as a context sensitive assessment tool in roadway design. To fulfill this purpose, the objectives of the study were to identify the key elements of resident employed photography and context sensitivity, and to then explore the potential of the elements of resident employed photography that may contribute to context sensitivity and then to roadway to design.

Resident Employed Photography and Context Sensitivity

The identification of key elements was accomplished through the literature review, and the exploration of resident employed photography's contribution was accomplished through its application. The elements of resident employed photography are not complex but equally important in working toward a definable output. The first element is to identify the most successful means of securing and maintaining participants. This is important as the participant photographs and comments must provide sufficient data in order to aid in roadway design. The second element requires the provision of an individually driven means of collecting information. In this instance, the cameras were placed in the hands of the residents of the project area that may be impacted by or have contextual experience with a project site. Third, generalized direction must be provided regarding the desired information for a proposed project or site. In this project corridor, participants were directed to capture the elements of the project area they felt held the greatest value. Fourth, encourage a focused response. While this initially appears to

contradict the third element, this focus works to direct the participant to condense their own thoughts and considerations. The use of a disposable camera with a finite amount of film and a corresponding photograph log that directed participants to list their elements of value prior to using the camera required the participants to capture and describe only those items of greatest import. The fifth element of resident employed photography is that the participants are given the opportunity to share. In the interview process, participants use their photographs to ponder and interpret their connection to, and meanings of the elements to be considered, and to further understand and gather additional information regarding a project's potential impacts and possible mitigation techniques. This participant focus was also enhanced with the use of a grounded theory framework that gave further form to the collection of data, identification of phenomena, and formation of a theory. The entirety of this participant driven data can then be used to identify elements that have the ability to shape roadway design.

As previously noted, to be context sensitive, a technique should consider all aspects of a context area. This includes the social, political, economic, and physical environments and the relationships that exist between them (Maryland Department of Transportation, 1998). This form of public involvement in roadway planning is context sensitive in its approach due to the participant's potential role in the design process. The specific and detailed data in the form of pictures and comments regarding the most valued elements in the neighborhood as provided by the participants reflected sensitivity to the site context that is not typically represented by the design professional. The analysis of this data through a grounded theory framework has provided a broadening and refining level of categorization from which emerged a phenomenon inclusive of all

identified elements and reflected and relied upon the contextual data as provided by the participants. As regards context sensitive roadway design a participant focus allowed the contextual relevance to be identified in the terms of the participant. This sensitivity was again enhanced by the use of a grounded theory framework. This framework emphasized the need to relate all conditions or phenomena to each other and to the original data. To be considered productive public involvement and therefore context sensitive, UDOT has specified that a technique must "capture the public's vision and sense of need by establishing an on-going dialogue that is collaborative, respectful, and timely" (UDOT, 2005, p. 8). There is great potential for achieving a sense of productive public involvement through resident employed photography. Prior to the employment of resident employed photography in the study corridor, transportation professionals attempted to ascertain the wants and needs of the resident population multiple times through various surveys and meetings regarding the realignment of SR-30. The neighborhood as a whole became fatigued with the public involvement process prior to their introduction to resident employed photography. This environment of fatigue and even distrust made it difficult to find willing participants. Furthermore, resident employed photography may itself be considered context sensitive in that an area's elements of value are provided and defined by those most sensitive to the context of a given area, the actual residents. The interpretation of the researcher was secondary to the interpretation of the resident, and any interpretation of the data by the researcher must also be made through the lens of the resident participant, therefore emphasizing the value of the participant provided understanding of the neighborhood context.

Potential of Resident Employed Photography

When considering the usefulness of this technique the initial assumption was that if all identified elements were present then the technique had the potential to guide roadway design as a context sensitive assessment tool. Resident employed photography has the potential to capture all the identified elements of context sensitive design. In the study of the potential realignment of SR-30, the context was the participant experience and understanding of their neighborhood, and the assessment of the elements in the neighborhood provided a broad sampling of data by those most familiar with the area context. In this manner resident employed photography has potential to enhance roadway design simply through its application. For those residents that participated and expressed their needs and concerns, this technique provided an open dialogue that asked the residents to become responsible parties in the process of roadway design. Continuance of that dialogue with the respective government and professional design agencies would have required the acceptance and application of resident employed photography within the policy framework of those agencies. Nonetheless, given the participant driven nature of resident employed photography the potential for its use as a context sensitive technique in guiding roadway design was encouraging. The elements required in a context sensitive technique were inherent in the application of resident employed photography. This benefits the resident or impacted property owner and the design professional as both become more aware of the context surrounding a project. The presence of these elements was indicative of this technique's potential to guide roadway design as a context sensitive assessment tool.

In this application of resident employed photography, the emergent category that captured all noted elements of value in context sensitive roadway design was related to the term “Neighborhood Feel.” The meaning of this typically nebulous term was specifically defined, grounded, and substantiated through the properties and dimensions that arose from the participant data. A portion of this process has been described in the previous section.

At a broader scale, the major categories, “Complete Streets” and “Neighborhood Feel” shared multiple similarities in the identified codes and their properties and dimensions. However, it became evident that the major category “Neighborhood Feel” was broad enough to capture all phenomena included under “Complete Streets.” “Neighborhood Feel” extended the consideration of context beyond the streetscape to also include the general context of the neighborhood. Moreover, the meaning of the codes, properties, and dimensions of “Complete Streets” were not modified or narrowed under the major category of “Neighborhood Feel.”

The major category “Project Fatigue” was somewhat of an outlier when compared to the multiple shared relations between “Complete Streets” and “Neighborhood Feel”. However, the comments related to “Project Fatigue” were directed toward potential impacts in the general context of the neighborhood. Therefore, when considering the codes, properties, and dimensions of “Project Fatigue” under the major category of “Neighborhood Feel,” the meaning of “Project Fatigue” as presented by the participants was not modified. However, the code “Project Fatigue” was broadened to “Fatigue” to better correlate with all codes and to the emergent core category “Neighborhood Feel.”

This was also appropriate for the major category “Project Fatigue” whether or not it were incorporated into the core category.

These resultant categories and data generated through resident employed photography may direct the design professional to specific and general areas of concern in the project corridor. This may allow the designer or official to shape their solutions to reflect the same vocabulary and ideas presented by the participant residents. The use of the participant’s specific comments and photographs to elucidate design solutions may also increase the level of cooperation between the impacted residents and designer. Specific mitigation ideas as provided by the participants may also be incorporated into design alternatives, thereby enhancing the potential for useful collaboration between the residents and a design professional. These areas of concern and the mitigation ideas identify that a complete streets approach focused on maintaining or improving the feel of the neighborhood may be the best possible alternative in the realignment of SR-30. However, the success of this alternative is largely dependent upon a design professional’s commitment to the contextual relevance of the data provided through resident employed photography.

Other Considerations

As a final note, further research within and regarding the application of resident employed photography is needed to test the inherent limits of this technique in various applications and settings. As such studies progress, this accumulation of data will assist in shaping our understanding of this technique. Opportunities that provide varying levels of project progression are also important in testing the effect of project fatigue on

participant response. This study was also limited due to a lack of participants and the lack of participants that were willing or available to complete the interview portion of the study. While the researcher recommends the use of a qualitative, grounded theory framework in the application of resident employed photography, further research into the benefits of the relationship between the framework and application may be valuable in identifying consistencies across other applications of resident employed photography.

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APPENDICES

Appendix A.

Participant Packet

Resident Employed Photography Packet

Utah State University
Department of Landscape Architecture and Environmental Planning
4005 Old Main Hill
Logan UT 84322-4005
Telephone: (435) 797-0501

Utah State University IRB Approved 2/3/2009
Approval terminates: 2/2/2010
Protocol No: 2257
IRB Password Protected per IRB Specialist

Letter of Information

Resident Employed Photography(REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Introduction/ Purpose Assistant Professor Keith Christensen and Graduate Student Chris Harrild, in the Department of Landscape Architecture and Environmental Planning at Utah State University, are conducting a research study to learn more about Resident Employed Photography (REP) as a context-sensitive visual assessment tool in the process of project-scale roadway planning and design in the case-study area of: 400 North from Main Street to 600 West, Logan, Utah. You have been asked to take part because you are a resident within this area. There will be approximately 20 participants.

Procedures If you agree to be in this research study, you will be asked to do the following:

1. Create a list of the elements you intend to photograph in order to avoid the possibility of running out of film before capturing all of your intended elements. (See step 2.)
(Time requirement of 1 hour or more.)

2. It is expected that you will take 26 photographs, with the provided single-use camera, consisting of the elements of your neighborhood that accomplish the following:

a) 13 photographs within the case-study area that define or represent what you value about your neighborhood (These photos may consist of places, people, events, activities, etc…)

b) 13 photographs that define how you would like your neighborhood to be, particularly regarding the potential realignment of State Road 30. These photographs may consist of any or all of the following: your own photos of the case-study area, photos outside the case-study area, pictures from any other source, e.g., magazines, internet, newspaper, etc… You will be expected to provide source information for photographs/information that are not your own.

(Time requirement of 1 hour or more.)

3. Fill out a photograph log describing the date, time, and location of each photograph, and providing source information for each picture that is not your own.
(Time requirement of 1 hour or more.)

4. Answer questions about the photographs you have taken, pictures you may have gathered, and your comments in the photograph log, in an interview with Christopher Harrild.
(Time requirement of 30 minutes to 1.5 hours.)

Risks
Risks involved in the study will be no greater than those encountered in daily life.

Utah State University
Department of Landscape Architecture and Environmental Planning
4005 Old Main Hill
Logan UT 84322-4005
Telephone: (435) 797-0501

Utah State University IRB Approved 2/3/2009
Approval terminates: 2/2/2010
Protocol No: 2257
IRB Password Protected per IRB Specialist

Letter of Information

Resident Employed Photography(REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Benefits There may or may not be any direct benefit to you from these procedures. The investigators, however, may learn more about Resident Employed Photography as a context-sensitive visual assessment tool in the process of project-scale roadway planning and design. The information gained from this study may have either direct or indirect benefit to participants now or in the future.

Explanation & offer to answer questions Christopher Harrild has explained this research study to you and answered your questions. If you have other questions, concerns, complaints, or research-related problems, you may reach Keith Christensen at 797-0501.

Voluntary nature of participation and right to withdraw without consequence Participation in this research is entirely voluntary. You may refuse to participate or withdraw at any time without consequence. You may be withdrawn from this study without your consent by the investigators if you are unwilling/unable to complete any of the requested procedures.

Confidentiality Research records will be kept confidential, consistent with federal and state regulations. Records will be anonymously identified. Once anonymously identified, contact information linking photographs and/or audio recordings to participants will be destroyed.

IRB Approval Statement The Institutional Review Board (IRB) for the protection of human participants at USU has reviewed and approved this research study. If you have any pertinent questions or concerns about your rights or think the research may have harmed you, you may contact the IRB Administrator at (435) 797-0567 or email irb@usu.edu. If you have a concern or complaint about the research and you would like to contact someone other than the research team, you may contact the IRB Administrator to obtain information or to offer input.

Investigator Statement "I certify that the research study has been explained to the individual, by me or my research staff, and that the individual understands the nature and purpose, the possible risks and benefits associated with taking part in this research study. Any questions that have been raised have been answered."

Keith Christensen
Principal Investigator
1-435-797-0501

Christopher Harrild
Graduate Student Research Assistant
1-435-890-8140

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Please provide the following information:

Age: **Gender:** M F

Occupation:

Resident status:(indicate number of years)

	Homeowner	Renting	Business Owner
Yrs:			

Photograph Log Instructions:

1. With the disposable camera, **take 26 photos**:

A) 13 photos that - *Are within the case-study area that define or represent what you value about neighborhood. These photos may consist of places, people, events, activities, etc…*

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

2. Note the location from which the photo was taken and also label that location on the included map with the identifying photo number, then provide a **brief** description of the content of each photograph.

3. Upon completion, schedule a camera pick-up and interview by contacting **Chris Harrild at 435-890-8140, or email at c.s.h@aggiemail.usu.edu.**

PHOTOLOG

A) 13 photos that - *Are within the case-study area that define or represent what you value about your neighborhood. These photos may consist of places, people, events, activities, etc…*

#	**Location** *(indicate on map)*	**Content**
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

#	**Location** *(indicate on map)*	**Content**
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		

Other Comments:


THE AREA IN COLOR IS THE CASE-STUDY AREA
N 600 W
feet
0 70 140
N
Google
W 470 N
W 300 N
W 400 N
W 500 N
N 500 W
N 400 W
N 300 W


THE AREA IN COLOR IS THE CASE-STUDY AREA
0 70 140 feet
N
Google
N 300 W
N 200 W
N 150 W
N 100 W
W 300 N
W 400 N
W 500 N
N Main St
89
91

Appendix B.

Photograph Logs

Photograph Logs

P1

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Please provide the following information:

Age: **Gender:** M (F)

Occupation:

Resident status:(indicate number of years)

Homeowner	Renting	Business Owner
Yrs:		4 yrs

Photograph Log Instructions:

1. With the disposable camera, **take 26 photos**:

- **A) 13 photos that -** *Are within the case-study area that define or represent what you value about neighborhood. These photos may consist of places, people, events, activities, etc…*
- **B) 13 photos that -** *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

2. Note the location from which the photo was taken and also label that location on the included map with the identifying photo number, then provide a **brief** description of the content of each photograph.

3. Upon completion, schedule a camera pick-up and interview by contacting **Chris Harrild at 435-890-8140, or email at c.s.h@aggiemail.usu.edu.**

PHOTOLOG

A) 13 photos that - *Are within the case-study area that define or represent what you value about your neighborhood. These photos may consist of places, people, events, activities, etc…*

#	Location *(indicate on map)*	Content
1	State Liquor Store 400N 75W	a basic land mark to identify our location on the street. Benefits - easy to spot.
2	KSM Guitar Store 400N 50W	a basic landmark to our East. They are easy to spot and we share a parking lot
3	Carsmart Sign near my entrance	Land marker - and land lords
4	Sol Essentials Salon & Spa	a hair salon that is behind us that attracts traffic to us.
5	Bus stop in front of store	Draws attention from Bus riders. However there is no bench or protection from the elements.
6	Stylin' Pets - us	Front view of our building. Our entrance and location 400N 58 West
7	Corn - Farmers Market	This operates from Aug - Oct and we get a lot of foot traffic - it is right next door
8	Sushi & Corner bank building	These are just land marks close by
9	7-11 - Corner on 4th North	Easy land mark to spot and give directions by 4th North & Main
10	Quality Inn	Easy to spot land mark
11	Utah Carzz	4th North 100 west - Landmark to give direction from
12	front of Stylin Pets w/Owner	400N ~~100~~ 58 west - A front view of our building
13	front of Stylin Pets and farmers Garden	400N 58 west - A front view of Stylin Pets and farmers market next door

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

#	**Location** *(indicate on map)*	**Content**
14	75 W 400 N	looking at trees and grass
15	75 W 400 N	looking at Road to side walk development
16	Quality Inn.	looking at Trees and entrance / curb
17	Near Bank on 4th & Main	looking at grassy area
18	Near Bank on 4th & Main	looking at side walk
19	Near Bank on 4th & Main	looking at Trees and set up to road
20	Near Bank on 4th & Main	looking at curb from main Road to entrance of parking lot
21	75 W 400 N	Entrance to business. Connection to Road
22	75 W looking East	The curb - How well maintained
23	75 W looking West	another direction of well maintained curb
24	4th North 100 W	Drain. Line at end of street - need more
25		
26		

Other Comments:


THE AREA IN COLOR IS THE CASE-STUDY AREA
0 70 140 feet
N
Google
N 300 W
N 200 W
N 150 W
N 100 W
W 400 N
W 500 N
W 300 N
N Main St
89
91

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah P2

Please provide the following information:

Age: **Gender:** M (F)

Occupation:

Resident status:(indicate number of years)

Homeowner	Renting	Business Owner
Yrs: 1		

Photograph Log Instructions:

1. With the disposable camera, **take 26 photos**:

A) 13 photos that - *Are within the case-study area that define or represent what you value about neighborhood. These photos may consist of places, people, events, activities, etc...*

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

2. Note the location from which the photo was taken and also label that location on the included map with the identifying photo number, then provide a **brief** description of the content of each photograph.

3. Upon completion, schedule a camera pick-up and interview by contacting **Chris Harrild at 435-890-8140, or email at c.s.h@aggiemail.usu.edu.**

PHOTOLOG

A) 13 photos that - *Are within the case-study area that define or represent what you value about your neighborhood. These photos may consist of places, people, events, activities, etc...*

#	**Location** *(indicate on map)*	**Content**
1	400 N 480 W	Quiet Street
2	493 W 400 N	Kids playing
3	Tree lined Streets 500 W 400 N	Tree lined streets
4	539 W 400 N	Historic Home
5	555 W 400 N	Unique Historic Home
6	450 W 400 N	60's Architecture
7	421 W 400 N	Well cared for Homes / Owner Occupied
8	305 W 400 N	Purchasing old Homes and fixing them up
9	380 N 300 W	Well cared for home / Owner Occupied
10	400 N 400 W	Kid's playing / Owner taking care of home
11	400 N 400 W	Tree lined street
12	400 N 420 W	Bus stop, access to public transit
13	407 W 400 N	Pretty, well cared for home

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

#	**Location** *(indicate on map)*	**Content**
14	Possible bad Picture	
15	~~Eliaso~~ 200 N 500 W	Eliason Park
16	400 W, 200 N	Crosswalks,
17	400W	Sidewalks
18	350 W 200 N	Fences, for front yards
19	325 W 200 N	Beautiful Park strip
20	241 N 300 W	Beautiful Homes
21	220 W 400 N	
22	227 W 400 N	
23	425 N 200 W	Well maintained Neighborhood
24	255 W 400 N	Open Green Space
25	300 W 400 N	Well maintained Home
26	343 W 400 N	

Other Comments:


THE AREA IN COLOR IS THE CASE-STUDY AREA
N 600 W
feet
0 70 140
N
Google
W 470 N
W 300 N
W 400 N
W 500 N
N 500 W
N 400 W
N 300 W

P3

1. canal 14th NOW → 340 N. 300W
2. garden 14th " "
3. X X X
4. Trees 20th 4th between 1st & 2nd West
5. Bus 20th 4th looking @ 2nd West
6. Cars can park easily on street 20th 4th & 2nd
7. Produce Stand 20th 4th 150 W
8. close to town 20th 4th Main
9. People take care of their homes 8th 4th 3W.
10. Kids playing 8th 340 N. 300W.
11. Elementary School is close 8th 300 W 400W

---

1 Then

12. Crosswalks 8th 4th 2nd West
13. Homes still taken care of 8th 4th 300W
14. Canal visable 8th 4th 300W.
15. Buss stops (still have bus routes near) 8th 4th 300W.
16. Trees 8th 4th between 1st & 2nd West
17. Stopsigns to slow traffic stratigicly 8th
18. Inviting for pedestrians 8th 4th & 2nd West
19. Curbs 8th 4th & 2nd W.
20. Cars can still park 8th 4th & 2nd/1st West
21. Well marked roads 8th 4th & 1st West
22. Sidewalks 8th 4th & 1st/2nd West

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Please provide the following information:

Age: **Gender:** M F

Occupation:

Resident status:(indicate number of years)

	Homeowner	Renting	Business Owner
Yrs:			

Photograph Log Instructions:

1. With the disposable camera, **take 26 photos**:

A) 13 photos that - *Are within the case-study area that define or represent what you value about neighborhood. These photos may consist of places, people, events, activities, etc…*

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

2. Note the location from which the photo was taken and also label that location on the included map with the identifying photo number, then provide a **brief** description of the content of each photograph.

