

A total of 40 questionnaires were received from the public. 35 were received at the 08/07/2019 meeting, 3 were received from the online questionnaire, and 2 were received in the mail. 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 = 30 Average Rating = 4.4

No Benefit (1)	0	0.0%
Small Benefit (2)	0	0.0%
Neutral (3)	1	3.3%
Beneficial (4)	15	50.0%
Very Beneficial (5)	14	46.7%

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

Total Responses = 50

Newspaper	20	40.0%
TV-Radio News	6	12.0%
Website	2	4.0%
Facebook	1	2.0%
Flyers	1	2.0%
Neighbors/Friends/Family	6	12.0%
Other	14	28.0%

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

Total Responses = 58

City Resident	20	34.5%
Business Owner	4	6.9%
Commuter	8	13.8%
Employee	0	0.0%
Student	1	1.7%
Other	25	43.1%

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

Total Responses = 41

Daily	20	48.8%
Weekly	16	39.0%
Monthly	1	2.4%
Yearly	0	0.0%
Other	4	9.8%

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

<i>Total Responses = 39</i>	<i>Average Rating = 3.9</i>	
Strongly Disagree (1)	3	7.7%
Disagree (2)	0	0.0%
Neutral (3)	5	12.8%
Agree (4)	19	48.7%
Strongly Agree (5)	12	30.8%

6. Design Alternatives – Do you feel that the proposed improvements address the Project Purpose and Need identified above?

Sassafras Street Extension (the presented alternative is a dual lane roundabout)

<i>Total Responses = 39</i>	<i>Average Rating = 3.5</i>	
Strongly Disagree (1)	5	12.8%
Disagree (2)	3	7.7%
Neutral (3)	5	12.8%
Agree (4)	18	46.2%
Strongly Agree (5)	8	20.5%

State Street (the presented alternative is a grade separated intersection with a traffic signal)

<i>Total Responses = 39</i>	<i>Average Rating = 4.1</i>	
Strongly Disagree (1)	1	2.6%
Disagree (2)	2	5.1%
Neutral (3)	4	10.3%
Agree (4)	19	48.7%
Strongly Agree (5)	13	33.3%

Holland Street (the presented alternative is a dual lane roundabout)

<i>Total Responses = 38</i>	<i>Average Rating = 3.6</i>	
Strongly Disagree (1)	6	15.8%
Disagree (2)	2	5.3%
Neutral (3)	4	10.5%
Agree (4)	17	44.7%
Strongly Agree (5)	9	23.7%

7. Sidewalk and Trail Continuity

Do you agree the additional connections will improve connectivity within the Bayfront Parkway Central Corridor?

Total Responses = 39 Average Rating = 4.1

Strongly Disagree (1)	0	0.0%
Disagree (2)	3	7.7%
Neutral (3)	5	12.8%
Agree (4)	17	43.6%
Strongly Agree (5)	14	35.9%

Common Themes of Written Comments

- Concerns about pedestrian and bicyclist safety in roundabouts as well as access for emergency services.
- Several representatives from Presque Isle Yacht Club commented they are opposed to the previous proposal of the Front Street realignment bisecting the Presque Isle Yacht Club, which is located north of the Bayfront Parkway between Sassafra Street Extension and State Street.
- Pedestrian bridges will provide safe and efficient access for pedestrians and bicyclists across the Bayfront Parkway.
- The proposed grade separation of Bayfront Parkway and State Street is good for both vehicular and pedestrian traffic.