MARCH 2018 PUBLIC INPUT SURVEY

Information Provided
Questions and responses received from a survey conducted via on-line from March 29 to April 16, 2018 and from a hard copy distribution at the March 29, 2018 Public Meeting. The survey was provided in English and Spanish. 108 total responses were received.

Summary of Responses
• 93% of respondents believe the project is important for active transportation.
• 80% believe this is a priority project.
• 88% believe existing bike/ped connections and improvements to surface streets are/will be inadequate to serve the community’s bike/ped needs.
• 91% walk frequently and 64% bike frequently for recreation/exercise and running small errands.
• 55% chose "Best User Safety and Experience" as their top design priority.
• Additional priorities ranked as important are "Connection to the Bike Network," and "Lowest Risk for Project Delays and Cost Overruns."
• Respondents felt that the two top user groups served by the bridge should be local residents and the SRJC community.
• According to respondents, the top two east side origins and destinations are SRJC and places further east of Mendocino Ave.
• According to respondents, the top two west side origins and destinations are the SMART station and places further west of the train tracks.

Intended Use of Survey Results
This survey is designed to elicit ideas and feedback to help guide the Design Team for the Highway 101 Bicycle and Pedestrian Bridge.
Please select the statement that best describes you:

108 out of 108 people answered this question

1. I have lived in Santa Rosa for more than 25 years
   - 31 / 29%

2. I have lived in Santa Rosa for 11-25 years
   - 31 / 29%

3. I have lived in Santa Rosa for 1-5 years
   - 18 / 16%

4. I do not live in Santa Rosa
   - 16 / 15%

5. I have lived in Santa Rosa for 6-10 years
   - 12 / 11%

Are you a frequent cyclist?

108 out of 108 people answered this question

1. Yes
   - 70 / 65%

2. No
   - 38 / 35%

For what purpose(s) do you typically ride? Select any that apply.

70 out of 108 people answered this question

1. Recreation/Exercise
   - 59 / 84%

2. Small Errands
   - 46 / 66%

3. Commuting
   - 36 / 51%

4. Taking a child to school
   - 3 / 4%

Are you a frequent walker or runner?

108 out of 108 people answered this question

1. Yes
   - 98 / 91%

2. No
   - 10 / 9%
For what purpose(s) do you typically walk or run? *Select any that apply.*

98 out of 108 people answered this question

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreation/Exercise</td>
<td>89</td>
<td>91%</td>
</tr>
<tr>
<td>Small Errands</td>
<td>60</td>
<td>61%</td>
</tr>
<tr>
<td>Commuting</td>
<td>14</td>
<td>14%</td>
</tr>
<tr>
<td>Taking a child to school</td>
<td>2</td>
<td>2%</td>
</tr>
</tbody>
</table>

Do you walk or run with any of the following? *Select any that apply.*

98 out of 108 people answered this question

<table>
<thead>
<tr>
<th>Item</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other People</td>
<td>71</td>
<td>72%</td>
</tr>
<tr>
<td>Dog(s)</td>
<td>29</td>
<td>30%</td>
</tr>
<tr>
<td>Children</td>
<td>24</td>
<td>24%</td>
</tr>
<tr>
<td>None</td>
<td>19</td>
<td>19%</td>
</tr>
<tr>
<td>Stroller</td>
<td>8</td>
<td>8%</td>
</tr>
</tbody>
</table>

Are you currently a student attending classes on a school campus?

108 out of 108 people answered this question

<table>
<thead>
<tr>
<th>Item</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>94</td>
<td>87%</td>
</tr>
<tr>
<td>Yes</td>
<td>14</td>
<td>13%</td>
</tr>
</tbody>
</table>

Where are you currently a student?

14 out of 108 people answered this question

<table>
<thead>
<tr>
<th>School</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Rosa Junior College</td>
<td>13</td>
<td>93%</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>7%</td>
</tr>
<tr>
<td>Abraxis Charter</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Empire College</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Ridgway High School</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Santa Rosa High School</td>
<td>0</td>
<td>0%</td>
</tr>
</tbody>
</table>
How frequently do you travel by public bus, such as the Santa Rosa CityBus or Sonoma County Transit?

107 out of 108 people answered this question

Average: 0.86

<table>
<thead>
<tr>
<th>Rarely or Never</th>
<th>Occasionally</th>
<th>Very Frequently</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>0 Rarely or Never</td>
<td>54 / 50%</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>27 / 25%</td>
<td></td>
</tr>
<tr>
<td>2 Occasionally</td>
<td>18 / 17%</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>4 / 4%</td>
<td></td>
</tr>
<tr>
<td>4 Very Frequently</td>
<td>4 / 4%</td>
<td></td>
</tr>
</tbody>
</table>

In this phase of the project, the Design Team must assess a variety of factors in addition to the bridge's location and users served. From the following list, which three aspects do you believe are most important for the design team to consider for a new bridge?