3. Upon completion, schedule a camera pick-up and interview by contacting **Chris Harrild at 435-890-8140, or email at c.s.h@aggiemail.usu.edu.**

PHOTOLOG

A) 13 photos that - *Are within the case-study area that define or represent what you value about your neighborhood. These photos may consist of places, people, events, activities, etc…*

#	**Location** *(indicate on map)*	**Content**
1	[illegible], roadside	sidewalks
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

#	**Location** *(indicate on map)*	**Content**
14	Main Street, Brigham City	trees along road
15		Bike Lane
16		
17		
18		
19		
20		
21		
22	400 N. west side.	Tree lined street
23	400 N. 260 W	open irrigation canals.
24	Boulevard (Logan)	Wide side walks w/Aesthetically pleasing street lights
25	1600 E. Logan	Bike Lane (real one, marked for bikes)
26	1400 N. (by hospital) in Logan	Covered bus stop

should be 1st pg

Other Comments:

P5

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Please provide the following information:

Age: 49 **Gender:** M F Both

Occupation:
Logan City Street Dept + Environmental Dept

Resident status:(indicate number of years)

Homeowner	Renting	Business Owner
Yrs: 26		

Photograph Log Instructions:

1. With the disposable camera, **take 26 photos**:

A) 13 photos that - *Are within the case-study area that define or represent what you value about neighborhood. These photos may consist of places, people, events, activities, etc…*

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

2. Note the location from which the photo was taken and also label that location on the included map with the identifying photo number, then provide a **brief** description of the content of each photograph.

3. Upon completion, schedule a camera pick-up and interview by contacting **Chris Harrild at 435-890-8140, or email at c.s.h@aggiemail.usu.edu.**

PHOTOLOG

A) 13 photos that - *Are within the case-study area that define or represent what you value about your neighborhood. These photos may consist of places, people, events, activities, etc…*

#	Location *(indicate on map)*	Content
1	305 W 400 N	Safe Place for our Grandchildren to Play
2	305 W 400 N	Tree we Planted and have watched Grow
3	305 W 400 N	Tree
4	305 W 400 N	on Street Parking for Visitors
5	305 W 400 N	Low Volume of traffic.
6	325 W 400 N	Clean Residential Area,
7	324 W 400 N	mature trees, Clean yards
8	346 W 400 N	Long time Neighbors
9	400 N 400 W	Safe walk ways to Church & School
10	400 N 300 W - 400 W	Quit and Safe Walking area.
11	305 W 400 N	Wide Parking Strips
12	76 W - 400 N	Old run down rentals
13	86 W - 400 N	" " " " "

stop

start

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

#	**Location** *(indicate on map)*	**Content**
14	State Liquer Store	Not for neighborhoods!
15	Main Street 400 N	7-11
16	Main Street 400 N	phillip 66
17	main Street 400 N	Truck Traffic
18	main Street 400 N	Truck Traffic
19	330 E 400 N	Rundown Rent property
20	485 E 400 N	Apartments
21	485 E 400 N	Apartments
22	675 E 400 N	trash Cans out all the time/Apartments
23	700 E 400 N	USU Traffic
24	400 N main	poor State Road maint.
25	400 N main	No parking Strip
26	400 N 1st west	Car lot

Other Comments:

P6

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Please provide the following information:

Age: **Gender:** M (F)

Occupation: ALBERTSONS

Resident status:(indicate number of years)

Homeowner	Renting	Business Owner
Yrs: 4	6	

Photograph Log Instructions:

1. With the disposable camera, **take 26 photos**:

A) 13 photos that - *Are within the case-study area that define or represent what you value about neighborhood. These photos may consist of places, people, events, activities, etc…*

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

2. Note the location from which the photo was taken and also label that location on the included map with the identifying photo number, then provide a **brief** description of the content of each photograph.

3. Upon completion, schedule a camera pick-up and interview by contacting **Chris Harrild at 435-890-8140, or email at c.s.h@aggiemail.usu.edu.**

PHOTOLOG

A) 13 photos that - *Are within the case-study area that define or represent what you value about your neighborhood. These photos may consist of places, people, events, activities, etc…*

#	**Location** *(indicate on map)*	**Content**
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

#	**Location** *(indicate on map)*	**Content**
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		

Other Comments:

P7

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Please provide the following information:

Age: **Gender:** M (F)

Occupation: Librarian

Resident status:(indicate number of years)

Homeowner	Renting	Business Owner
Yrs: 17		

(Also help from family: Emmon 16 student
Leidy 13 student)

Photograph Log Instructions:

1. With the disposable camera, **take 26 photos**:

A) 13 photos that - *Are within the case-study area that define or represent what you value about neighborhood. These photos may consist of places, people, events, activities, etc…*

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

2. Note the location from which the photo was taken and also label that location on the included map with the identifying photo number, then provide a **brief** description of the content of each photograph.

3. Upon completion, schedule a camera pick-up and interview by contacting **Chris Harrild at 435-890-8140, or email at c.s.h@aggiemail.usu.edu.**

PHOTOLOG

A) 13 photos that - *Are within the case-study area that define or represent what you value about your neighborhood. These photos may consist of places, people, events, activities, etc…*

#	**Location** *(indicate on map)*	**Content**
1	400 N + 300 W	Tranquil street view at sundown.
2	400 N + 300 W	Wandering baby (and wagon) goes into street w/ out getting hit
3	400 N + 300 W	Dog runs into the street safely (got the ball?)
4	400 N + 300 W	Bikers meander about.
5	400 N + 300 W	Neighbors chat casually in the road.
6	400 N + 250 W	tree-lined street
7	400 N + 200 W	stop signs to make sure traffic moves slowly
8	400 N + 250 W	big trees + quaint houses - almost a "country road" feeling
9	400 N + 250 W	ditches running with water
10	400 N + 250 W	a place where people like to take walks
11	400 N + 300 W	street safe enough for a bit of street ball
12	400 N + 300 W canal	ducks live here (+ sometimes cross the streets)
13	400 N + 300 W	kids going home from school - no crossing guard needed

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

#	**Location** *(indicate on map)*	**Content**
14	200 N + 300 W, Logan	mature trees along 200 N in Logan
15	200 N + 300 W, Logan	sidewalks all along the road
16	200 N + 300 W, Logan	ditches all along the road
17	200 N + 300 W, Logan	if a busier road, no more than 3 lanes wide (OK if edges without lanes)
18	200 N + 300 W, Logan	traffic lights timed so that walkers can still easily cross street - not a constant flow of traffic
19	700 N on campus (USU)	boulevard-like islands look nice + give crossing pedestrians a safe place halfway across
20	700 N on campus (US)	pinched-in areas at crosswalks emphasize pedestrian crossings
21	600 E between 400 + 500 N, Logan	speed limits kept low
22	Boulevard, Logan	nice street borders with grass + plantings (further down were benches)
23	see print out	bike lanes - encouragement of other transportation (beyond cars)
24	"	possible re-zoning so that existing buildings could be turned into stores or cafes
25	"	another example of a cafe and clearly marked crosswalks to highlight pedestrian use
26	"	if the road gets too busy - a pedestrian/bike bridge over the road, such as this one in Umeå, Sweden

Other Comments:

We like this area as a neighborhood. A busy street would change our area from a neighborhood to a throughfare. If it would change to this, anything that would downplay that new role, and ~~the~~ especially use by vehicles, would be good. The last three images take this a step further and create another kind of environment that might be palatable. Something like east 400 N in Logan is the worst thing we could think of having here.


THE AREA IN COLOR IS THE CASE-STUDY AREA
N 600 W
0 70 140 feet
N
Google
W 470 N
W 300 N
W 400 N
W 500 N
N 500 W
N 400 W
N 300 W

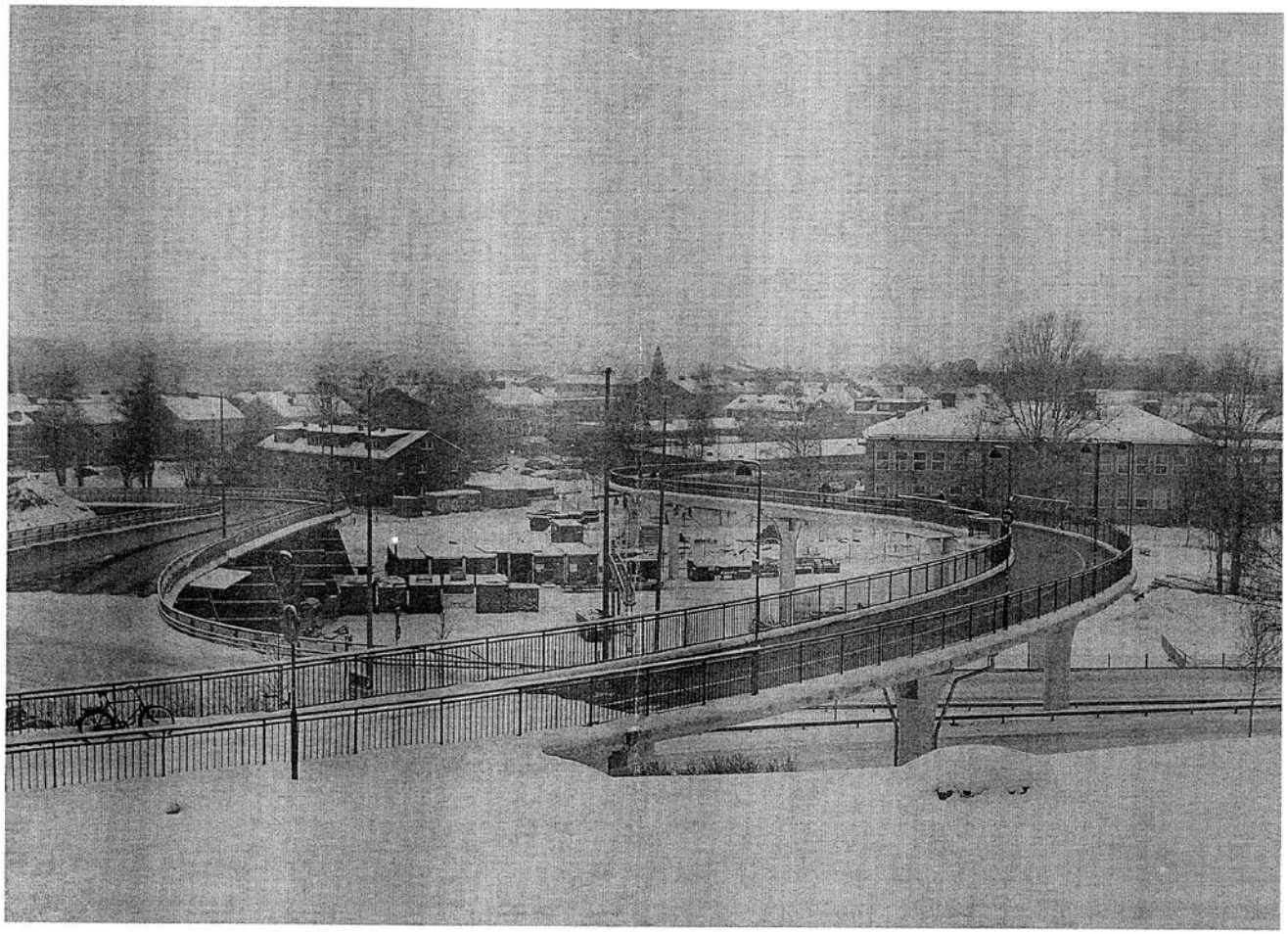

THE AREA IN COLOR IS THE CASE-STUDY AREA
0 70 140 feet
N
Google
N 300 W
N 200 W
N 150 W
N 100 W
W 300 N
W 400 N
W 500 N
N Main St
89
91

picture 23

picture 24

details/pd_DSCN4918.jpg

picture 25



picture 26

P8

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Please provide the following information:

Age: **Gender:** M (F)

Occupation: CASE MANAGER. EATING DISORDER FACILITY

Resident status:(indicate number of years)

Homeowner	Renting	Business Owner
Yrs: 10½		

Photograph Log Instructions:

1. With the disposable camera, **take 26 photos**:

A) 13 photos that - *Are within the case-study area that define or represent what you value about neighborhood. These photos may consist of places, people, events, activities, etc…*

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

2. Note the location from which the photo was taken and also label that location on the included map with the identifying photo number, then provide a **brief** description of the content of each photograph.

3. Upon completion, schedule a camera pick-up and interview by contacting **Chris Harrild at 435-890-8140, or email at c.s.h@aggiemail.usu.edu.**

PHOTOLOG

A) 13 photos that - *Are within the case-study area that define or represent what you value about your neighborhood. These photos may consist of places, people, events, activities, etc…*

#	**Location** *(indicate on map)*	**Content**
1	255W 400N	TREES PROVIDING SHADE
2	246 W 400N	TREES / SHADE & ESTHETIC EFFECT
3	246 W 400N	REAR - NO A/C - ONE OF MANY.
4	255W 400N	NOT MORE RESISTANT. WINDOWS - ONE OF MANY 50 YRS OLD
5	293W 400N	PARKING IN SHADE
6	346W 400N	PRIDE OF OWNERSHIP WELL KEPT FRONT YARD
7	340W 400N	ATTRACTIVE FRONT YARD
8	385W 400N	INDICATES MORE ENTRIES ONTO 400N MULTIPLE MAILBOXES
9	407 W 400N	INCREASE IN DUST BROOM AND FRONT PORCH
10	431 W 400 N	PRIDE ENTRY TO OWNER'S PATHWAY
11	448 W 400 N	ENTREPRENEURSHIP.
12	521W 400N	PARKING
13	509W 400N	STROLLING

1 - 20 - AUG 31st between 3 & 4 pm

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

#	Location *(indicate on map)*	Content
14	431 W 400 N	REGROWTH OF ~~SHRUBS~~ NEW TREES
15	426 W 400 W	HOPE, NEW TREES PLANTED
16	325 W 400	NEW WINDOWS
17	231 N 500 W	HORSEBACK RIDING
18	231 N 500 W	TWO HORSES W/ RIDERS.
19	100 N between 10th & 6th	UPRIGHT YEWS, NOISE ABATEMENT
20	945 600 W	SPEED LIMIT SIGN.
21	HWY 185 Just beyond Edwards Furn.	BRAKE NOISE ENFORCEMENT
22	2450 S 600 W	MEDIAN ISLANDS
23	300 N 400 W	SCHOOL AHEAD SIGN ON 400 N. ON 400 W
24	300 N 400 W	SCHOOL XING SIGN + MARKING
25	500 W 397 N	KIDS COMING HOME FROM SCHOOL
26	424 W 400 N	ENTREPRENEURSHIP. NO MORE FILM ICE CREAM TRUCK JUST CAME UP THE STREET.

21 - 26 - ~~Aug~~ SEPT 1 - 4 - 5pm.
RC

Other Comments:

IN AN ESTABLISHED RESIDENTIAL AREA, IT IS DIFFICULT TO INTRODUCE NOISE WITHOUT THERE ~~BEING~~ REPERCUSSION TO THE RESIDENCE'S RESISTANCE; WINDOWS SHAKING, HOUSES RATTLING, WITH MULTIPLE EGRESSES TO THE PROPOSED ROUTE, BOTH DRIVERS (RESIDENTS) AND TRAFFIC MAY BE EQUALLY FRUSTRATED. MANY RESIDENTS HAVE FAMILY VISIT, CELEBRATE OCCASIONS, AND ENJOY VISITORS. PARKING HAS NEVER BEEN A PROBLEM. IN DEFERENCE TO THE INTRUSION OF A MAIN HIGHWAY, A SOFTENING OF THE ENVIRONMENT TO INCLUDE RURAL TOWN ATTRIBUTES SO THAT THE ENJOYMENT OF STROLLING, WALKING TO SCHOOL, CHURCH AND THE STORE HUB AREA AT 400N AND MAIN ~~ARE~~ STILL FEASIBLE. THANK YOU FOR THE OPPORTUNITY TO ATTEMPT TO PORTRAY THESE REPRESENTATIONS.

P9

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Please provide the following information:

Age: 34 **Gender:** M (F)

Occupation: student - Homemaker

Resident status: (indicate number of years)

Homeowner	Renting	Business Owner
Yrs: 1		

Photograph Log Instructions:

1. With the disposable camera, **take 26 photos**:

A) 13 photos that - *Are within the case-study area that define or represent what you value about neighborhood. These photos may consist of places, people, events, activities, etc…*

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

2. Note the location from which the photo was taken and also label that location on the included map with the identifying photo number, then provide a **brief** description of the content of each photograph.

