

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.