What is your **TOP** priority?

105 out of 108 people answered this question

1. Best user safety and experience such as gentle ramp slopes, better sight lines, and landing away from automobiles 57 / 54%
2. Best connection to the City's bicycle network 37 / 35%
3. Lowest overall cost and quickest to deliver 5 / 5%
4. Lowest risk for significant project delay or cost overruns 3 / 3%
5. Visual aesthetics and symbolic value as seen from the highway 3 / 3%
What is your **SECOND** priority?

105 out of 108 people answered this question

<table>
<thead>
<tr>
<th></th>
<th>Priority</th>
<th>Count / Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Best connection to the City's bicycle network</td>
<td>41 / 39%</td>
</tr>
<tr>
<td>2</td>
<td>Best user safety and experience such as gentle ramp slopes, better sight lines, and landing away from automobiles</td>
<td>27 / 26%</td>
</tr>
<tr>
<td>3</td>
<td>Lowest risk for significant project delay or cost overruns</td>
<td>19 / 18%</td>
</tr>
<tr>
<td>4</td>
<td>Lowest overall cost and quickest to deliver</td>
<td>10 / 10%</td>
</tr>
<tr>
<td>5</td>
<td>Visual aesthetics and symbolic value as seen from the highway</td>
<td>8 / 8%</td>
</tr>
</tbody>
</table>

What is your **THIRD** priority?

103 out of 108 people answered this question

<table>
<thead>
<tr>
<th></th>
<th>Priority</th>
<th>Count / Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lowest risk for significant project delay or cost overruns</td>
<td>27 / 26%</td>
</tr>
<tr>
<td>2</td>
<td>Visual aesthetics and symbolic value as seen from the highway</td>
<td>27 / 26%</td>
</tr>
<tr>
<td>3</td>
<td>Lowest overall cost and quickest to deliver</td>
<td>23 / 22%</td>
</tr>
<tr>
<td>4</td>
<td>Best connection to the City's bicycle network</td>
<td>14 / 14%</td>
</tr>
<tr>
<td>5</td>
<td>Best user safety and experience such as gentle ramp slopes, better sight lines, and landing away from automobiles</td>
<td>12 / 12%</td>
</tr>
</tbody>
</table>

The bridge is proposed to create a public connection for active transportation across Highway 101.

From the following list, which three groups do you believe are most important for the bridge to serve?

Please select your **TOP** user group:

106 out of 108 people answered this question

<table>
<thead>
<tr>
<th></th>
<th>Group</th>
<th>Count / Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Local residents</td>
<td>29 / 27%</td>
</tr>
<tr>
<td>2</td>
<td>Santa Rosa Junior College community</td>
<td>28 / 26%</td>
</tr>
<tr>
<td>3</td>
<td>Commuter cyclists</td>
<td>19 / 18%</td>
</tr>
<tr>
<td>4</td>
<td>SMART train riders</td>
<td>16 / 15%</td>
</tr>
<tr>
<td>5</td>
<td>Recreational cyclists</td>
<td>11 / 10%</td>
</tr>
<tr>
<td>6</td>
<td>Coddingtown Mall patrons</td>
<td>3 / 3%</td>
</tr>
</tbody>
</table>
Please select your **SECOND** priority user group:
106 out of 108 people answered this question

1. Commuter cyclists: 28 / 26%
2. Santa Rosa Junior College community: 25 / 24%
3. Local residents: 21 / 20%
4. SMART train riders: 16 / 15%
5. Recreational cyclists: 12 / 11%
6. Coddingtown Mall patrons: 4 / 4%

Please select your **THIRD** priority user group:
105 out of 108 people answered this question

1. SMART train riders: 25 / 24%
2. Santa Rosa Junior College community: 21 / 20%
3. Coddingtown Mall patrons: 16 / 15%
4. Local residents: 16 / 15%
5. Commuter cyclists: 14 / 13%
6. Recreational cyclists: 13 / 12%

A bridge over Highway 101 between Steele Lane and College Avenue is a key investment the community. Students, residents, commuters, and shoppers in the vicinity will all use it. The crossing has been accurately identified by many groups and planning documents as “an important east-west connector” for active transportation.
107 out of 108 people answered this question

Average: 3.61

<table>
<thead>
<tr>
<th>Strongly Disagree</th>
<th>0</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The importance of this bridge is not yet clear because development in the area is uncertain. We do not know if there will be enough demand to justify this project as a “high priority project”.