3. Upon completion, schedule a camera pick-up and interview by contacting **Chris Harrild at 435-890-8140, or email at c.s.h@aggiemail.usu.edu.**

PHOTOLOG

A) 13 photos that - *Are within the case-study area that define or represent what you value about your neighborhood. These photos may consist of places, people, events, activities, etc…*

#	Location *(indicate on map)*	Content
Sept 1 4pm 1	448 W 400 N	Kids in front yard playing - SAFE!
2		Kids in front yard playing Happy!
3		Kids & house - our home sweet home
4		our beautiful tree - We ♡ it
Sep 13 5:30pm 5		view out the front window
6		400 N. looking East
7		Kids in road
8		400 N. looking West
9		neighbors tree
10		maple tree
11	455 W. 400 N.	row of trees
12		irrigation ditch
13	448 W. 400 N.	driveway

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

#	Location *(indicate on map)*	Content
Sept 13 14	448 W 400 N	~~Kids playing on front lawn~~ power lines
5:30pm 15		parking
16		shade
17		front lawn
18		fresh air
19		view of mountains
20		empty street
21	428 W. 400 N.	~~Bus~~ Bus Stop
22	400W. 400 N.	cross walk
23		quiet street
24		stop sign
25		2 way stop
26		

Other Comments:


THE AREA IN COLOR IS THE CASE-STUDY AREA
N 600 W
feet
0 70 140
N
Google
W 470 N
W 300 N
W 400 N
W 500 N
N 500 W
N 400 W
N 300 W

P10

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

Please provide the following information:

Age: **Gender:** M (F)

Occupation: Principal

Resident status:(indicate number of years)

Homeowner	Renting	Business Owner
Yrs: 20		

Photograph Log Instructions:

1. With the disposable camera, **take 26 photos**:

A) 13 photos that - *Are within the case-study area that define or represent what you value about neighborhood. These photos may consist of places, people, events, activities, etc…*

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

2. Note the location from which the photo was taken and also label that location on the included map with the identifying photo number, then provide a **brief** description of the content of each photograph.

3. Upon completion, schedule a camera pick-up and interview by contacting **Chris Harrild at 435-890-8140, or email at c.s.h@aggiemail.usu.edu.**

PHOTOLOG

A) 13 photos that - *Are within the case-study area that define or represent what you value about your neighborhood. These photos may consist of places, people, events, activities, etc…*

#	**Location** *(indicate on map)*	**Content**
1	421 W. 400 N.	My irrigation ditch opening
2	432 W. 400 N.	House being fixed up
3	Along 400 N (431 W.)	Student walking to school
4	431 W. 400 N.	House kept up
5	Shooting East on 400	TREES in parking
6	House on corner 400 N. 400 W.	Couple fixed up - added fence Young
7	Safe for kids to cross 400 N	SAFE crossing
8	Along 400 W just past 400 N.	intersection - Quiet neighborhood can even ride a horse
9	Corner of 400 N & 400 W	City Walking path
10	Bike rider on 400 N.	Safe for bikes
11	—	
12	B 407 W 400 N.	Neighbors can visit w/each other.
13		

Resident Employed Photography (REP): A Context-Sensitive Visual Assessment Tool Applied to Project-Level Roadway Design in Utah

B) 13 photos that - *Define how you would like your neighborhood to be, particularly regarding the potential realignment of SR 30. These photos may be of locations outside of your neighborhood.*

#	Location *(indicate on map)*	Content
14	421 W. 400 N.	Places for family to park
15	" "	Keep distance from front door to street the same
16	" "	No semis
17	—	(My niece took a picture & I think)
18	http://www.students.bucknell.edu/projects/trafficcalming/Library.html	
19	① Neighborhood roundabouts (for 2nd West)	last 2 picture w/ red and white car
20	② Raised crosswalk	for 400 W.
21	www.chicagobikes.org/existingbikelanes.html	1st picture
22	400 W 300 N	Crossing Guard
23	Corners 200 N.	Speed to 30
24	"	Flashing Lights
25	"	~~Bus Stop~~ trees
26	~~trees 200 N.~~ 400 N.	Bus Stop

web

Other Comments:


THE AREA IN COLOR IS THE CASE-STUDY AREA
N 600 W
0 70 140 feet
N
Google
W 470 N
W 300 N
W 400 N
W 500 N
N 500 W
N 400 W
N 300 W

Appendix C.

Open Coding

Open Coding

Data	Code/Phenomenon	Property: Dimensional Scale
NP1 (NP=Non-Participant)		
Invitation Comment: Renter only - not too concerned.	Project Fatigue	Interest: Concern - Indifference
Camera/Log Pickup Comment: [Camera/Log not picked up]	-	-
NP2		
Invitation Comment: Supportive of change as it may benefit him financially.	Roadway	Financial Impact: Positive - Negative
Camera/Log Pickup Comment: [Camera/Log not picked up]	-	-
NP3		
Invitation Comment: Recognized change is inevitable and concerned with possible impacts.	Project Fatigue	Change: Nothing - Everything
Camera/Log Pickup Comment: [Camera/Log not picked up]	-	-
NP4		
Invitation Comment: [no comment]	-	-
Camera/Log Pickup Comment: [Camera/Log not picked up]	-	-
NP5		
Invitation Comment: [no comment]	-	-
Camera/Photolog Pickup Comment: Returned camera wth no photos and does not wish to participate in the study. Distrust of UDOT/system - there have been a number of surveys over the last 30 years that keep asking the same thing - have the answers changed?	Project Fatigue	Officials/Expert Opinion: Trust -
NP6		
Invitation Comment: [no comment]	-	-
Camera/Log Pickup Comment: [Camera/Log not picked up]	-	-
NP7		
Invitation Comment: General interest. [Camera/Log not accepted]	Project Fatigue	Interest: Concern - Indifference
NP8		
Invitation Comment: Too busy. [Camera/Log not accepted]	Project Fatigue	Interest: Concern - Indifference
NP9		
Invitation Comment: Not able to work the camera; too shaky due to age; 90 years old. [Camera/Log not accepted]	Project Fatigue	Interest: Concern - Indifference
NP10		
Invitation Comment: Just moved in and not familiar with the area; not willing to comment. [Camera/Log not accepted]	Project Fatigue	Interest: Concern - Indifference
NP11		
Invitation Comment: Not interested; too busy. [Camera/Log not accepted]	Project Fatigue	Interest: Concern - Indifference
NP12		
Invitation Comment: Not interested. [Camera/Log not accepted]	Project Fatigue	Interest: Concern - Indifference
NP13		
Invitation Comment: New to the area and not a native English speaker. [Camera/Log not accepted]	Project Fatigue	Interest: Concern - Indifference
NP14		
Invitation Comment: Unable to help. [Camera/Log not accepted]	Project Fatigue	Interest: Concern - Indifference
NP15		
Invitation Comment: Lack of comfort with study. [Camera/Log not accepted]	Project Fatigue	Interest: Concern - Indifference

Fig 1.2

Location: 400 N 50 W - KSM Guitar Store

Comment: A basic landmark to our east. They are easy to spot and we share a parking lot.

Landmark Visibility: Visible/Known - Absent

Interview: KSM I took the picture of because we share a parking lot between us and a lot of people have seen it because of their instruments and because they have musical or have kids in band or something so that was an easy one to spot. If they can find KSM they can find our parking lot, they can find us.

Landmark Visibility: Visible/Known - Absent

Fig 1.3

Location: Carsmart sign near my entrance

Comment: Land marker and land lords.

Landmark Visibility: Visible/Known - Absent

Interview: Car smart is not only our owners but they are the only one with a visible sign that kind of lets people know where we are. Car smart actually sits directly behind us so if people can find the car smart thing, then they can see that we are right next to the sign. They said that we were suppose to have signage around here but it has never been produced so we use as much signage and road marks for people as we can.

Landmark Visibility: Visible/Known - Absent

Landmark Visibility: Visible/Known - Absent

Fig 1.4

Location: Sol Essentials Salon and Spa

Comment: A hair salon that is behind us that attracts traffic to us.	Landmark	Visibility: Visible/Known - Absent
Interview: Sol Essentials is a hair salon and so sometimes the businesses drive because people have seen us going to the hair salon and they think that we are part of the hair salon. Its Stylin' Pets and Sol Essentials for some reason as a hair salon and so we use them just for the fact that we maybe gain more of their business by seeing us up front.	Location context	Use type: Business - Residential
	Location context	Use type: Business - Residential

Fig 1.5

Location: Bus stop in front of my store

Comment: Draws attention from Bus riders. However there is no bench or protection from the elements.	Landmark	Visibility: Visible/Known - Absent
	Pedestrian/Bike Friendly	Public transit facility: Protected - Exposed
Interview: We have a bus stop up in front so even though we don't get a lot of dogs coming off the bus we do get those who need dog food, sweaters, things like that. So we advertise on our windows for people coming off the bus. So we don't advertise our food we'll advertise treats, toys and things like that in the window. That's who we're targeting through the windows.	Pedestrian/Bike Friendly	Public transit: Stops/Routes Present - Absent
	Transportation context	Traffic: Pedestrian - Large Truck
	Transportation context	Traffic: Pedestrian - Large Truck

Fig 1.6

Location: Stylin' Pets - us

Comment: Front view of our building. Our entrance and location 400 North 58 West.		
Interview: We try to set up our front entrance to look accessible but also display some of the things that we have. During the winter we are a little bit crowded but starting Nov. 2nd we start painting on the windows and putting up ideas for gifts and stuff so we use our windows as best we can to advertise what we are about. So that's why that picture, because of the windows.	Location Context	Visibility: Visible/Known - Absent

Fig 1.7

Location: Corn - Farmers Market

Comment: This operates from Aug-Oct and we get a lot of foot traffic - it is right next door.

Interview: This is actually the spot right next to us. This right here is an open bay and for two months during the summer, people come from Tremonton to sell corn, melons, and things like that. So during the corn season they put up all sort of signage stuff that we can't seem to get away with but they can and so we use them to drive our sales during that period so that the two months they are here, we have sidewalk sales. So that's what drives our sidewalk sale. We also try to put out specials so people we'll come in and look in the store. So we use the farmers markets to drive people into our door.

Location Context	Use type: Business - Residential
Location Context	Visibility: Visible/Known - Absent

Fig 1.8

Location: Sushi and Corner bank building

Comment: These are just landmarks close by.

Interview: This is just leading down to 4th north and the landmarks. This building, believe it or not, the one with the attorneys and the bank and everything else really isn't noticeable. People just seem to bypass it. And I don't know why but the 7-11 on the corner is a good landmark for us and everyone knows what 7-11 is. And if we say we are down the street from 7-11 then we can bring them down. And there's KSM sitting off to our right and then there's a Sushi place but Sushi people tend just to be going for lunch and don't really care about their pets at that point. We don't use them for a big advertiser. We try to use 7-11 as our land mark.

Landmark	Visibility: Visible/Known - Absent
Landmark	Visibility: Visible/Known - Absent
Landmark	Visibility: Visible/Known - Absent
Landmark	Visibility: Visible/Known - Absent
Location Context	Use type: Business - Residential
Landmark	Visibility: Visible/Known - Absent

Fig 1.9

Location: 7-11 - Corner on 4th North

Comment: Easy landmark to spot and give directions by. 4th North and Main. — Landmark — Visibility: Visible/Known - Absent

Interview: We try to use 7-11 as our land mark. — Landmark — Visibility: Visible/Known - Absent

Fig 1.10

Location: Quality Inn

Comment: Easy to spot landmark. — Landmark — Visibility: Visible/Known - Absent

Interview: This is quality inn, they just changed names, and a lot of people still know them by their old name which was Comfort Inn. So we try to use the motel as a point of reference for people, you know. There's 7-11, the hotel, and then there's the state liquor store. Just kind of giving them an idea of how far downn the road we are. — Kids Playing — People in roadway: Safe - Dangerous; Ownership — Ownership: Owner - Renter; Maintained Property — Appearance: Neglected - Maintained

Fig 1.11

Location: Utah Carzz

Comment: 4th North 100 West - landmark to give direction from — Landmark — Visibility: Visible/Known - Absent

Interview: Just another view that people over here can see us and during the summer a lot of people bring their pets and so we'll try to get our windows with big stuff on it so they can see we have treats and stuff they can run over while they are traveling. This one we took of how the sidewalk goes into a little bit of grass. Just the fact that the trees look nice. There's nothing on our side of the road that looks nice. We're kind of bare. And if you look, even in front of the cars, it's got a little bit and stuff like that. — Location Context — Use type: Business - Residential

Vegetation — Vegetation: Mature - Absent

Fig 1.12

Location: Front of Stylin' Pets w/owner

Comment: Bus stop, access to public transit. — Public Transit — Access: Stops/Routes - Absent

Interview: Wife: That's the bus stop that we were taking a picture of.

Husband: I think there's some value in access to mass transit that's close. I like the concept of mass transit. I don't necessarily like the current execution of it, I certainly like the idea of it. That's a picture of our bus stop. But I may of taken another picture too of another one but um, around town some people will have a nice bench and a little and cover and everything too. And I think that's quite vital. — Public Transit; Pedestrian/Bike Friendly — Access: Stops/Routes - Absent; Public Transit Facility: Protected - Exposed

Fig 1.13

Location: Front of Stylin' Pets and farmers garden

Comment: Pretty, well cared for home. — Maintained Property — Appearance: Neglected - Maintained

Interview: This is just showing the farmers market next door that we have... And if you look there is nothing there either. There's drive in and drive out but that's it for our space for parking so there's what, one car parking right there. And so if we have someone who has a wheelchair or anything like that we're very low access. And if you look at the parking lot, which I think I have a picture of later, its crumbling, its difficult, people slide on it, the ice builds up. The winter time, they come and push the snow all up against this and so it's three, four feet high and here's nothing there to stop it, nothing to give us a break on the sidewalk.

Vegetation — Vegetation: Mature - Absent

Access — Quality: Functional - Absent

Preferred Elements

Fig 1.14

Location: 75 W 400 N
Comment: Looking at trees and grass
Interview: Another picture, I mean look how far set back and how much access they have the snow is piled up for the snow and their recovery to be able to get in and have some parking and the city comes first and cleans them right out. It can be a week with no one helping us and the next day they are out their blowing down the snow, taking it away from the sidewalk. Very different. You know, the liquor store gets it but we don't.

Vegetation	Vegetation: Mature - Absent
Access	Quality: Functional - Absent
Access	Maintenance: Adequate - Absent

Fig 1.15

Location: 75 W 400 N
Comment: Looking at road to sidewalk development
Interview: If you look, their sidewalk blends right into the road where we don't get that. Ours dips and comes back up so we get a lake affect. Where theirs tends to come out and flow more easily, so wheel chair accessible again. So they're a lot more accessible than we are.

Access	Quality: Functional - Absent
Access	Quality: Functional - Absent

Fig 1.16

Location: Quality Inn
Comment: Looking at trees and entrance/curb
Interview: And I was just looking at those hedges, I mean just something that distinguishes that there is a building there. But it's nice to look at. You are not going, "oh it's a building". And it makes you a little bit of shade and a little bit of...

Vegetation	Vegetation: Mature - Absent
Access	Quality: Functional - Absent
Vegetation	Vegetation: Mature - Absent

Fig 1.17

Location: Near Bank on 4th and Main Comment: Looking at grassy area	Vegetation	Vegetation: Mature - Absent
Interview: We're looking at the sidewalk itself. And this is done at the bank building and the sidewalk is all nice and all	Access	Sidewalk: Functional - Absent

Fig 1.18

Location: Near Bank on 4th and Main Comment: Looking at side walk	Access	Sidewalk: Functional - Absent
Interview: It's nicely manicured on this side, again a big contrast from what we've got. Just showing you that, even though the bank and even if it was without that, that's still a nice edge.	Vegetation	Vegetation: Mature - Absent
	Access	Maintenance: Adequate - Absent

Fig 1.19

Location: Near Bank on 4th and Main Comment: Looking at trees and set up to road.	Access	Sidewalk: Functional - Absent
Interview: Something that people can walk on and still looks nice that distinguishes that building's there. A little shade during the summer.	Park Strip	Park Strip: Present - Absent
	Access	Sidewalk: Functional - Absent
	Park Strip	Vegetation: Mature - Absent

Fig 1.20

Location: Near Bank on 4th and Main Comment: Looking at curb from main road to entrance of parking lot.	Access	Quality: Functional - Absent
Interview: This is just the access in. If you look, all the things are level and if you look at our sidewalk, nothing's level	Access	Quality: Functional - Absent

Fig 1.21

Location: 75 W 400 N
Comment: Entrance to business. Connection to road. — Access — Quality: Functional - Absent
Interview: Here is their curb going into the state liquor store. And see how easy it is and how easy it would be for them to access. — Access — Quality: Functional - Absent

Fig 1.22

Location: 75 W looking East
Comment: The curb - how well maintained — Roadway — Elements: Adequate - Absent
Interview: And how well the water is maintained. It stays very channelized where with us it pools like a big swimming pool. I mean it's so different on the two sides of the road. — Roadway — Elements: Adequate - Absent

Fig 1.23

Location: 75 W looking West
Comment: Another direction of well maintained curb. — Roadway — Elements: Adequate - Absent
Interview: And this goes down, and this is one of my biggest factors, is the drain line is clear at the end of 1st west on both sides of the road and that's the only drain line we have. And so for anything to melt off and stuff, you have to make sure there is an access for that water. And when the city piles up the snow and the ice there's nowhere for that water to go except for on the sidewalk and into our parking lot. And so we literally get a good foot by 12 feet of water for people to walk through and then if it ices over, there we've got the problem with the dogs and the people and the slipping and sliding. — Roadway — Elements: Adequate - Absent

Fig 1.24

Location: 4th north 100 W
Comment: Drain line at end of street - need more. — Roadway — Elements: Adequate - Absent
Interview: And that's just a few from across. You can see, there's nothing but yet come right down here and here starts the trees. But we have nothing. No shade, the buildings just there and it would be nice that when they develop this road that if they could put something little or just nicer to look at that makes a difference. — Park Strip, Vegetation — Park Strip: Present - Absent, Vegetation: Mature - Absent

P2: Data	Code	Property: Dimensional Scale
Invitation Comment: [no comment]		
Existing Elements of Value		
Fig 2.1		
		
Location: 400 N 480 W		
Comment: Quiet street	Traffic	Noise: Quiet - Noisy
Interview: Husband: That pretty much sums it up. We like the fact that we don't have semi trucks driving down the street right now and we know that's what SR30 brings is semi trucks. That's why we bought the house. Because it's close to the downtown and it's a good central location but it's not on a particularly busy street by any means.	Traffic	Noise: Quiet - Noisy
Fig 2.2		
		
Location: 493 W 400 N		
Comment: Kids playing	Kids Playing	People in roadway: Safe - Dangerous
Interview: Husband: Yah, it's nice that kids can play. We know that that would go away if they put a busy street there. Wife: You have more interaction with your neighbors with kids out playing and stuff.	Neighborhood Feel	Interaction: More - Less
Husband: And another thing too is that's on the other side of our street so we can do that. We can just kind of walk across the street and visit with out friends across the street. What we've noticed at 200 North is that segregated that neighborhood. And the people on one side don't know the people on the other side. So it alters the dynamics of the neighborhood quite a bit.	Neighborhood Feel	Environment: Unites - Divides
Fig 2.3		
		
Location: Tree lined streets 500 W 400 N	Tree Lined Streets	Street Trees: Present - Absent
Comment: Tree lined streets	Tree Lined Streets	Street Trees: Present - Absent
Interview: Um yah, this is just my representation of tree lined streets. That's one of our favorite things about this valley. Cache valley is really big on the park strips and the tree lined streets. And we really and we really like that a lot. We're from Utah County and they don't do that. And it's a noticeable difference between the two.	Tree Lined Streets	Street Trees: Present - Absent
	Tree Lined Streets	Park Strip: Present - Absent Street Trees: Present - Absent

Fig 2.4

Location: 539 W 400 N Comment: Historic home	Historic Homes and Architecture	Type: Historic - New build
Interview: Husband: Yah this, I think, is one of the points we want to drive home too, and this may or may not be the place to do it, but this street I know a lot of people in the city think and government officials we've talked to, look at this street as being just a bunch of run down properties and their ok about throwing a highway here because they could care less. They haven't actually said that in words because they can't because their politicians but they've certainly said that with their actions. And we've just kind of stressed and took a lot of pictures of the nicer homes on our street. And there are, there are plenty of, but yah they're not these big fancy homes like up in the northeast but they are still nice homes.	Project Fatigue	Officials/Expert opinion: Trust - Doubt/Suspicion
Wife: And they have a lot of charm too.	Historic Homes and Architecture	Style: Charm - Repulsion

Fig 2.5

Location: 555 W 400 N Comment: Unique Historic Home	Historic Homes and Architecture	Variety: Much - Little
Interview: Husband: We like some of the differences in architecture. You can go down our street and notice the differences in eras as to when each home was built. Yah, you can see how they started out with bigger lots and sizes and started building around them and things.	Historic Homes and Architecture	Variety: Much - Little

Fig 2.6

Location: 450 W 400 N

Comment: 60's architecture

Historic Homes and Architecture

Variety: Much - Little

Interview: Husband: We have a lot of those.
Wife: Oh and you can just tell which ones are owner occupied...would go down if they built that. And so we…
Husband: And that's one of the things, our neighborhood has a lot of owners in it. And we've talked to a lot of people and we know there's us, there's a couple two doors down there's a lot of people in the neighborhood who are planning on upping and leaving pending litigation of course on the way out the door. Our property values are going to drop pretty big on this.

