

A total of 173 questionnaires were received from the public. 41 were received at the 12/4/2018 meeting, 87 were received at the 12/11/2018 meeting, 12 were received via mail subsequent to the meeting, and 33 were received from the online questionnaire. Note that some questionnaires included multiple responses for single questions. A summary of the questionnaires is shown below:

**1. Was today's Public Plans Display Informative?**

*Total Responses = 137      Average Rating = 4.3*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 2  | 1.5%  |
| Small Benefit (2)   | 5  | 3.6%  |
| Neutral (3)         | 8  | 5.8%  |
| Beneficial (4)      | 57 | 41.6% |
| Very Beneficial (5) | 65 | 47.4% |

**2. How did you hear about today's Public Plans Display informative?**

*Total Responses = 209*

|                          |    |       |
|--------------------------|----|-------|
| Newspaper                | 71 | 34.0% |
| TV-Radio News            | 40 | 19.1% |
| Website                  | 22 | 10.5% |
| Flyers                   | 4  | 1.9%  |
| Neighbors/Friends/Family | 29 | 13.9% |
| Other                    | 43 | 20.6% |

**3. What describes your associations with the Bayfront Parkway Central Corridor?**

*Total Responses = 231*

|                |     |       |
|----------------|-----|-------|
| City Resident  | 103 | 44.6% |
| Business Owner | 22  | 9.5%  |
| Commuter       | 48  | 20.8% |
| Employee       | 18  | 7.8%  |
| Student        | 1   | 0.4%  |
| Other          | 39  | 16.9% |

**4. How often do you travel along or across the Bayfront Parkway Central Corridor?**

*Total Responses = 176*

|         |    |       |
|---------|----|-------|
| Daily   | 88 | 50.0% |
| Weekly  | 70 | 39.8% |
| Monthly | 7  | 4.0%  |
| Yearly  | 0  | 0.0%  |
| Other   | 11 | 6.3%  |

**5. Do you generally agree with the identified Purpose and Need?**

*Total Responses = 168      Average Rating = 2.1*

|                       |    |       |
|-----------------------|----|-------|
| Strongly Agree (1)    | 62 | 36.9% |
| Agree (2)             | 67 | 39.9% |
| Neutral (3)           | 16 | 9.5%  |
| Disagree (4)          | 7  | 4.2%  |
| Strongly Disagree (5) | 16 | 9.5%  |

**6. Design Alternatives**

**Sassafras Street - Alternative 1 - No Build**

*Total Responses = 135      Average Rating = 1.7*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 90 | 66.7% |
| Small Benefit (2)   | 14 | 10.4% |
| Neutral (3)         | 19 | 14.1% |
| Beneficial (4)      | 7  | 5.2%  |
| Very Beneficial (5) | 5  | 3.7%  |

**Sassafras Street - Alternative 2 – Roundabout**

*Total Responses = 147      Average Rating = 3.4*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 28 | 19.0% |
| Small Benefit (2)   | 20 | 13.6% |
| Neutral (3)         | 9  | 6.1%  |
| Beneficial (4)      | 39 | 26.5% |
| Very Beneficial (5) | 51 | 34.7% |

**Sassafras Street - Alternative 3 - Traffic Signal**

*Total Responses = 139      Average Rating = 2.9*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 19 | 13.7% |
| Small Benefit (2)   | 36 | 25.9% |
| Neutral (3)         | 32 | 23.0% |
| Beneficial (4)      | 37 | 26.6% |
| Very Beneficial (5) | 15 | 10.8% |

**Sassafras Street - Alternative 4 - Florida T**

*Total Responses = 133      Average Rating = 2.8*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 32 | 24.1% |
| Small Benefit (2)   | 27 | 20.3% |
| Neutral (3)         | 26 | 19.5% |
| Beneficial (4)      | 36 | 27.1% |
| Very Beneficial (5) | 12 | 9.0%  |

**State Street - Alternative 1 - No Build**

*Total Responses = 135      Average Rating = 1.3*

|                     |     |       |
|---------------------|-----|-------|
| No Benefit (1)      | 110 | 81.5% |
| Small Benefit (2)   | 11  | 8.1%  |
| Neutral (3)         | 8   | 5.9%  |
| Beneficial (4)      | 4   | 3.0%  |
| Very Beneficial (5) | 2   | 1.5%  |