108 out of 108 people answered this question

<table>
<thead>
<tr>
<th>Strongly Disagree</th>
<th>Strongly Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>5 / 5%</td>
</tr>
<tr>
<td>1</td>
<td>3 / 3%</td>
</tr>
<tr>
<td>2</td>
<td>0 / 0%</td>
</tr>
<tr>
<td>3</td>
<td>16 / 15%</td>
</tr>
<tr>
<td>4</td>
<td>83 / 78%</td>
</tr>
</tbody>
</table>

People can currently cross Highway 101 without a bridge. Existing bicycle and pedestrian connections between the east and west sides will continue to be adequate for the foreseeable future, especially if there are other improvements to existing streets.

107 out of 108 people answered this question

<table>
<thead>
<tr>
<th>Strongly Disagree</th>
<th>Strongly Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>65 / 60%</td>
</tr>
<tr>
<td>1</td>
<td>21 / 19%</td>
</tr>
<tr>
<td>2</td>
<td>17 / 16%</td>
</tr>
<tr>
<td>3</td>
<td>2 / 3%</td>
</tr>
<tr>
<td>4</td>
<td>2 / 2%</td>
</tr>
</tbody>
</table>
If you were to use the bridge in the future, where would you likely be going to or coming from on the EAST SIDE of Highway 101?

107 out of 108 people answered this question

1. Santa Rosa Junior College
   - 37 / 35%

2. Somewhere east of Mendocino Ave.
   - 35 / 33%

   - 20 / 19%

4. Somewhere between Highway 101 and Mendocino Ave.
   - 13 / 12%

5. Other
   - 1 / 1%

6. Santa Rosa High School
   - 1 / 1%

Where would you likely be going to or coming from on the WEST SIDE of Highway 101?

107 out of 108 people answered this question

1. SMART Station
   - 37 / 35%

2. Somewhere west of the train tracks
   - 33 / 31%

3. Coddingtown Mall
   - 23 / 21%

4. Somewhere between Highway 101 and the train tracks
   - 12 / 11%

5. Bus transit hub
   - 1 / 1%

6. Other
   - 1 / 1%

THANK YOU FOR YOUR INPUT!

If you have any additional comments you would like to share with the Design Team, please provide them below.

You are welcomed to voluntarily provide any demographic information (e.g., gender, race, age, etc.) at your discretion.
Bridge design should avoid excessive curves. Need significant improvement in E-W paths that world connect the bridge to various parts of Santa Rosa west of the bridge - and to Sebastopol.

It is very important that the bridge connects to other bicycle transportation facilities. The best are separated from motor vehicle lanes & have very few crossings of motor vehicle lanes. Admittedly these are somewhat rare & perhaps expensive, but safety is paramount. I am hesitant to risk serious physical injury. two examples of excellent facilities are the Santa Rosa creek trail (from Willowside to downtown Santa Rosa (& the Joe Rodota trail (from downtown Santa Rosa to Sebastopol). Another is the Brush Creek trail).

I hope the proposed trail along the SMART tracks will soon be completed - all the way from Cloverdale to Sausalito! - And that the trail be complete alongside the tracks, without detours into residential streets.

Some existing bike lanes provide nearly zero advantage or protection. An example is most of Fulton Road south of Piner, where the bike lane is quite narrow.

I have been a strong advocate for the use of bicycles for commuting & recreation. At one time I was cycling ~150 mi per week. I commuted to work 4 out of 5 days a week for 25 years, in addition to recreational rides.

A bridge site at Bear Cub Way will be of no use to pedestrians seeking to go from SRJC to Coddingtown Mall or SMART, or vice-versa.

being a person who has frequently bicycled from west Santa Rosa to SRJC along Guerneville/WSteele I would like to say Steele/101 is one of the most dangerous, stressful intersections in Sonoma County. Beginning eastbound on W Steele at Cleveland Ave, a person on a bicycle has to cross into the center lane to go straight w/ traffic. Remaining on the right you are in a turn lane, and risking being hit by cars merging onto 101. In morning commute hours this is enough stress for a heart attack, and the way I started my day while a full time student at SRJC.

Constructing the Jennings pedestrian/bicycle rail Crossing is a vital component of the overall 101 bridge crossing plan. Building the Jennings Crossing will make it much more likely that those of us in neighborhoods west of the tracks would use the 101 bridge.