Ownership

Ownership: Owner-Renter

Project Fatigue

Officials/Expert opinion: Trust - Doubt/Suspicion

Fig 2.7

Location: 421 W 400 N

Comment: Well cared for homes/Owner occupied

Ownership
Maintained Property

Ownership: Owner - Renter
House: Derelict - Sound

Interview: Husband: It's the same thing. We just really like the homes and that's a good point. Is a lot of people have moved in and fixed up the homes in this neighborhood and that's what our plan was with this. We bought it and then we were going to put some good money into it.
Wife: We can see a lot of homes being worked on.
Husband: And we put that on hold right away and we know so not only are we not going to be able to invest money in this home we are going to stand to lose about 25 to $30,000. So it's too bad because a lot of people have bought homes, they've really done nice things like [name omitted] done nice things and [name omitted] have done great things with their home.

Husband: There's another house next to his, that was in horrible shape, when the young couple bought and they've been working really hard to fix it up. Right now they've just pretty much done the inside. But those poor folks are going to lose all their effort and there's another gentleman down here on the corner of 4th west and 4th north, he's not to the outside of his house either but he's put $20,000 to the inside of his house right now. Then you get ready to do the outside and so it's just too bad, I mean there's just, yah, it's just too bad.

Fig 2.8

Location: 305 W 400 N Comment: Purchasing old homes and fixing them up Interview: Husband: That's mostly what we regard, that's why we bought the house, we like the neighborhood. We liked the houses around us, we like the people around us. We like…	Ownership Maintained Property Ownership Maintained Property	Ownership: Owner - Renter House: Derelict - Sound Ownership: Owner - Renter House: Derelict - Sound

Fig 2.9

Location: 380 N 300 W Comment: Well cared for home/Owner occupied Interview: [no comment]	Ownership Maintained Property	Ownership: Owner - Renter House: Derelict - Sound

Fig 2.10

Location: 400 N 400 W Comment: Kid's playing/Owner taking care of home Interview: Wife: It's just the people outside taking care of their house. And you can play and it's not that dangerous.	Kids Playing Ownership Maintained Property Kids Playing Ownership Maintained Property	People in roadway: Safe - Dangerous Ownership: Owner - Renter Appearance: Maintained - Neglected People in roadway: Safe - Dangerous Ownership: Owner - Renter Appearance: Maintained - Neglected

Fig 2.11

Location: 400 N 400 W Comment: Tree lined streets Interview: Husband: I really really like the park strips. I really like that concept.	Tree lined streets Park Strips	Street trees: Present - Absent Park strip: Present - Absent

Fig 2.12

Location: 400 N 420 W Comment: Bus stop, access to public transit. Interview: Wife: That's the bus stop that we were taking a picture of. Husband: I think there's some value in access to mass transit that's close. I like the concept of mass transit. I don't necessarily like the current execution of it, I certainly like the idea of it. That's a picture of our bus stop. But I may of taken another picture too of another one but um, around town some people will have a nice bench and a little and cover and everything too. And I think that's quite vital.	Public Transit Public Transit Pedestrian/Bike Friendly	Access: Stops/Routes - Absent Access: Stops/Routes - Absent Public Transit Facility: Protected - Exposed

Fig 2.13

Location: 407 W 400 N
Comment: Pretty, well cared for home.
Interview: [no comment]

Maintained Property

Appearance: Maintained - Neglected

Preferred Elements

Fig 2.14

Location: 200 N 500 W
Comment: Eliason Park
Interview: Husband: Yah we like this little park on the corner of 2nd north and 2nd west. We really like that. We like how integrated how that kind that neighborhood. It's a busier street and but that park helps a little bit.

Green Space

Ownership: Public - Private

Green Space

Ownership: Public - Private

Neighborhood Feel

Environment: Unites- Divides

Fig 2.15

Location: 400 W 200 N
Comment: Crosswalks
Interview: Husband: We don't have crosswalks at all our intersections now. I certainly would like crosswalks whether they put in that highway or not. If they put in a highway, I'll make sure they put in the cross walks. And this is something I don't have pictures of either, but in Provo, in some higher traffic areas they have light crosswalks like you push the button, there's no intersection there, but you push the button and there are a set of stop lights there and it turns it red as you cross with a set of stop lights that are red versus just waiting for people to stop or hope they will stop. And especially where we have an elementary just a couple blocks over and this highway is going to cut this neighborhood for that school in half. I would particularly be concerned about kids crossing a street that is fairly busy without protected sidewalks.

Traffic Control Devices

Crosswalk: Signaled/Raised - Absent

Traffic Control Devices

Crosswalk: Signaled/Raised - Absent

Fig 2.16

Location: 400 W

Comment: Sidewalks Interview: Wife: Sidewalks, we don't have sidewalks but we… Husband: We like the concept of having a sidewalk. Wife: Yah, up on the east side, they actually get them repaired. We don't even get them. Husband: They get theirs repaired, replaced but that's where the mayor lives.	Access	Sidewalk: Functional - Absent
	Access	Sidewalk: Functional - Absent

Fig 2.17

Location: 350 W 200 N

Comment: Fences, for front yards Interview: Wife: We like on 200 North, there is a lot of fences that if UDOT was going to come in and put that road in, that is something we would certainly push for.	Complete Streets	Screen: Present - Absent

Fig 2.18

Location: 325 W 200 N

Comment: Beautiful park strip Interview: Husband: Yah, we like the park strips. We really enjoy it. They are well cared for. The park strips that exist are well cared for on our street. I don't know if they would be if the highway came in. But I really think the park strips are valuable.	Park Strip	Park Strip: Present - Absent
	Park Strip	Park strip: Maintained - Neglected
	Park Strip	Park Strip: Present - Absent

Fig 2.19

Location: 241 N 300 W

Comment: Beautiful Homes Interview: [no comment]	Maintained Property	Appearance: Neglected - Maintained

Fig 2.20

Location: 220 W 400 N
Comment: Beautiful Homes
Interview: [no comment]

Maintained Property

Appearance: Neglected - Maintained

Fig 2.21

Location: 227 W 400 N
Comment: Beautiful Homes
Interview: Husband: I don't know what else to put.
Wife: We're house people

Maintained Property

Appearance: Neglected - Maintained

Fig 2.22

Location: 425 N 200 W
Comment: Well maintained neighborhood
Interview: Husband: The neighborhood is fairly well maintained. The perceptions different but none the less its actually a very well maintained neighborhood.

Maintained Property

Appearance: Neglected - Maintained

Maintained Property

Appearance: Neglected - Maintained

Fig 2.23

Location: 255 W 400 N
Comment: Open green space
Interview: We like the green space. We thought that something like that would be an ideal park. Like if they were to put a road in it might help if they put in something like Eliason Park over here next to that canal. There's some fun things you can do, we certainly like the green space.

Green Space

Ownership: Public - Private

Green Space

Ownership: Public - Private

Fig 2.24

Location: 300 W 400 N
Comment: Well maintained home
Interview: [no comment]

Maintained Property

Appearance: Neglected - Maintained

Fig 2.25

Location: 343 W 400 N
Comment: Well maintained home
Interview: [no comment]

Maintained Property

Appearance: Neglected - Maintained

Fig 2.26

Location: 2nd North 4th West

Comment: Like the architecture on the bridge.

Historic Homes/Architecture

Style: Charm - Repulsion

Interview: Husband: I like the decorative uh…you can tell this has been maintained but I think it's the State that's actually supposed to maintain it because it's on SR30. But we really like that architecture and over the canals on 2nd north and it's in a few other places in the city. Wife: I've seen it around town. Husband: 2nd north and about 4th west. But I really like the architecture of it and I am very disappointed with how a lot of times the way we do roads and stuff these days the way we do any type of infrastructure. Often times, is less appealing. I just think it's kind of neat that when ever that went in it was probably in the thirties or so that they took the time to make it nice and decorative. It's kind of hard to see with that picture.

Because the concretes old and hasn't been maintained but it has some nice details and it looks really good. It would be nice on ours, where our canal crosses; I think it would be nice to have something like that there too.

Additional Comment

What I'm saying is I want a quality job with architectural details. Don't come in and throw jersey barriers because that's typically what you see with something that looks something like a Jersey barrier looking thing there. Yah. If you're going to destroy the value of the neighborhood you might as well try and mitigate some of that by putting some higher quality things in, but that's one of them. I think it's pretty difficult to enhance unless you're tearing out literal slums. It's pretty hard to enhance. Yah, I guess you could say that's an enhancement. I like the (looking through pictures) I like the open green space with parks close, I definitely like that. I like the crosswalk thing, but it doesn't necessarily say what I'm trying to say and that's that I think that as the road gets busier its absolutely critical that safety is put into it. You look at 2nd north and there hasn't been effort there at all but the state to make sure that that streets safe.Oh yah, Provo has in a couple of their higher risk areas, some of their busier streets with high pedestrian traffic crossing they put in those.
Wife: I think he means the park strips in the median.
Husband: Yah the planted medians. Envision Utah has some pictures when they were flipping through of the planted medians and uh, the ones that they showed they just kind of flipped through them quickly but the ones that they showed were more than just bushes and stuff in the middle, they were actual trees so you had trees on the park strips on the side and trees in the middle and it really just made a dramatic difference with how that street felt and you could tell it was a busy street but it didn't seem like that. And

Historic Homes/Architecture
Green Space

Style: Charm - Repulsion
Ownership: Public - Private

Traffic Control Devices

Crosswalk: Signaled/Raised - Absent

we started talking about it and we recalled our days in Provo, we used to live in Provo, and center street in Provo was like that, and center street in Provo had two lanes on each side with a park strip in the middle and their full size trees in the middle and full size trees on the side and it really, it really helps a lot. And it doesn't fell nearly as busy as it is. Wife: And they did that where the nice homes are so the people didn't get turned away. Husband: Yah, because they have some, because that half of Center Street in Provo is their historic district, like our historic district is Center Street and so, but it made a big difference, it made a really big difference with how that neighborhood felt. So that's definitely something I would push for.	Complete Streets	Traffic calming/control: Medians, bulb-outs, etc. - Absent

P3: Data	Code	Property: Dimensional Scale
Invitation Comment: Concerned with children's safety if transition occurs	Kids Playing	People in roadway: Safe - Dangerous
Existing Elements of Value		
Fig 3.1		
 Location: 340 N 300 W		
Comment: Canal.	Water	Canal: Visible - Not visible
Interview: And that's just the canal. I just like that. It runs through. It kind of gives it a peaceful feeling. It just has its, you know, with water and its running through and stuff so, that's what that is. It's the canal.	Water	Influence: Peaceful - Disturbing
Fig 3.2		
 Location: 340 N 300 W		
Comment: Garden.		
Interview: And that's the garden and I just thought, it seems like a lot of people around this neighborhood have gardens. Some people have them out front and some people have them out back and I just really like, I don't know, to me it just felt like that's just part of the neighborhood was just the fact that people can have gardens and have room to have gardens.	Neighborhood Feel	Garden space: Available - Unavailable
Fig 3.3		
 Location: 4th between 1st and 2nd West		
Comment: Trees.	Tree Lined Streets	Street Trees: Present - Absent
And this was trees. I just think that also gives people a lot of, just a good feeling. You know with the shade. Just the appearance, you know, of the street and stuff. It adds a lot with the trees.	Tree Lined Streets	Appearance: Beneficial - Detrimental
Fig 3.4		
 Location: 4th looking at 2nd West		
Comment: Bus.	Public Transit	Access: Stops/Routes - Absent
Interview: Oh this is the bus. I just really like that the bus comes around and its here and its close in our neighborhood. We have bus stops. We have two, one is on the south side of 4th north and one is on the south side of 4th north, just right around the corner from me. So we can catch it every fifteen minutes really. It's really nice.	Public Transit	Access: Stops/Routes - Absent

Fig 3.5

Location: 4th and 2nd		
Comment: Cars can park easily on street.	On Street Parking	Parking: Necessary - Convenient
Interview: And this is cars parked. I like that cars can park on the street because I know that some places, cars are not allowed to park along the streets and I just really like that because then if you go to visit somebody, I like having the option of parking on the street because it can get really tricky really quickly to try to have people visit if you can't have anywhere to park. We'll they don't want you parking at nighttime between midnight and 5am or for twenty-four hours like from a snowstorm. But that doesn't bother me too much because it is just such a small amount of… I would rather have the option at least.	On Street Parking	Parking: Necessary - Convenient

Fig 3.6

Location: 4th 150 W		
Comment: Produce stand.	Business	Proximity: Near - Distant
Interview: And this is the produce stand that is right on 4th north and I just; I think that adds so much to the neighborhood too. Because so many people come to this produce stand and its there every years and all summer and fall. And I just like that its just really close to town where on this side of 4th north, you just walk a couple of blocks and then you have so many things close at hand.	Business	Proximity: Near - Distant

Fig 3.7

Location: 4th Main		
Comment: Close to town.	Business	Proximity: Near - Distant
Interview: And I just like that its just really close to town where on this side of 4th north, you just walk a couple of blocks and then you have so many things close at hand.	Business	Proximity: Near - Distant

Fig 3.8

Location: 4th 3rd W

Comment: People take care of their homes.	Maintained Property	Appearance: Maintained - Neglected
Interview: There's quite a few people who just take of their homes and it seems like there are a lot of rentals around here. And there is a couple in particular that people really just try to keep up their homes and stuff. I think it makes a lot of difference if people keep their yards looking nice because it adds so much to their homes, and even if it is an older home or even if it is really old, there was a home I didn't take a picture of but its on 4th north and just in between 3rd and 2nd west. Its this little white house that's really old but she just keeps such good care of her lawn, she is like 90 something, but she just keeps such good care of her lawn and I think it makes just such a difference. It's on the east side of the canal.	Maintained Property	Appearance: Maintained - Neglected

Fig 3.9

Location: 340 N 300 W

Comment: Kids playing.	Kids Playing	Roadway: Safe - Dangerous
Interview: I just took a picture of this because these are my kids but I thought there's I know a lot of people who have young kids who… And I just thought that's another thing that I think a lot about our neighborhood and stuff is just a lot of kids being able to play, and right now its with that street not being wide, its really easy to have kids playing and stuff and there's just a lot of kids in the neighborhood.	Kids Playing	Roadway: Safe - Dangerous

Fig 3.10

Location: 300 N 400 W

Comment: Elementary school is close	Proximity to School	School: Near - Distant
Interview: I really like, even though this is one 300 North, I just really like that there is an elementary school close and also, I was thinking when I took this, is along with the kids, like a lot of kids will be walking to school and a lot of kids there's just because the elementary school is here, there is just a lot of kids around and I really love having and elementary school nearby 'cause even where we live, we can hear the kids playing and we can hear just the sounds of the elementary school. So that's why I put that one in.	Proximity to School	School: Near - Distant

Preferred Elements

Fig 3.11

Location: 4th 2nd West

Comment: Crosswalks.	Traffic Control Devices	Crosswalk: Signaled/Raised - Absent
Interview: And cross walks, Ok so these are now, starting with the cross walk, that starts the ones I want to still see. So because with crosswalks, like I think its so important because there's so many people and stuff around and so many kids and things who are constantly out and about I think its so important that there are still crosswalks out.	Traffic Control Devices	Crosswalk: Signaled/Raised - Absent

Fig 3.12

Location: 4th 300 W

Comment: Homes still taken care of.	Maintained Property	Appearance: Neglected - Maintained
Interview: So this is another house, just right on 4th north and on the corner of 4th north and 3rd west and I just thought I wanted to and I don't know how anybody could make somebody take care of their home, but I just thought it would be really nice if people still took care of their homes and still took pride in their homes and stuff like that.	Maintained Property	Appearance: Neglected - Maintained

Fig 3.13

Location: 4th 300 W		
Comment: Canal visible.	Water	Canal: Visible - Not visible
Interview: And the canal, I just like that its visible and I like that its even if they widen it, I would really like them to make it so people could still see it. And this is the house I was telling you about. My kids, I mean we have this canal right out here and its… I just have taught them, you know, like their limits and stuff so I haven't…I mean when their really small, I just have to be really careful and it would be nice if their were little better guards or wall, but at the same time, I thought, I really like that they can see it and they can be accessible like not getting into it necessarily, but just be able to see it and stuff. Where I think if there was too much of a fence, it makes it kind of harder to see it and use it.	Water	Canal: Visible - Not visible
	Safety	Canal: Accessible - Physical restriction
	Water	Canal: Visible - Not visible

Fig 3.14

Location: 4th 300 W		
Comment: Bus stops (still have bus routes near).	Public Transit	Access: Bus/Routes - Absent
Interview: With this one, I thought it would still be nice to be a bus route and I don't know if widening the road or whatever they are doing, I don't know if that would change the bus routes, but I really like having the bus around. So that's something I would really like, it to keep the bus stops around.	Public Transit	Access: Bus/Routes - Absent

Fig 3.15

Location: 1st and 2nd West		
Comment: Trees.	Tree Lined Streets	Trees: Present - Absent
Interview: This is just another picture of trees because I thought, even when they widen it, I would love it if they planted trees to replace the trees that they are going to have to rip up because trees add so much to the neighborhood.	Tree Lined Streets	Trees: Present - Absent
	Neighborhood Feel	Trees: Present - Absent

Fig 3.16

Location: [no entry] Comment: Stop signs to slow traffic strategically.	Traffic Control Devices	Stop sign: Strategic placement - Absent
Interview: I don't know that if all the stuff about how they figure out where to put stop signs and things. But because there are so many kids in this neighborhood and because a lot of people are outside and walking and all that kind of stuff I just thought to strategically place it so that people don't just start go zooming down 4th north and just keep going all the way out. And I thought that could easily cause accidents and injuries	Traffic Control Devices	Stop sign: Strategic placement - Absent

Fig 3.17

Location: 4th and 2nd West Comment: Inviting to pedestrians.	Pedestrian/Bike Friendly	Designated routes: Present - Absent
Interview: This I just thought, there are so many people who, like I said before, are out playing and walking so this isn't just people who are taking a walk. But I thought but this might be kind of redundant of some of the things that I've said but making it inviting to pedestrians to still be out, for families to take parks and things like that and kids still be able to play. And so making sure they are taking the precautions or the, or see whatever that its still inviting for people to do that.	Pedestrian/Bike Friendly	Designated routes: Present - Absent

Fig 3.18

Location: 4th and 2nd West Comment: Curbs.	Roadway	Physical elements: Adequate - Absent
Interview: And curbs all along 4th north. There's on this side of 4th north, there's no curbs and so I thought that actually, and I'm sure they'll do that, but I thought that's something that will be nice to have curbs instead of just kind of grass turning to gravel, turning to road. Its just simple enough but…	Roadway	Physical elements: Adequate - Absent

Fig 3.19

Location: 4th and 2nd/1st West
Comment: Cars can still park.
Interview: And this is something I want too, is cars still to be able to park on the road because I know on center street they widened that, but made it so people couldn't park on the street and that I know caused a lot of people who live there and stuff like that. And I thought it just makes it hard for people to visit and have somewhere to go.