**State Street - Alternative 2 - Grade Separated Roundabout**

*Total Responses = 148      Average Rating = 3.8*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 21 | 14.2% |
| Small Benefit (2)   | 9  | 6.1%  |
| Neutral (3)         | 10 | 6.8%  |
| Beneficial (4)      | 49 | 33.1% |
| Very Beneficial (5) | 59 | 39.9% |

**State Street - Alternative 3 - Grade Separated Traffic Signal**

*Total Responses = 142      Average Rating = 3.4*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 10 | 7.0%  |
| Small Benefit (2)   | 22 | 15.5% |
| Neutral (3)         | 27 | 19.0% |
| Beneficial (4)      | 61 | 43.0% |
| Very Beneficial (5) | 22 | 15.5% |

**State Street - Alternative 4 - At Grade Traffic Signal**

*Total Responses = 135      Average Rating = 2.6*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 32 | 23.7% |
| Small Benefit (2)   | 37 | 27.4% |
| Neutral (3)         | 25 | 18.5% |
| Beneficial (4)      | 32 | 23.7% |
| Very Beneficial (5) | 9  | 6.7%  |

**Holland Street - Alternative 1 - No Build**

*Total Responses = 131      Average Rating = 1.6*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 92 | 70.2% |
| Small Benefit (2)   | 13 | 9.9%  |
| Neutral (3)         | 15 | 11.5% |
| Beneficial (4)      | 6  | 4.6%  |
| Very Beneficial (5) | 5  | 3.8%  |

**Holland Street - Alternative 2 – Roundabout**

*Total Responses = 147      Average Rating = 3.5*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 27 | 18.4% |
| Small Benefit (2)   | 13 | 8.8%  |
| Neutral (3)         | 18 | 12.2% |
| Beneficial (4)      | 41 | 27.9% |
| Very Beneficial (5) | 48 | 32.7% |

**Holland Street - Alternative 3 - Traffic Signal**

*Total Responses = 141      Average Rating = 3.2*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 14 | 9.9%  |
| Small Benefit (2)   | 27 | 19.1% |
| Neutral (3)         | 28 | 19.9% |
| Beneficial (4)      | 55 | 39.0% |
| Very Beneficial (5) | 17 | 12.1% |

**7. Sidewalk and Trail Continuity**

**In general, do you feel the roundabout alternatives enhance the network of sidewalks and trails?**

*Total Responses = 156      Average Rating = 3.0*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 38 | 24.4% |
| Small Benefit (2)   | 20 | 12.8% |
| Neutral (3)         | 24 | 15.4% |
| Beneficial (4)      | 47 | 30.1% |
| Very Beneficial (5) | 27 | 17.3% |

**In general, do you feel the traffic signal alternatives enhance the network of sidewalks and trails?**

*Total Responses = 151      Average Rating = 3.2*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 20 | 13.2% |
| Small Benefit (2)   | 23 | 15.2% |
| Neutral (3)         | 39 | 25.8% |
| Beneficial (4)      | 52 | 34.4% |
| Very Beneficial (5) | 17 | 11.3% |

**In general, do you feel the Florida T alternative enhances the network of sidewalks and trails?**

*Total Responses = 143      Average Rating = 2.8*

|                     |    |       |
|---------------------|----|-------|
| No Benefit (1)      | 30 | 21.0% |
| Small Benefit (2)   | 23 | 16.1% |
| Neutral (3)         | 50 | 35.0% |
| Beneficial (4)      | 30 | 21.0% |
| Very Beneficial (5) | 10 | 7.0%  |

### **Common Themes of Written Comments**

- Pedestrian and bicyclist connections and limited transit service are discussed in the Purpose and Need, but not addressed well enough with this project.
- Concerns about pedestrian and bicyclist safety in roundabouts.
- Pedestrian bridges are necessary to provide safe and efficient access for pedestrians and bicyclists across the Bayfront Parkway. The following is a tabulation of where respondents requested pedestrian bridges:
  - o Sassafras Street – 12
  - o State Street – 8
  - o Holland Street – 10
  - o General – 11
- The intersection of Cranberry Street and the Bayfront Parkway is dangerous and improvements need to be made.
- Reuniting the City with the waterfront north of the Bayfront Parkway area was important.
- A total of 19 respondents commented that the potential Front Street realignment north of the Bayfront Parkway between Sassafras Street Extension and State Street is not necessary and detrimental to the current businesses.
- If roundabouts are selected, people will need to be educated on how to use them and better signs need to be used.
- Concerns the Bayfront Parkway is going to turn into an expressway with the proposed changes.