On Street Parking
On Street Parking

Visitor parking: Necessary - Convenient
Visitor parking: Necessary - Convenient

Fig 3.20

Location: 4th and 1st West
Comment: Well marked roads.
Interview: And this well marked road, and this is not a very good picture because its not very well marked, but its really frustrating when your driving down, especially a wide road when its not very well marked because then it was kind of… And the reason I even thought about this is I have a cousin who grew up in west Virginia and he was driving here in Logan and he's like "I don't know where I'm suppose to drive on the road because it was not very well marked. So I thought, that to me is important especially if you are going to widen it, we are going to get more cars traveling just to make sure its really well marked and to keep it really well marked and not let it fade out and not repaint it and stuff. I don't know how to better remedy that, but its really frustrating

Traffic Control Devices
Traffic Control Devices

when you are not very familiar with a road and you don't know exactly where you are suppose to be.

Signs/Markings at all crossings - No signs/markin
Signs/Markings at all crossings - No signs/markings

Fig 3.21

Location: Behind produce stand

Comment: Slow traffic.	Neighborhood Feel	Traffic control devices: Present - Absent
Interview: That's because I couldn't find any speed signs but I thought, kind of going along with the stop signs, I thought I wanted it to be and I wanted it to be a slower speed because there are so many houses and it kind of goes back to the whole neighborhood thing. This was on, it's right behind where the produce stands are. And I was just walking and I saw that and I thought, well this is just an example of it. It's just right on… There's some apartments back there and it's just someone had nailed that up. But I thought that just illustrates to make sure that traffic doesn't get going too fast.	Neighborhood Feel	Traffic control devices: Present - Absent

Fig 3.22

Location: 4th and 2nd/1st West

Comment: Sidewalks.	Pedestrian/Bike Friendly	Designated routes: Present - Absent
Interview: Sidewalks. I just like, and I guess the reason that this is so important to me is because I walk a lot with my kids. I walk to the library, I walk to the stores, I walk a lot places around here and so having well kept sidewalks and having sidewalks that run the length of the street, and so this I thought was a good picture because it goes clear down. I just want to make sure there's good sidewalks that go all the way.	Pedestrian/Bike Friendly	Designated routes: Present - Absent

Additional Comments: There was one that I did think about, and I really wanted to get out to take a picture of it, but if you go out to Nibley its on 800 west? If you are going out towards Wellsville canyon, its on 800 west or south, you turn on that street and they have redone it because a lot of traffic comes in and out of there, they widened it, but in the middle they put in the median, this small strip of vegetation, plants, trees, bushes and stuff and I love that. Because even though there is a lot of traffic going back and forth, it makes it so it doesn't feel like its just this huge concrete, you know, river running through it. So it just gives it more life and you don't feel like you're in such a…I don't know… It just feels like more kind of like, not like your out in the country, but more, I don't know the word to describe it. Its just more aesthetically pleasing and I enjoy going past that instead of just open gravel in the middle because no one drives in the middle.	Complete Streets	Traffic calming/control: Present - Absent
	Complete Streets	Aesthetics: Pleasing - Unpleasant

P4: Data	Code/Phenomenon	Property: Dimensional Scale
Invitation Comment: Concern regarding Logan City requirement limiting number of accesses to a property.	Access to Property	Quality: Functional - Absent
Existing Elements of Value		
Fig 4.1		
 Location: 400 N West side. Comment: Quiet street	Traffic	Volume: Low - High
Interview: Husband: I think we are trying to capture the…its not really a good canopy but we liked the tree lined aspect of it and that pretty much almost stops at first west, second west. I imagine they probably had trees in the past but maybe there was a disease problem and they took out that section, I don't know. That's one thing I do like about that.	Tree Lined Streets	Street trees: Present - Absent
Fig 4.2		
 Location: 400 N 260 West Comment: Open irrigation canals.	Water	Canal: Visible - Not Visible
Interview: Husband: We like having the open canal nearby. Its just nice, nice looking and this one is right by our house, right across the street here and that family has a bunch of things planted along it. So I don't know if having the project come through is going to affect how much of that is visible anymore. You know if they are widening the road, if they are going to create fence lines along that or anything if there is more pedestrian traffic coming through and they don't want people messing with it, I don't know. It doesn't really look like a, you know,	Water	Canal: Visible - Not Visible
Fig 4.3		
[no image] Location: 400 N roadside Comment: Sidewalks.		
Interview: Husband: I don't even remember. Do we have something written down for it? Maybe we were trying to take a picture and it didn't flash, I don't know. It could have been that we were trying to capture the streetlights rather than having the obnoxious big metal ones that kind of lean out over the street. I can't really tell what it is. [Wife's name] might remember. [Wife's name], do you remember what this picture is?	Pedestrian/Bike Friendly	Street lighting: Aesthetically pleasing - Not present

Preferred Elements

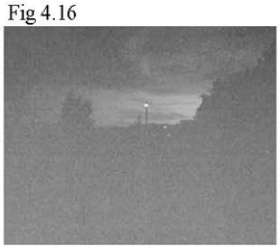
Fig 4.14 [no image]	Location: Main Street, Brigham City (no image on camera) Comment: Trees along road Interview: [no comment]	Tree Lined Streets	Street trees: Present - Absent
Fig 4.15 [no image]	Location: No image Comment: Bike lane Interview: [no comment]	Pedestrian/Bike Friendly	Designated routes: Present - Absent
Fig 4.16 	Location: Boulevard (Logan) Comment: Wide sidewalks w/aesthetically pleasing street lights. Interview: Wife: There was one we were trying to take of streetlights and then I think that there was one on the boulevard that we took of the wide sidewalk, I thought, and then one of the street lights.	Pedestrian/Bike Friendly Pedestrian/Bike Friendly	Designated routes: Present - Absent Street lighting: Aesthetically pleasing - Not present Designated routes: Present - Absent Street lighting: Aesthetically pleasing - Not present
Fig 4.17 [no image]	Location: 1600 E. Logan Comment: Bike lane (real one, marked for bikes) Interview: And then there was one that we took that I know it was nighttime and we took a picture of lady riding her bike because we wanted the bike lane. Maybe we didn't write it on there but I thought we had mentioned the street lights like we like the style of street lights that they were classy. Husband: 'Cause there are certain sections of this road right now that don't really have street lights. Wife: I thought it was up on the boulevard too. Husband: It probably was to get the street lights and the wide sidewalk. Wife: Yah, that's what I was thinking. Husband: I think the sidewalks end, at least on our street right at third almost. Yah just two houses, and than you have four blocks with no sidewalk.	Pedestrian/Bike Friendly Pedestrian/Bike Friendly	Designated routes: Present - Absent Designated routes: Present - Absent Street lighting: Aesthetically pleasing - Not present

Fig 4.18

Location: 1400 N. (by hospital) in Logan

Comment: Covered bus stop.

Interview: Husband: We have two bus stops here right now and that is one thing that we do like, cuz I know fourth north on the east side, they don't have bus stops on fourth north. And so I don't know that if when they draw that out this way, if they re going to remove our bus stops because that is something we do like having and we took a picture of that because it would be nice to have some type of a shelter of course.

Public Transit

Access: Stops/routes - Absent

Pedestrian/Bike Friendly

Public Transit Facility: Protected - Exposed

Additional Comments: Wife: Um, I don't know. When we've talked about it, the main thing was like a sidewalk would be good, trees are nice, and lighting. Honestly, I thought that was pretty much the only things we felt like we really thought about.
Husband: Mostly because we go on walks almost every night. Its just there are a lot of cars coming around the corners and stuff and you can't really be seen. There's no sidewalk either, it's just kind of obnoxious. There's nowhere to go and there's not really any crosswalks this way either.
Wife: There's a couple, maybe one. But that would be nice too. There's not one on every intersection but those are things I remember that we talked about.

Pedestrian/Bike Friendly
Complete Streets

Designated routes: Present - Absent
Traffic calming/controal: Present - Absent

P5: Data	Code/Phenomenon	Property: Dimensional Scale
Invitation Comment: Not supportive of transition to highway - Would like things to stay the same	Roadway Project Fatigue	Highway Value: Positive - Negative Change: Nothing - Everything
Existing Elements of Value		
Fig 5.1  Location: 305 W 400 N Comment: Safe place for our Grandchildren to play. Interview: [no interview]	Kids Playing	Roadway: Safe - Dangerous
Fig 5.2  Location: 305 W 400 N Comment: Tree we planted and have watched grow. Interview: [no interview]	Tree Lined Streets	Street Trees: Present - Absent
Fig 5.3  Location: 305 W 400 N Comment: Tree. Interview: [no interview]	Tree Lined Streets	Street Trees: Present - Absent
Fig 5.4  Location: 305 W 400 N Comment: On Street Parking for visitors. Interview: [no interview]	On Street Parking	Parking: Necessary - Convenient
Fig 5.5  Location: 305 W 400 N Comment: Low volume of traffic. Interview: [no interview]	Traffic	Volume: Low - High

Fig 5.6

Location: 325 W 400 N
Comment: Clean Residential area.
Interview: [no interview]

Maintained Property

Appearance: Neglected - Maintained

Fig 5.7

Location: 324 W 400 N
Comment: Mature trees, clean yards.
Interview: [no interview]

Tree Lined Streets
Maintained Property

Street Trees: Present - Absent
Appearance: Neglected - Maintained

Fig 5.8

Location: 346 W 400 N
Comment: Long time
Interview: [no interview]

Neighborhood Feel

Neighbors: Established - New

Fig 5.9

Location: 400 N 400 W
Comment: Safe walkways to Church and School.
Interview: [no interview]

Pedestrian/Bike Friendly

Designated Routes: Present - Absent

Fig 5.10

Location: 400 N 300-400 W
Comment: Quiet and Safe walking area.
Interview: [no interview]

Pedestrian/Bike Friendly
Traffic

Designated Routes: Present - Absent
Noise: Quiet - Loud

Fig 5.11

Location: 305 W 400 N
Comment: Wide parking strips.
Interview: [no interview]

Park Strip

Width: Wide - Narrow

Preferred Elements

Fig 5.12

Location: 76 W 400 N
Comment: Old run down rentals.
Interview: [no interview]

Maintained Property

Appearance: Neglected - Maintained
Occupant: Owner - Renter

Fig 5.13

Location: 86 W 400 N
Comment: Old run down rentals.
Interview: [no interview]

Maintained Property

Appearance: Neglected - Maintained
Occupant: Owner - Renter

Fig 5.14

Location: State Liquor Store
Comment: Not for neighborhoods!
Interview: [no interview]

Business

Location context: Commercial - Residential

Fig 5.15

Location: Main Street 400 N
Comment: 7-11.
Interview: [no interview]

Business

Location context: Commercial - Residential

Fig 5.16

Location: Main Street 400 N
Comment: Phillips 66.
Interview: [no interview]

Business

Location context: Commercial - Residential

Fig 5.17

Location: Main Street 400 N
Comment: Truck traffic.
Interview: [no interview]

Pedestrian/Bike Friendly

Traffic: Pedestrian - Large trucks

Fig 5.18

Location: Main Street 400 N
Comment: Truck traffic.
Interview: [no interview]

Pedestrian/Bike Friendly

Traffic: Pedestrian - Large trucks

Fig 5.19

Location: 330 E 400 N
Comment: Rundown rent property.
Interview: [no interview]

Maintained Property

Appearance: Neglected - Maintained
Occupant: Owner - Renter

Fig 5.20

Location: 485 E 400 N
Comment: Apartments.

Interview: [no interview]

Maintained Property

Appearance: Neglected - Maintained
Occupant: Owner - Renter

Fig 5.21

Location: 485 E 400 N
Comment: Apartments.

Interview: [no interview]

Maintained Property

Appearance: Neglected - Maintained
Occupant: Owner - Renter

Fig 5.22

Location: 675 E 400 N
Comment: Trash cans out all the time/Apartments.
Interview: [no interview]

Maintained Property

Appearance: Neglected - Maintained
Occupant: Owner - Renter

Fig 5.23

Location: 700 E 400 N
Comment: USU traffic.
Interview: [no interview]

Traffic

Volume: Low - High

Fig 5.24

Location: 400 N Main
Comment: Poor state road maintenance.
Interview: [no interview]

Roadway

Maintenance: Adequate - Absent

Fig 5.25

Location: 400 N Main
Comment: No parking strip
Interview: [no interview]

Park Strip

Park Strip: Present - Absent

Fig 5.26

Location: 400 N 1st West
Comment: Car lot.
Interview: [no interview]

Business

Location context: Commercial - Residential

No additional comments

P6: Data	Code/Phenomenon	Property: Dimensional Scale
Invitation Comment(IC): Opposed transition to highway - need to keep existing trees - don't cut them down	Tree Lined Streets	Street Trees: Present - Absent
Existing and Preferred Elements of Value		
Fig 6.1	Tree Lined Streets	Street Trees: Present - Absent
 Location: 400 N Comment: [no comment] Interview: [no interview]		
Fig 6.2	Tree Lined Streets	Street Trees: Present - Absent
 Location: 400 N Comment: [no comment] Interview: [no interview]		
Fig 6.3	Tree Lined Streets	Street Trees: Present - Absent
 Location: 400 N Comment: [no comment] Interview: [no interview]		
Fig 6.4	Tree Lined Streets	Street Trees: Present - Absent
 Location: 400 N Comment: [no comment] Interview: [no interview]		
Fig 6.5	Tree Lined Streets	Street Trees: Present - Absent
 Location: 400 N Comment: [no comment] Interview: [no interview]		
Fig 6.6	Tree Lined Streets	Street Trees: Present - Absent
 Location: 400 N Comment: [no comment] Interview: [no interview]		

Fig 6.7 Tree Lined Streets Street Trees: Present - Absent

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Fig 6.8 Tree Lined Streets Street Trees: Present - Absent

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Fig 6.9 Tree Lined Streets Street Trees: Present - Absent

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Fig 6.10 Tree Lined Streets Street Trees: Present - Absent

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Fig 6.11 Tree Lined Streets Street Trees: Present - Absent

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Fig 6.12

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Tree Lined Streets — Street Trees: Present - Absent

Fig 6.13

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Tree Lined Streets — Street Trees: Present - Absent

Fig 6.14

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Tree Lined Streets — Street Trees: Present - Absent

Fig 6.15

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Tree Lined Streets — Street Trees: Present - Absent

Fig 6.16

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Traffic Control Devices — Signage: Present - Absent

Fig 6.17

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Traffic Control Devices — Signage: Present - Absent

Fig 6.18

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Pedestrian/Bike Friendly — Designated Routes: Present - Absent

Fig 6.19

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Pedestrian/Bike Friendly — Designated Routes: Present - Absent

Fig 6.20

Location: 400 N
Comment: [no comment]
Interview: [no interview]

Pedestrian/Bike Friendly Designated Routes: Present - Absent

P7: Data	Code/Phenomenon	Property: Dimensional Scale
Invitation Comment: Not supportive of transition to highway due to increase in pedestrian/auto conflicts if change occurs.	Pedestrian/Auto Conflict	Traffic: Pedestrian - Large Truck
Existing Elements of Value		
Fig 7.1  Location: 400 N 300 W Comment: Tranquil street view at sundown. Interview: [no interview]	View	Quality: Pleasing - Disturbing
Fig 7.2  Location: 400 N 300 W Comment: Wandering baby (and wagon) goes into street without getting hit. Interview: [no interview]	Pedestrian/Bike Friendly	Roadway: Safe - Dangerous
Fig 7.3  Location: 400 N 300 W Comment: Dog runs into the street safely (get the ball!) Interview: [no interview]	Pedestrian/Bike Friendly	Roadway: Safe - Dangerous
Fig 7.4  Location: 400 N 300 W Comment: Bikers meander about. Interview: [no interview]	Pedestrian/Bike Friendly	Roadway: Safe - Dangerous
Fig 7.5  Location: 400 N 300 W Comment: Neighbors chat casually in the road. Interview: [no interview]	Pedestrian/Bike Friendly	Roadway: Safe - Dangerous
Fig 7.6  Location: 400 N 250 W Comment: Tree-lined street. Interview: [no interview]	Tree Lined Streets	Street trees: Present - Absent
Fig 7.7  Location: 400 N 200 W Comment: Stop signs to make sure traffic moves slowly. Interview: [no interview]	Traffic Control Devices	Stop sign: Strategic placement - Absent

Fig 7.8

Location: 400 N 250 W

Comment: Big trees and quaint houses - almost a "country road" feeling.

Interview: [no interview]

Country Road Feel

Property and Vegetation: Establish New

Fig 7.10

Location: 400 N 250 W

Comment: A place where people like to take walks.

Interview: [no interview]

Pedestrian/Bike Friendly

Designated routes: Present - Absent

Fig 7.11

Location: 400 N 300 W

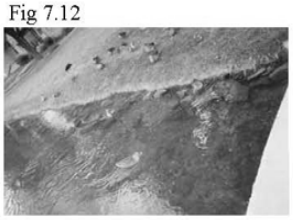
Comment: Street safe enough for a bit of street ball.

Interview: [no interview]

Kids Playing

Roadway: Safe - Dangerous

Fig 7.12



Location: 400 N 300 W canal
Comment: Ducks live here (and sometimes cross the
Interview: [no interview]

Wildlife

Roadway crossing: Safe - Dangerous

Fig 7.13

Location: 400 N 300 W
Comment: Kids going home from school - no crossing guard needed.
Interview: [no interview]

Traffic

Volume: Low - High

Fig 7.15

Location: 200 N 300 W Logan
Comment: Sidewalks all along the road.
Interview: [no interview]

Pedestrian/Bike Friendly

Designated routes: Present - Absent

Fig 7.16

Location: 200 N 300 W Logan
Comment: Ditches all along the road.
Interview: [no interview]

Water

Canal: Visible - Not visible

Fig 7.17

Location: 200 N 300 W Logan
Comment: If a busier road, no more than 3 lanes wide (OK if edges without lanes).
Interview: [no interview]

Roadway

Width: Wide - Narrow

Fig 7.18

Location: 200 N 300 W Logan
Comment: Traffic lights timed so that walkers can still easily cross street - not a constant flow of traffic.
Interview: [no interview]

Complete Streets

Traffic calming/control: Present - Absent

Fig 7.19

Location: 700 N on campus (USU)
Comment: Boulevard-like islands look nice and give crossing pedestrians a safe place halfway across.
Interview: [no comment]

Complete Streets
Pedestrian/Bike Friendly

Traffic calming/control: Present - Absent
Roadway: Safe - Dangerous

Fig 7.20

Location: 700 N on campus (USU)
Comment: Pinched in areas at crosswalks emphasize pedestrian crossings.
Interview: [no comment]

Complete Streets
Pedestrian/Bike Friendly

Traffic calming/control: Present - Absent
Roadway: Safe - Dangerous

Fig 7.21

Location: 600 E between 400 & 500 N, Logan
Comment: Speed limits kept low.
Interview: [no interview]

Traffic Control Devices

Speed limit: Signed - Unmarked

Fig 7.22

Location: Boulevard, Logan
Comment: Nice street borders with grass and plantings (further down were benches)
Interview: [no interview]

Park Strip

Park strip: Present - Absent

Fig 7.23

Location: [web link] http://blog.pps.org/wp-content/uploads/2009/07/bike-lane.jpg
Comment: Bike lanes - encouragement of other transportation (beyond cars).
Pedestrian/Bike Friendly Designated routes: Present - Absent
Interview: [no interview]

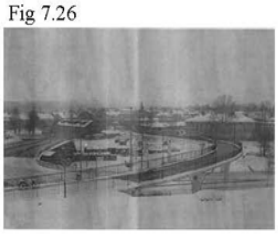
Fig 7.24

Location: [web link] http://www.northwestmagazines.com/images/hyde_park_Casa_Mexico.jpg
Comment: Possible re-zoning so that existing buildings could be turned into stores or cafes.
Business Location context: Commercial - Residential
Interview: [no interview]

Fig 7.25

Location: [web link] http://www.onethousandthingstodo.com/post_images/070308_27052/details/pd_DSCN4918.jpg
Comment: Another example of a café and clearly marked crosswalks to highlight pedestrian use.
Business Location context: Commercial - Residential
Pedestrian/Bike Friendly Designated routes: Present - Absent
Interview: [no interview]

Fig 7.26



Location: Umea, Sweden [web link] http://umebike.files.wordpress.com/2009/02/11080311.jpg
Comment: If the road gets too busy - a pedestrian/bike bridge over the road, such as this one in Umeá, Sweden.
Pedestrian/Bike Friendly Designated routes: Present - Absent
Interview: [no interview]

Additional Comments: We like this area as a neighborhood. A busy street would change our area from a neighborhood to a through-fare. If it would change to this, anything that would downplay that new role, and especially use by vehicles, would be good. The last three images take this a step further and create another kind of environment that might be palatable. Something like east 400 N in Logan is the worst thing we could think of having here.

Pedestrian/Bike Friendly Designated routes: Present - Absent
Business Location context: Commercial - Residential
Complete Streets Traffic calming/control: Present - Absent

P8: Data		Code/Phenomenon	Property: Dimensional Scale
Existing Elements of Value			
Fig 8.1			
	Location: 255 W 400 N Comment: Trees providing shade. Interview: [no interview]	Trees	Shade: Present - Absent
Fig 8.2			
	Location: 246 W 400 N Comment: Trees/shade and esthetic effect. Interview: [no interview]	Trees	Shade: Present - Absent
Fig 8.3			
	Location: 246 W 400 N Comment: Rear - no a/c - one of many. Interview: [no interview]	Historic Homes/Architecture	Type: Historic - New build
Fig 8.4			
	Location: 255 W 400 N Comment: Not noise resistant. Windows - one of many 50 yrs old. Interview: [no interview]	Historic Homes/Architecture Traffic	Type: Historic - New build Noise: Quiet - Loud
Fig 8.5			
	Location: 293 W 400 N Comment: Parking in shade. Interview: [no interview]	On Street Parking	Shade from trees: Present - Absent
Fig 8.6			
	Location: 346 W 400 N Comment: Pride of ownership. Well kept front yard. Interview: [no interview]	Maintained Property	Appearance: Neglected - Maintained
Fig 8.7			
	Location: 343? W 400 N Comment: Attractive front Interview: [no interview]	Maintained Property	Appearance: Neglected - Maintained

Fig 8.8

Location: 385 W 400 N
Comment: Mulitiple mailboxes. Indicates more entries onto 400 N.
Interview: [no interview]

Rental Property

Impact on roadway: High - Low

Fig 8.9

Location: 407 W 400 N
Comment: Broom on front porch. Increases in dust.
Interview: [no interview]

Traffic

Volume: Low - High

Fig 8.10

Location: 431 W 400 N
Comment: Entry to owners pathway. Pride.
Interview: [no interview]

Maintained Property

Appearance: Neglected - Maintained

Fig 8.11

Location: 448 W 400 N
Comment: Entrepreneurship.
Interview: [no interview]

Business

Location Context: Commercial - Residential

Fig 8.12

Location: 521 W 400 N
Comment: Parking.
Interview: [no interview]

On Street Parking

Parking: Necessary - Convenient

Fig 8.13

Location: 509 W 400 N
Comment: Strolling.
Interview: [no interview]

Pedestrian/Bike Friendly

Designated routes: Present - Absent

Preferred Elements

Fig 8.14

Location: 431 W 400 N
Comment: New trees. Regrowth of shade.
Interview: [no interview]

Tree Lined Streets
Trees

Street trees: Present - Absent
Shade: Present - Absent

Fig 8.15

Location: 426 W 400 N
Comment: Hope, new trees planted.
Interview: [no interview]

Tree Lined Streets

Street trees: Present - Absent

Fig 8.16

Location: 325 W 400 N
Comment: New windows.
Interview: [no interview]

Traffic

Noise: Quiet - Loud

Fig 8.17

Location: 231 W 500 N
Comment: Horesback riding.
Interview: [no interview]

Traffic
Pedestrian/Bike Friendly

Roadway: Safe - Dangerous
Roadway: Safe - Dangerous

Fig 8.18

Location: 231 W 500 N
Comment: Two horses w/riders.
Interview: [no interview]

Traffic
Pedestrian/Bike Friendly

Roadway: Safe - Dangerous
Roadway: Safe - Dangerous

Fig 8.19

Location: ICON between 10th and 6th
Comment: Upright yews, noise abatement.
Interview: [no comment]

Traffic
Complete Streets

Noise: Quiet - Loud
Screen: Present - Absent

Fig 8.20

Location: 941 S 600 N
Comment: Speed limit sign.
Interview: [no comment]

Traffic Control Devices

Speed limit: Signed - Unmarked

Fig 8.21

Location: HWY 185 Just beyond Edwards Furniture
Comment: Brake noise enforcement.
Interview: [no interview]

Traffic
Traffic Control Devices

Noise: Quiet - Loud
Signage: Present - Absent

Fig 8.22

Location: 2450 S ? 600 W
Comment: Median islands.
Interview: [no interview]

Complete Streets

Traffic calming/control: Present - Absent

Fig 8.23

Location: 300 N 400 W
Comment: School ahead sign on 400 N.
Interview: [no interview]

Traffic Control Devices

School identified: Signs/paint - Absent

Fig 8.24

Location: 300 N 400 W
Comment: School xing sign and marking on 400 N.
Interview: [no interview]

Traffic Control Devices

School identified: Signs/paint - Absent

Fig 8.25

Location: 500 W 397 N
Comment: Kids coming home from school.
Interview: [no interview]

Pedestrian/Bike Friendly

Roadway: Safe - Dangerous

Fig 8.26

Location: 424 W 400 N
Comment: Entrepreneurship - no more film - Ice cream truck just came up the street.
Interview: [no interview]

Business

Location Context: Commercial - Residential

Additional Comments: In an established residential area, it is difficult to introduce noise without there being repercussion to the residence's resistance; windows shaking, houses rattling, with multiple egresses to the proprosed route, both drivers(residents) and traffic may be equally frustrated. Many residents have family visit, celebrate occasions, and enjoy visitors. Parking has never been a problem. In deference to the intrusion of a main highway, a softening of the environment to include rural town attributes so that the enjoyment of strolling, walking to school, church, and the store hub area at 400 N and Main are still feasible. Thank you for the opportunity to attempt to portray these representations.

Traffic
Traffic
On Street Parking
Complete Streets

Volume: High - Low
Noise: Quiet - Loud
Parking: Necessary - Convenient
Traffic calming/control: Present - Absent

P9: Data		Code/Phenomenon	Property: Dimensional Scale
Existing Elements of Value			
Fig 9.1			
	Location: 448 W 400 N - 1 Sept - 4pm Comment: Kids in front yard playing - SAFE! Interview: [no interview]	Kids Playing	Roadway: Safe - Dangerous
Fig 9.2			
	Location: 448 W 400 N - 1 Sept - 4pm Comment: Kids in front yard playing - Happy! Interview: [no interview]	Kids Playing	Roadway: Safe - Dangerous
Fig 9.3			
	Location: 448 W 400 N - 1 Sept - 4pm Comment: Kids and house - our home sweet home. Interview: [no interview]	Home and Family	House: Structure - Home
Fig 9.4			
	Location: 448 W 400 N - 1 Sept - 4pm Comment: Our beautiful tree - We love it. Interview: [no interview]	Trees	Ownership: Owner - Neighbor

Fig 9.5

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: View out the front window.
Interview: [no interview]

View

Quality: Pleasing - Disturbing

Fig 9.6

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: 400 N. looking East.
Interview: [no interview]

Traffic

Volume: High - Low

Fig 9.7

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: Kids in road.
Interview: [no interview]

Kids Playing

Roadway: Safe - Dangerous

Fig 9.8

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: 400 N. looking West.
Interview: [no interview]

Traffic

Volume: High - Low

Fig 9.9

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: Neighbors tree.
Interview: [no interview]

Trees

Ownership: Owner - Neighbor

Fig 9.10

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: Maple tree.
Interview: [no interview]

Tree Lined Streets

Street trees: Present - Absent

Fig 9.11

Location: 455 W 400 N - 13
Sept 5:30pm
Comment: Row of trees.
Interview: [no interview]

Tree Lined Streets

Street trees: Present - Absent

Fig 9.12

Location: 455 W 400 N - 13
Sept 5:30pm
Comment: Irrigation ditch. | Water | Canal: Visible - Not visible
Interview: [no interview]

Preferred Elements

Fig 9.14

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: Power lines. | Utilities | Power lines: Visible - Not visible
Interview: [no interview]

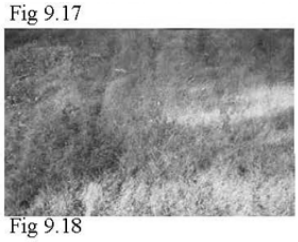
Fig 9.15

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: Parking. | On Street Parking | Parking: Necessary - Convenient
Interview: [no interview]

Fig 9.16

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: Shade. | Trees | Shade: Present - Absent
Interview: [no interview]

Fig 9.17



Location: 448 W 400 N - 13
Sept 5:30pm
Comment: Front lawn. | Green Space | Vegetation: Mature - Absent
Interview: [no interview]

Fig 9.18

[No image]

448 W 400 N - 13 Sept 5:30pm

Comment: Fresh air. | Air | Quality: Fresh - Polluted
Interview: [no interview]

Fig 9.19

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: View of mountains. View Quality: Pleasing - Disturbing
Interview: [no comment]

Fig 9.20

Location: 448 W 400 N - 13
Sept 5:30pm
Comment: Empty street. Traffic Volume: Low - High
Interview: [no comment]

Fig 9.21

Location: 428 W 400 N - 13
Sept 5:30pm
Comment: Bus stop. Public Transit Access: Stops/Routes - Absent
Interview: [no interview]

Fig 9.22

Location: 400 W 400 N - 13
Sept 5:30pm
Comment: Cross walk. Traffic Control Devices Crosswalk: Signaled/Raised - Absent
Pedestrian/Bike Friendly Designated Routes: Present - Absent
Interview: [no interview]

Fig 9.23

Location: 400 W 400 N - 13
Sept 5:30pm
Comment: Quiet street. Traffic Noise: Quiet - Loud
Interview: [no interview]

Fig 9.24

Location: 400 W 400 N - 13 Sept 5:30pm
Comment: Stop sign.
Interview: [no interview]

Traffic Control Devices

Stop sign: Strategic placement - Absent

Fig 9.25

[no image]

Location: 400 W 400 N - 13 Sept 5:30pm
Comment: 2 way stop.
Interview: [no interview]

Traffic Control Devices

Stop sign: Strategic placement - Absent

Fig 9.26

Location: [no entry]
Comment: [no entry]
Interview: [no interview]

View

Quality: Pleasing - Disturbing

P10: Data	Code/Phenomenon	Property: Dimensional Scale
Invitation Comment: Not supportive of transition to highway - concerned with children's safety in travel to school and home	Kids Playing	Roadway: Safe - Dangerous
Existing Elements of Value		
Fig 10.1  Location: 421 W 400 N Comment: My irrigation ditch opening. Interview: [no interview]	Water	Canal: Visible - Not visible
Fig 10.2  Location: 432 W 400 N Comment: House being fixed up. Interview: [no interview]	Maintained Property	Appearance: Neglected - Maintained
Fig 10.3  Location: Along 400 N (431 W) Comment: Student walking to school. Interview: [no interview]	Pedestrian/Bike Friendly	Designated routes: Present - Absent
Fig 10.4  Location: 431 W 400 N Comment: House kept up. Interview: [no interview]	Maintained Property	Appearance: Neglected - Maintained
Fig 10.5  Location: Shooting East on 400 Comment: TREES in parking. Interview: [no interview]	Tree Lined Streets	Street trees: Present - Absent

Fig 10.6

Location: House on corner 400 N 400 W
Comment: Young couple fixed up - added fence.
Interview: [no interview]

Maintained Property

Appearance: Neglected - Maintained

Fig 10.7

Location: Safe for kids to cross 400 N
Comment: SAFE crossing.
Interview: [no interview]

Pedestrian/Bike Friendly

Roadway: Safe - Dangerous

Pedestrian/Bike Friendly

Designated routes: Present - Absent

Fig 10.8

Location: Along 400 W just past 400 N Intersection
Comment: Quiet neighborhood - can even ride a horse.
Interview: [no interview]

Pedestrian/Bike Friendly

Traffic

Roadway: Safe - Dangerous

Volume: High - Low

Fig 10.9

Location: Corner of 400 N and 400 W
Comment: City walking path.
Interview: [no interview]

Pedestrian/Bike Friendly

Designated routes: Present - Absent

Fig 10.10

Location: Bike rider on 400 N
Comment: Safe for bikes.
Interview: [no interview]

Pedestrian/Bike Friendly

Traffic

Roadway: Safe - Dangerous

Volume: High - Low

Fig 10.11

-

Location: [accidental image]
Comment: [no entry]
Interview: [no interview]

Fig 10.12

Location: 407 W 400 N
Comment: Neighbors can visit with each other.
Interview: [no interview]

Traffic

Noise: Quiet - Loud

Fig 10.13

Location: [no entry]
Comment: [no entry]
Interview: [no interview]

Proximity to School

School: Near - Distant

Fig 10.14

Location: 421 W 400 N
Comment: Places for family to park.
Interview: [no interview]

On Steet Parking

Parking: Necessary - Convenient

Fig 10.15

Location: 421 W 400 N
Comment: Keep distance from front door to street the same.
Interview: [no interview]

Complete Streets

Setback: Near - Far

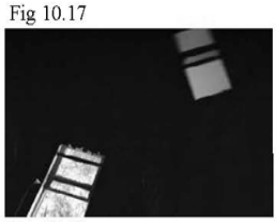
Fig 10.16

Location: 421 W 400 N
Comment: No semi's.
Interview: [no interview]

Traffic

Type: Pedestrian - Large trucks

Fig 10.17



Location: [no entry]
Comment: (my niece took a picture I think)
Interview: [no interview]

Fig 10.18

Location: [web link] http://www.students.bucknell.edu/projects/trafficcalming/library.html - last 2 pictures with white car, red ?
Comment: Neighborhood roundabouts. (for 2nd West)
Interview: [no interview]

Complete Streets

Traffic calming/control: Present - Absent

Fig 10.19

Location: [web link] http://www.students.bucknell.edu/projects/trafficcalming/library.html - last 2 pictures with white car, red ?

Comment: Raised crosswalk. Pedestrian/Bike Friendly Designated routes: Present - Absent (for 400 West)

Interview: [no comment]

Fig 10.20

Pedestrian/Bike Friendly Designated routes: Present - Absent

Location: [web link] www.chicagobikes.org/existingbikelanes.html

Comment: First picture.

Interview: [no comment]

Fig 10.21

[no image]

Location: 400 W 300 N

Comment: Crossing guard. Pedestrian/Bike Friendly Roadway: Safe - Dangerous

Interview: [no interview]

Fig 10.22

Location: 200 N

Comment: Speed to 30. Traffic Control Devices Speed limit: Signed - Unmarked

Interview: [no interview]

Fig 10.23

Location: 200 N

Comment: Flashing lights. Pedestrian/Bike Friendly Designated routes: Present - Absent

Interview: [no interview]

Fig 10.24

Location: 200 N

Comment: Trees. Tree Lined Streets Street trees: Present - Absent

Interview: [no interview]

Fig 10.25

Location: 200 N
Comment: Bus stop.
Interview: [no interview]

Public Transit

Access: Stops/routes - Absent

Fig 10.26

Location: [no entry]
Comment: [no entry]
Interview: [no interview]

Water

Irrigation ditch: Visible - Not visible

P11: Data	**Code/Phenomenon**	**Property: Dimensional Scale**
Invitation Comment: Not supportive of transition to highway - Busy but willing to participate	Project Fatigue	Change: Nothing - Everything
Existing and Preferred Elements of Value		
Fig 11.1	Tree Lined Streets Water	Street trees: Present - Absent Irrigation ditch: Visible - Not visible

Location: [no entry]
Comment: [no entry]
Interview: [no interview]

Fig 11.2	Tree Lined Streets Water	Street trees: Present - Absent Irrigation ditch: Visible - Not visible

Location: [no entry]
Comment: [no entry]
Interview: [no interview]

Fig 11.3	Trees Water	Trees: Present - Absent Irrigation ditch: Visible - Not visible

Location: [no entry]
Comment: [no entry]
Interview: [no interview]

Fig 11.5

Location: [no entry]
Comment: [no entry]
Interview: [no interview]

Trees

Trees: Present - Absent

Fig 11.6

Location: [no entry]
Comment: [no entry]
Interview: [no interview]

View

Quality: Pleasing - Disturbing

Fig 11.7

Location: [no entry]
Comment: [no entry]
Interview: [no interview]

Tree Lined Streets
Traffic

Street trees: Present - Absent
Volume: High - Low

Appendix D.

Axial Coding

Axial Coding

Code	Property(ies) and Dimension(s)	Major Category
Access	**Accessibility: High - Absent**	Complete Streets
	Figure(s): 1.1	
	Quality: Functional - Absent	
	Figure(s): 1.13, 1.14, 1.15(x2), 1.16, 1.20(x2), 1.21(x2), 4:IC, 9.13	
	Maintenance: Adequate - Absent	
	Figure(s): 1.14, 1.18	
	Sidewalk: Functional - Absent	
	Figure(s): 1.17, 1.18, 1.19(x2), 2.16(x2)	
Complete Streets	**Screen: Present - Absent**	
	Figure(s): 2.17, 8.19	
	Traffic calming/control: Present - Absent	
	Figure(s): 2:AC, 3.16, 1:AC, 4:AC, 7.18, 7.19, 7.20, 7:AC, 8.22, 8:AC, 10.18	
	Aesthetics: Pleasing - Unpleasant	
	Figure(s): 1:AC	
	Setback: Near - Far	
	Figure(s): 10.15	
Country Road Feel	**Property and Vegetation: Established; historic -**	
	Figure(s): 7.8	
Kids Playing	**Roadway: Safe - Dangerous** *Figure(s): 1.10, 2.2, 2.10(x2), 3:IC, 3.9(x2), 5.1, 7.11, 9.1, 9.2, 9.7, 10:IC*	
On Street Parking	**Parking: Necessary - Convenient**	
	Figure(s): 3.5(x2), 5.4, 8.12, 8:AC, 9.15, 10.14	
	Shade from trees: Present - Absent	
	Figure(s): 8.5	
Park Strip	**Park strip: Maintained - Neglected**	
	Figure(s): 1:IC, 2.18	
	Park Strip: Present - Absent	
	Figure(s): 1.19, 1.24, 2.11, 2.18(x2), 5.25, 7.22	
	Vegetation: Mature - Absent	
	Figure(s): 1.19	
	Width: Wide - Narrow	
	Figure(s): 5.11	
Pedestrian/Auto Conflict	**Traffic: Pedestrian - Large Truck**	
	Figure(s): 6:IC	

Code	Property(ies) and Dimension(s)	Major Category
Pedestrian/Bike Friendly	**Public transit facility: Protected - Exposed**	Complete Streets
	Figure(s): 1.5, 1.11, 4.18	
	Public transit: Stops/Routes Present - Absent	
	Figure(s): 1.5, 2.12	
	Designated routes: Present - Absent	
	Figure(s): 3.17(x2), 3.22(x2), 4.15, 4.16(x2), 4.17(x2), 4:AC, 5.9, 5.10, 6.18, 6.19, 6.20, 7.10, 7.15, 7.23, 7.25, 7.26, 7:AC, 8.13, 9.22, 10.3, 10.7, 10.9, 10.19, 10.20, 10.23	
	Street lighting: Aesthetically pleasing - Absent	
	Figure(s): 4.3, 4.16(x2), 4.17	
	Traffic: Pedestrian - Large trucks	
	Figure(s): 5.17, 5.18	
	Roadway: Safe - Dangerous	
	Figure(s): 7.2, 7.3, 7.4, 7.5, 7.19, 7.20, 8.17, 8.18, 8.25, 10.7, 10.8, 10.10, 10.21	
Public Transit	**Access: Stops/Routes - Absent**	
	Figure(s): 1.12(x2), 2.12(x2), 3.4(x2), 3.14(x2), 4.18, 9.21, 10.25	
Roadway	**Physical elements: Adequate - Absent**	
	Figure(s): 1.22(x2), 1.23(x2), 1.24, 3.18(x2)	
	Highway Value: Positive - Negative	
	Figure(s): 5:IC	
	Maintenance: Adequate - Absent	
	Figure(s): 5.24	
	Width: Wide - Narrow	
	Figure(s): 7.17	
	Financial impact: Positive - Negative	
	Figure(s): NP2	
Traffic	**Noise: Quiet - Loud**	
	Figure(s): 2.1(x2), 5.10, 8.4, 8.16, 8.19, 8.21, P8:AC, 9.23,10.12	
	Volume: Low - High	
	Figure(s): 4.1, 5.5, 5.23, 7.13, 8.9, 8:AC, 9.6, 9.8, 9.20, 10.8, 10.10, 11.4, 11.7	
	Roadway: Safe - Dangerous	
	Figure(s): 8.17, 8.18	
	Type: Pedestrian - Large trucks	
	Figure(s): 10.16	

Code	Property(ies) and Dimension(s)	Major Category
Traffic Control Devices	**Crosswalk: Signaled/Raised - Absent**	Complete Streets
	Figure(s): 2.15(x2), 2:AC, 3.11(x2), 9.22	
	Stop sign: Strategic placement - Absent	
	Figure(s): 3.16(x2), 7.7, 9.24, 9.25	
	Signs/Markings at all crossings - Absent	
	Figure(s): 3.20(x2)	
	Signage: Present - Absent	
	Figure(s): 6.16, 6.17, 8.21	
	Speed limit: Signed - Unmarked	
	Figure(s): 7.21, 8.20, 10.22	
	School identified: Signs/paint - Absent	
	Figure(s): 8.23, 8.24	
Transportation context	**Traffic: Pedestrian - Large Truck**	
	Figure(s): 1.5(x2)	
Tree Lined Streets	**Street Trees: Present - Absent**	
	Figure(s): 2.3(x4), 2.11, 3.3, 3.15(x2), 4.1, 4.14, 5.2, 5.3, 5.7, 6:IC, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 7.6, 7.14, 8.14, 8.15, 9.10, 9.11, 10.5, 10.24, 11.1, 11.2, 11.3, 11.4, 11.7	
	Park Strip: Present - Absent	
	Figure(s): 2.3	
	Appearance: Beneficial - Detrimental	
	Figure(s): 3.3	
Utilities	**Power lines: Visible - Not visible**	
	Figure(s): 9.14	
Vegetation	**Vegetation: Mature - Absent**	
	Figure(s): 1.11, 1.13, 1.14, 1.16(x2), 1.17, 1.18, 1.24	
Water	**Canal/Ditch: Visible - Not visible**	
	Figure(s): 3.1, 3.13(x3), 4.2(x2), 7.9, 7.16, 9.12, 10.1, 10.26, 11.1, 11.2, 11.3	
	Influence: Peaceful - Disturbing	
	Figure(s): 3.1	
Wildlife	**Roadway crossing: Safe - Dangerous**	
	Figure(s): 7.12	

Code	Property(ies) and Dimension(s)	Major Category
Air	**Quality: Fresh - Polluted**	Neighborhood Feel
	Figure(s): 9.18	
Business	**Proximity: Near - Distant**	
	Figure(s): 3.6(x2), 3.7(x2)	
	Location context: Commercial - Residential	
	Figure(s): 5.14, 5.15, 5.16, 5.26, 7.24, 7.25, 7:AC, 8.11, 8.26	
Green Space	**Ownership: Public - Private**	
	Figure(s): 2.14(x2), 2.23(x2), 2:AC	
	Vegetation: Mature - Absent	
	Figure(s): 9.17	
Historic Homes and Architecture	**Type: Historic - New build**	
	Figure(s): 2.4, 8.3, 8.4	
	Style: Charm - Repulsion	
	Figure(s): 2.4, 2.26(x2), 2:AC	
	Variety: Much - Little	
	Figure(s): 2.5(x2), 2.6	
Home and Family	**House: Structure - Home**	
	Figure(s): 9.3	
Landmark	**Visibility: Visible/Known - Absent**	
	Figure(s): 1.1(x3), 1.2(x2), 1.3(x3), 1.4, 1.5, 1.8(x5), 1.9(x2), 1.10, 1.11	
Location context	**Use type: Business - Residential**	
	Figure(s): 1.4(x2), 1.7, 1.8, 1.11	
	Visibility: Visible/Known - Absent	
	Figure(s): 1.6, 1.7	
Maintained Property	**Appearance: Neglected - Maintained**	
	Figure(s): 1.1, 1.10, 1.13, 2.10(x2), 2.13, 2.19, 2.20, 2.21, 2.22(x2), 2.24, 2.25, 3.8(x2), 3.12(x2), 5.6, 5.7, 5.12, 5.13, 5.19, 5.20, 5.21, 5.22, 8.6, 8.7, 8.10, 10.2, 10.4, 10.6	
	House: Derelict - Sound	
	Figure(s): 2.7(x2), 2.8(x2), 2.9	
	Occupant: Owner - Renter	
	Figure(s): 5.12, 5.13, 5.19, 5.20, 5.21, 5.22	

Code	Property(ies) and Dimension(s)	Major Category
Neighborhood Feel	**Interaction: More - Less**	Neighborhood Feel
	Figure(s): 2.2	
	Environment: Unites - Divides	
	Figure(s): 2.2, 2.14	
	Garden space: Available - Unavailable	
	Figure(s): 3.2	
	Trees: Present - Absent	
	Figure(s): 3.15	
	Neighbors: Established - New	
	Figure(s): 5.8	
	Traffic control devices: Present - Absent	
	Figure(s): 3.21(x2)	
Ownership	**Ownership: Owner - Renter**	
	Figure(s): 1.10, 2.6, 2.7(x2), 2.8(x2), 2.9, 2.10(x2)	
Proximity to School	**School: Near - Distant**	
	Figure(s): 3.10(x2), 10.13	
Rental Property	**Impact on roadway: High - Low**	
	Figure(s): 8.8	
Safety	**Canal: Accessible - Physical restriction**	
	Figure(s): 3.13	
Trees	**Tree age: Mature - Sapling**	
	Figure(s): 7.14	
	Shade: Present - Absent	
	Figure(s): 8.1, 8.2, 8.14, 9.16	
	Ownership: Owner - Neighbor	
	Figure(s): 9.4, 9.9	
	Trees: Present - Absent	
	Figure(s): 11.5	
View	**Quality: Pleasing - Disturbing**	
	Figure(s): 7.1, 9.5, 9.19, 9.26, 11.6	

Code	Property(ies) and Dimension(s)	Major Category
Project Fatigue	**Officials/Expert opinion: Trust - Doubt/Suspicion**	Project Fatigue
	Figure(s): 2.4, 2.6, NP5	
	Change: Nothing - Everything	
	Figure(s): 5:IC, 11:IC, NP3	
	Interest: Concern - Indifference	
	Figure(s): NP1, NP7, NP8, NP9, NP10, NP11, NP12, NP13, NP14, NP15	

Appendix E.

Memoing

Memoing

Date	Memos
4-Aug-09	The concern of increased traffic conflicts in the neighborhood indicates that there are known ped/auto conflicts in the area and that those conflicts will likely only increase. Has any effort been made to reduce those conflicts through improved roadway design?
5-Jan-13	Code as "pedestrian/auto conflict"
19-Jan-13	A subcategory of "complete streets"?

Referenced to: 7:IC, 10:IC

5-Jan-13	There appear to be connections between several phenomena or codes. These include "public transit", "safety", "park strip", "traffic control devices", "water" "on street parking", "access", "traffic", "complete streets", "sound", "neighborhood feel", "country road feel", "sidewalk", and "air".
5-Jan-13	These phenomena appear to be properties of the phenomenon "pedestrian/bike friendly".
19-Jan-13	This phenomenon and perhaps other phenomena appear to be subcategories of the category "complete streets".

Referenced to:1.5, 2.16, 2.17, 3.14, 3.17, 3.22, 4.15, 4.16, 4.17, 4.18, 4.3, 5.9, 5.10, 6.18, 6.19, 6.20, 7.2, 7.3, 7.4, 7.5, 7.10, 7.11, 7.13, 7.15, 7.18, 7.21, 7.23, 7.25, 7.26, 8.13, 8.17, 8.18, 8.25 9.1, 9.2, 9.7, 9.22, 10.18, 10.19, 10.3, 10.7, 10.9, 10.10, 10.12, 10.18, 10.19, 10.20, 10.21

5-Jan-13	The perception of the roadway appears to be in good part dependent on the presence of mature trees in the park strip.
5-Jan-13	Code as "park strip". The properties and dimensions of the existing and preferred elements are the same.
19-Jan-13	A property of "complete streets"?

Referenced to: 1.14. 1.15, 1.16, 1.17, 1.18, 1.19, 2.19, 2.3, 5.11, 5.25, 6:IC, 7.22, 10.5

5-Jan-13	The emphasis of traffic control as a preferred element may indicate a lack of traffic control devices in the area and also points to the need for additional devices in the case of increased traffic flow. Safety appears to be the main priority of these improvements.
5-Jan-13	Code as "traffic control devices".
19-Jan-13	This appears to be a property of "complete streets" due to the expressed need to address all modes of travel.

Referenced to: 3.16, 3.21, 6.16, 6.17, 7.7, 8.20, 8.23, 8.24, 9.24, 9.25, 10.18, 10.19, 10.22, 10.23

5-Jan-13	The visibility of irrigation water whether on the street (ditch) or seen from the street (canal) appears to be a positive visual element.
5-Jan-13	Code as "water".
19-Jan-13	A property of "complete streets"?

Referenced to: 3.1, 3.13, 4.2, 7.16, 7.9, 9.12, 10.1, 11.1, 11.2

5-Jan-13	The existing and preferred elements are essentially the same indicating that on street parking is both valued and needed. The inference is that off street parking is not available for visitors. Adequate parking is also an issue during the winter time when parking is not allowed on the street so as not to impact snow plowing.
5-Jan-13	Code as "parking".
19-Jan-13	A property of "complete streets"?

Referenced to: 3.19, 3.5, 5.4, 6.7, 8:AC, 8.5, 8.12, 9.15, 10.14

22-Oct-09	This phenomena places value in the trees lining the roadway. It appears to have an aesthetic and practical (shade) reasoning.
5-Jan-13	The existing trees also appear to reflect a level of comfort, peace, hope, and safety. Newly planted trees may also symbolize that the neighborhood itself is still viable and not in
5-Jan-13	Code as "tree lined street".
19-Jan-13	As part of a park strip, trees appear to be a property of "complete

Referenced to: 2.3, 2.11, 4.1, 4.14, 5.2, 5.3, 5.7, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.8, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 7.14, 7.6, 8.1, 8.2, 8.14, 8.15, 9.10, 9.11, 10.5, 10.24

5-Jan-13	The preferred elements focused on needed updates to existing transit stops in order to increase the amenities available to pedestrians.
5-Jan-13	Code as "public transit".
19-Jan-13	A property of "complete streets"?

Referenced to: 2.12, 3.4, 3.14, 4.18, 9.21, 10.25

5-Jan-13	The comments appear to reflect the desire to maintain a low volume and small vehicle size on the roadway. This may be due to safety and noise concerns.
5-Jan-13	Code as "traffic".
19-Jan-13	A property of "complete streets"?

Referenced to: 5.5, 11.4, 9.20, 9.23, 10.16

5-Jan-13	The emphasis here is on the adequacy of the existing physical roadway elements and the request that any change to the roadway result in an equitable improvement of the road and a plan to keep the roadway well-marked and maintained.
5-Jan-13	Code as "roadway".
19-Jan-13	A property of "complete streets"?

Referenced to: 1.24, 3.18, 3.20, 5.24, 7.17

5-Jan-13	The perception is that increased traffic volumes will increase the noise levels in volume and persistence and that vegetative screening is a possible solution.
5-Jan-13	Code as "traffic".
19-Jan-13	This appears to be a property of "complete streets".

Referenced to: 2.1, 7.1, 8.4, 8.19

22-Oct-09	Adequate access appears to be of importance to both residential and business owners.
22-Oct-09	Adequate means that access to properties must be functional and attractive.
5-Jan-13	Code as "access".
19-Jan-13	This appears to be a property of "complete streets".

Referenced to: 1.6, 1.20, 1.21, 4:IC, 9.13

5-Jan-13	Green space, whether public or private and no matter the type (excepting weeds), is of value to the neighborhood.
5-Jan-13	Code as "green space".
19-Jan-13	There is a level of overlap with "park strip" and also "complete streets" given the noted properties and dimensions. This appears to be a property of "complete streets".

Referenced to: 1.14, 1.16, 1.17, 1.19, 2.24, 3.2, 9.17

22-Oct-09	The good views reflect a level of satisfaction with the neighborhood and roadway. These views tend to ignore negative visual impacts such as telephone lines and poles and focus instead on the positive items such as trees, mountains, people, and the sky.
5-Jan-13	Code as "view".
19-Jan-13	This appears to be a property of "complete streets" and "neighborhood

Referenced to: 9.5, 9.6, 9.8, 9.19

22-Oct-09	Strong relation to community as the nature of a complete street lends to many of the positive attributes identified as part of a desirable community. Related to safety concerns regarding pedestrians/bikes. The functionality of a complete street relies on the interelation of the properties to each other and to the context of the area. A potential solution to the concerns noted by residents.
19-Jan-13	A majority of the codes noted thus far have a strong tie to what may be considered "complete streets". These additional properties help to flesh out what a complete street may consist of as per the participant's comments and photos.
19-Jan-13	Code as "complete streets".
19-Jan-13	There appear to be connections between this category and "neighborhood feel".

Referenced to: 7.19, 7.20, 7:AC, 8.22, 8:AC

19-Jan-13	Due to the safety impacts to children in the establishment of a highway through a neighborhood with several children accustomed to playing in the roadway, what mitigation of the safety impacts due to roadway widening are possible?
19-Jan-13	Code as "kids playing".
19-Jan-13	This appears to be a property of "complete streets".

Referenced to: 2.2, 3.9, 5.1

19-Jan-13	The included comment was not elaborative, however, this appears to be a property of "complete streets" in considering the placement of utilities.

19-Jan-13	Code as "utilities".

Referenced to: 9.14

19-Jan-13	Existing and previous planning and zoning practices have established a setback. Widening of the roadway may also impact the perceived setback. What solutions are possible to minimize the impact due to the lessening of the distance of houses from the proposed
19-Jan-13	Code as "complete streets".

Referenced to: 10.15

22-Oct-09	There appears to be a perception that owner occupied homes are more desirable that rental properties.
19-Jan-13	Code as "ownership".

Referenced to: 8.6

19-Jan-13	One of the connections drawn here by the participants is that the maintained homes are typically owner occupied, and owner occupied homes are of value to the neighborhood. While largely unstated, the opposite also appears to be assumed – rental properties are a negative attribute of the neighborhood and anything that incentivizes rental property should be avoided. This is interesting when juxtaposed with improved walkability as most participants would support improved walkability, however that improvement may
19-Jan-13	One comment "Homes still taken care of" appears to recognize that the neighborhood/homes are aging and require a certain level of care. Nearly all negative comments regarding property refer to rental properties. How may the perception of an aging neighborhood be reflected in identifying preferred elements?
19-Jan-13	Code as "maintained property".

Referenced to: 1.22, 1.23, 2.7, 2.8, 2.9, 2.10, 2.13, 2.18, 2.20, 2.21, 2.22, 2.23, 2.25, 2.26, 3.8, 3.12, 5.6, 5.7, 5.12, 5.13, 5.19, 5.22, 5.24, 8.6, 8.7, 8.9, 8.10, 10.2, 10.4, 10.6, 11.3

19-Jan-13	Ownership of the trees does not seem to diminish their value for the non-owner. Trees as identified here are those located in the yards of properties and do not occur in the park strip.
22-Oct-09	Does the number of trees in a neighborhood reflect a respective level of contentment with the neighborhood residents?
19-Jan-13	Code as "trees".

Referenced to: 9.4, 9.9, 11.5

19-Jan-13	Do apartments increase the volume of vehicle traffic in the neighborhood, thereby decreasing the safety?
22-Oct-09	All references to rental properties are negative in connotation.
19-Jan-13	Code as "rental property".

Referenced to: 5.12, 5.13, 5.19, 5.20, 5.21, 5.22, 8.8

19-Jan-13	Businesses appear to prefer a location adjacent to other businesses as this may improve their visibility and sales at little or no additional cost to them. A relation to "complete streets" may be possible here as regards proximity to residential neighborhoods.

22-Oct-09	Small-scale business appears to be acceptable within the neighborhood as long as it reflects the morals of that neighborhood, i.e., the liquor store was identified as unsuitable.
22-Oct-09	Strong relation between, people, places, activities, and businesses that looks beyond the roadway but does not disregard it.
19-Jan-13	Code as "business".

Referenced to: 1.4, 1.7, 3.6, 5.14, 7.24, 7.25, 8.11, 8.26, 13:IC

19-Jan-13	Historic homes/architecture that are maintained are valuable to the neighborhood at large. Would historic looking apartments be received well? Is the aesthetic or the social impact of apartments felt most? What are the social impacts of apartments on a largely single
19-Jan-13	Code as "historic homes/architecture".

Referenced to: 2.4, 2.5, 2.6, 2.8, 2.26

22-Oct-09	Closer proximity to town encourages pedestrian activity. City planning can play a role in land use designations that encourage walkability.
19-Jan-13	Code as "business".

Referenced to: 3.7

19-Jan-13	Closer proximity to schools encourages pedestrian activity. School board and city planning can play a role in land use designations and facility siting that encourages walkability. This appears to have a strong relationship with “complete streets” and "neighborhood feel".
19-Jan-13	Code as "proximity to school".

Referenced to: 3.10

19-Jan-13	At what point does the placement of value on a house transform it to a home? What role might the presence of children in a house play in this timeline?
19-Jan-13	Code as "home and family".

Referenced to: 9.3

19-Jan-13	It appears that the same value within a home setting may also be placed on the neighborhood at large and a geographic area of homes becomes a neighborhood as value is established. Is acceptance of new neighbors by established/valued neighbors into the non-geographic neighborhood difficult and does it explain some of the negative response toward transient families and rental properties?
19-Jan-13	What is the role of automotive routes, or roadways, and their relation to and impact on the other uses/routes? Can and/or how can a neighborhood feel be maintained where a highway bisects that neighborhood? This also has a strong relationship with “complete streets”.
19-Jan-13	Code as "neighborhood feel".

Referenced to: 5.8, 7:AC

19-Jan-13	This and “neighborhood feel” reflect a more contextual sense of what the physical aspects of the neighborhood represent. It appears there are strong relational values to “complete streets” and an even stronger relation to “neighbors” and “home and family”.

19-Jan-13	To what extent do these values and relations influence the ability of long time residents to approach a project or change that may impact their neighborhood with solutions in addition to the typical criticisms?
19-Jan-13	Code as "country road feel".

Referenced to: 7.8

22-Oct-09	The wildlife specified was ducks. The ducks were represented more as a valued community member and not just an environmental factor. There may be some relation to "complete streets" here. To what extent are wildlife crossings possible across a highway or local road? How many ducks must be present to warrant the placement/signage of such crossings? Does the identification of crossings reduce wildlife caused collisions?
22-Oct-09	Code as "wildlife".

Referenced to: 7.12

19-Jan-13	Increased traffic volumes are likely to result in increased air pollution in the neighborhood and if so what mitigation is proposed to address the impact? Some relation to "complete streets" is present here.
19-Jan-13	Code as "air".

Referenced to: 9.18

4-Aug-09	"Project fatigue" is not wholly attributed in the same manner that other phenomena have been, as several persons invited to participate declined; however, a lack of participation may also indicate some level of fatigue on the part of participants.
4-Aug-09	Code as "project fatigue".
22-Oct-09	Reflects a history of consistent disappointment with a process. Over a 30 year period multiple discussions and studies have been addressed with existing residents concerning the same project. Each iteration of project review intensifies the fatigue - including this one. Fatigue is accompanied by the noted properties and these also increase with each iteration. Fatigue also encourages an us vs. them mentality regarding a proposed project. Fatigue and the associated properties stifle the creation of successful/acceptable solutions.
22-Oct-09	Highway is seen as enemy to family peace/happiness/safety. Need specifics for how highway will function - many concerns specific in nature; general responses/approaches not adequate in resolving concerns. Creative solutions expected. Need for specifics. Pedestrians equal with automobiles in design alternatives. Best travel ways are good
19-Jan-13	The phenomena "maintain status quo", "change is inevitable", "indifference", "distrust of UDOT, Logan City, and the system" and "project fatigue", were combined under one heading, "project fatigue", as each reflected the same general concerns and fit within the category of "project fatigue".
	Referenced to: 2.4, 2.6, NP5, 5:IC, 11:IC, NP3, NP1, NP7, NP8, NP9, NP10, NP11, NP12, NP13, NP14, NP15

Appendix F.

Selective Coding

Selective Coding

Core Category	Code	Property(ies) and Dimension(s)
Neighborhood Feel	Access	**Accessibility: High - Absent**
		Figure(s): 1.1
		Quality: Functional - Absent
		Figure(s): 1.13, 1.14, 1.15(x2), 1.16, 1.20(x2), 1.21(x2), 4:IC, 9.13
		Maintenance: Adequate - Absent
		Figure(s): 1.14, 1.18
		Sidewalk: Functional - Absent
		Figure(s): 1.17, 1.18, 1.19(x2), 2.16(x2)
	Air	**Quality: Fresh - Polluted**
		Figure(s): 9.18
	Business	**Proximity: Near - Distant**
		Figure(s): 3.6(x2), 3.7(x2)
		Location context: Commercial - Residential
		Figure(s): 5.14, 5.15, 5.16, 5.26, 7.24, 7.25, 7:AC, 8.11, 8.26
	Complete Streets	**Screen: Present - Absent**
		Figure(s): 2.17, 8.19
		Traffic calming/control: Present - Absent
		Figure(s): 2:AC, 3.16, 1:AC, 4:AC, 7.18, 7.19, 7.20, 7:AC, 8.22, 8:AC, 10.18
		Aesthetics: Pleasing - Unpleasant
		Figure(s): 1:AC
		Setback: Near - Far
		Figure(s): 10.15
	Country Road Feel	**Property and Vegetation: Established; historic -**
		Figure(s): 7.8
	Fatigue	**Officials/Expert opinion: Trust - Doubt/Suspicion**
		Figure(s): 2.4, 2.6, NP5
		Change: Nothing - Everything
		Figure(s): 5:IC, 11:IC, NP3
		Interest: Concern - Indifference
		Figure(s): NP1, NP7, NP8, NP9, NP10, NP11, NP12, NP13, NP14, NP15
	Green Space	**Ownership: Public - Private**
		Figure(s): 2.14(x2), 2.23(x2), 2:AC
		Vegetation: Mature - Absent
		Figure(s): 9.17

Core Category	Code	Property(ies) and Dimension(s)
Neighborhood Feel	Historic Homes and Architecture	**Type: Historic - New build**
		Figure(s): 2.4, 8.3, 8.4
		Style: Charm - Repulsion
		Figure(s): 2.4, 2.26(x2), 2:AC
		Variety: Much - Little
		Figure(s): 2.5(x2), 2.6
	Home and Family	**House: Structure - Home**
		Figure(s): 9.3
	Kids Playing	**Roadway: Safe - Dangerous**
		Figure(s): 1.10, 2.2, 2.10(x2), 3:IC, 3.9(x2), 5.1, 7.11, 9.1, 9.2, 9.7, 10:IC
	Landmark	**Visibility: Visible/Known - Absent**
		Figure(s): 1.1(x3), 1.2(x2), 1.3(x3), 1.4, 1.5, 1.8(x5), 1.9(x2), 1.10, 1.11
	Location context	**Use type: Business - Residential**
		Figure(s): 1.4(x2), 1.7, 1.8, 1.11
		Visibility: Visible/Known - Absent
		Figure(s): 1.6, 1.7
	Maintained Property	**Appearance: Neglected - Maintained**
		Figure(s): 1.1, 1.10, 1.13, 2.10(x2), 2.13, 2.19, 2.20, 2,21, 2.22(x2), 2.24, 2.25, 3.8(x2), 3.12(x2), 5.6, 5.7, 5.12, 5.13, 5.19, 5.20, 5.21, 5.22, 8.6, 8.7, 8.10, 10.2, 10.4, 10.6
		House: Derelict - Sound
		Figure(s): 2.7(x2), 2.8(x2), 2.9
		Occupant: Owner - Renter
		Figure(s): 5.12, 5.13, 5.19, 5.20, 5.21, 5.22
	Neighborhood Feel	**Interaction: More - Less**
		Figure(s): 2.2
		Environment: Unites - Divides
		Figure(s): 2.2, 2.14
		Garden space: Available - Unavailable
		Figure(s): 3.2
		Trees: Present - Absent
		Figure(s): 3.15
		Neighbors: Established - New
		Figure(s): 5.8
		Traffic control devices: Present - Absent
		Figure(s): 3.21(x2)

Core Category	Code	Property(ies) and Dimension(s)
Neighborhood Feel	On Street Parking	**Parking: Necessary - Convenient**
		Figure(s): 3.5(x2), 5.4, 8.12, 8:AC, 9.15, 10.14
		Shade from trees: Present - Absent
		Figure(s): 8.5
	Ownership	**Ownership: Owner - Renter**
		Figure(s): 1.10, 2.6, 2.7(x2), 2.8(x2), 2.9, 2.10(x2)
	Park Strip	**Park strip: Maintained - Neglected**
		Figure(s): 1:IC, 2.18
		Park Strip: Present - Absent
		Figure(s): 1.19, 1.24, 2.11, 2.18(x2), 5.25, 7.22
		Vegetation: Mature - Absent
		Figure(s): 1.19
		Width: Wide - Narrow
		Figure(s): 5.11
	Pedestrian/Auto Conflict	**Traffic: Pedestrian - Large Truck**
		Figure(s): 6:IC
	Pedestrian/Bike Friendly	**Public transit facility: Protected - Exposed**
		Figure(s): 1.5, 1.11, 4.18
		Public transit: Stops/Routes Present - Absent
		Figure(s): 1.5, 2.12
		Designated routes: Present - Absent
		Figure(s): 3.17(x2), 3.22(x2), 4.15, 4.16(x2), 4.17(x2), 4:AC, 5.9, 5.10, 6.18, 6.19, 6.20, 7.10, 7.15, 7.23, 7.25, 7.26, 7:AC, 8.13, 9.22, 10.3, 10.7, 10.9, 10.19, 10.20, 10.23
		Street lighting: Aesthetically pleasing - Absent
		Figure(s): 4.3, 4.16(x2), 4.17
		Traffic: Pedestrian - Large trucks
		Figure(s): 5.17, 5.18
		Roadway: Safe - Dangerous
		Figure(s): 7.2, 7.3, 7.4, 7.5, 7.19, 7.20, 8.17, 8.18, 8.25, 10.7, 10.8, 10.10, 10.21
	Proximity to School	**School: Near - Distant**
		Figure(s): 3.10(x2), 10.13
		Access: Stops/Routes - Absent

	Public Transit	*Figure(s): 1.12(x2), 2.12(x2), 3.4(x2), 3.14(x2), 4.18, 9.21, 10.25*
	Rental Property	**Impact on roadway: High - Low**
		Figure(s): 8.8
Core Category	**Code**	**Property(ies) and Dimension(s)**
Neighborhood Feel	**Roadway**	**Physical elements: Adequate - Absent**
		Figure(s): 1.22(x2), 1.23(x2), 1.24, 3.18(x2)
		Highway Value: Positive - Negative
		Figure(s): 5:IC
		Maintenance: Adequate - Absent
		Figure(s): 5.24
		Width: Wide - Narrow
		Figure(s): 7.17
		Financial impact: Positive - Negative
		Figure(s): NP2
	Safety	**Canal: Accessible - Physical restriction**
		Figure(s): 3.13
	Traffic	**Noise: Quiet - Loud**
		Figure(s): 2.1(x2), 5.10, 8.4, 8.16, 8.19, 8.21, P8:AC, 9.23,10.12
		Volume: Low - High
		Figure(s): 4.1, 5.5, 5.23, 7.13, 8.9, 8:AC, 9.6, 9.8, 9.20, 10.8, 10.10, 11.4, 11.7
		Roadway: Safe - Dangerous
		Figure(s): 8.17, 8.18
		Type: Pedestrian - Large trucks
		Figure(s): 10.16
	Traffic Control Devices	**Crosswalk: Signaled/Raised - Absent**
		Figure(s): 2.15(x2), 2:AC, 3.11(x2), 9.22
		Stop sign: Strategic placement - Absent
		Figure(s): 3.16(x2), 7.7, 9.24, 9.25
		Signs/Markings at all crossings - Absent
		Figure(s): 3.20(x2)
		Signage: Present - Absent
		Figure(s): 6.16, 6.17, 8.21
		Speed limit: Signed - Unmarked
		Figure(s): 7.21, 8.20, 10.22
		School identified: Signs/paint - Absent
		Figure(s): 8.23, 8.24
	Transportation context	**Traffic: Pedestrian - Large Truck**
		Figure(s): 1.5(x2)

Core Category	Code	Property(ies) and Dimension(s)
Neighborhood Feel	Trees	**Tree age: Mature - Sapling**
		Figure(s): 7.14
		Shade: Present - Absent
		Figure(s): 8.1, 8.2, 8.14, 9.16
		Ownership: Owner - Neighbor
		Figure(s): 9.4, 9.9
		Trees: Present - Absent
		Figure(s): 11.5
	Tree Lined Streets	**Street Trees: Present - Absent**
		Figure(s): 2.3(x4), 2.11, 3.3, 3.15(x2), 4.1, 4.14, 5.2, 5.3, 5.7, 6:IC, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 7.6, 7.14, 8.14, 8.15, 9.10, 9.11, 10.5, 10.24, 11.1, 11.2, 11.3, 11.4, 11.7
		Park Strip: Present - Absent
		Figure(s): 2.3
		Appearance: Beneficial - Detrimental
		Figure(s): 3.3
	Utilities	**Power lines: Visible - Not visible**
		Figure(s): 9.14
	Vegetation	**Vegetation: Mature - Absent**
		Figure(s): 1.11, 1.13, 1.14, 1.16(x2), 1.17, 1.18, 1.24
	View	**Quality: Pleasing - Disturbing**
		Figure(s): 7.1, 9.5, 9.19, 9.26, 11.6
	Water	**Canal/Ditch: Visible - Not visible**
		Figure(s): 3.1, 3.13(x3), 4.2(x2), 7.9, 7.16, 9.12, 10.1, 10.26, 11.1, 11.2, 11.3
		Influence: Peaceful - Disturbing
		Figure(s): 3.1
	Wildlife	**Roadway crossing: Safe - Dangerous**
		Figure(s): 7.12