Essential to also complete Jennings rail crossing!!!!! Otherwise the bridge will be of little use to us.

I am 70 year old male who likes to walk and bike to do many daily activities as possible (attend SRJC, shop, visit library, go to restaurants, etc.) I also daily bike for recreational/fitness purposes. A dedicated bridge is essential for my lifestyle, and I believe for the future social + economic development of Santa Rosa. My wife who is the same age as me, has a similar lifestyle and agrees with the importance of the bridge project. We are also excited by the new SMART train and believe it is vital that the bridge provides east access from the SMART Santa Rosa North Station and the area to the East of 101 (SRJC, SR High School, etc.).

I commute along steel lane daily on the way to the SMART station and I frequently go the Coddingtown Mall. It is one of the most dangerous areas for a cyclist in Santa Rosa, but the bridge would make it safe and encourage more pedestrian and cycle traffic East to West and West to East. This would benefit the local residents, the mall businesses, and the environment because most people will only walk and cycle where they feel safe. Thank you.

I felt your design priorities were skewed towards the Bear Cub Way/southern alinement. This project has been in front of the city council before. The added distance for pedestrians with a Bear Cub Way alinement wasn't addressed, nor was a possible use by the JC of the Coddingtown lot. Any claim by the real property owners of the parcel that Dick's Sporting Goods is located on re: visual rights from the highway is bogus. They knew the overcrossing was a potential for that area when they decided to construct the store there.

I have been waiting for this for over 14 years. I am both a student at SRJC and an adjunct faculty member at the college who teaches off campus. I teach at various senior living facilities (including one on Range Ave,) that I have been wanting to get to via bike for many years, but that intersection by 101 and Steele Lane feels too dangerous and not worth the risk. Subsequently, I am one more car on the road that would rather be biking. Additionally, as both a student and faculty member of the college, I am well aware that many more students would bike commute to the college, if only they could do so safely. Thank you for working on this! I look forward to using the bike/ped bridge in the future.
I strongly favor the Edwards/Elliott alignment because it best connects the SRJC and SMART. I understand this may be more complicated and more expensive than the Bear Cub route. Pedestrians will walk the shortest available route, which is between the rows of apartment parking near the SMART station and across the Coddington parking lot. BKF and Steven Grover need to talk with the apartment owner, who was quite accommodating when SMART approached him about parking near the SMART station. The SRJC wants to close Elliott to automobile traffic, and that would allow a graceful landing there. I have little sympathy for Dick's because they knew about this project from their beginning. Could the curb cut in front of Dicks be moved closer to Cleveland and the bus turnout relocated? It is OK for bicycles to follow a longer route, which could join the SMART MUP at Jennings and connect with the Jennings bicycle route to the west of the tracks across the approved but not yet constructed SMART grade crossing at Jennings.

I would feel more comfortable taking an Elliott/Edwards route than a Bear Cub/middle-of-nowhere route, and I consider myself to be a confident rider.

I would recommend the Dutch-styled protected intersection like they have installed in San Francisco.

I think a Bridge connecting Jennings Ave. and Scholars Dr. may be the place location overall for everyone as a whole no matter who you are. It's the halfway point between Steele Lane and College Ave. You would go/come out directly/straight from/to the SMART pathway. To the south is the The Living Room Center, The Coffee House Teen Shelter, A Hot Tub store, gift shop and other shops. To the north is SMART Train Station, CoddingtonTown, Safeway, CVS, Big Lots etc.

In the middle I believe there is a Dental Office and Physical Therapy office and other offices. All around of course is residential and SRJC.

I understand many people may want to say the Edwards Ave / Elliott Ave Bridge is the best. I think that may be the best bridge short term economically because of all the stores, shops, office etc. I think it's also closest to the SRJC Police Station. But if we're thinking about the less fortunate I think Jennings Ave. / Scholars Dr. or having the Bridge go over Foley St / Bear Cub Way would be better.

I imagine a Edwards Ave / Elliott Ave Bridge would cost more to build and deal with more traffic.

My wife and I have lived one block north of the JC for twenty years. We often walk the neighborhood and the JC with our dogs.

We strongly believe the southern option that lands on Bear Cub would have significantly less use, particularly at night, and particularly by pedestrians. Bear Cub is little more than an alley; there are no "eyes on the street" (windows). There is lots of chain link fencing.

I like the curves in the ramps leading to the Elliot overcrossing. It is something that would make this bridge unique.

I could easily commute by bike or walking to my office off Francis, but getting under the freeway on Steele is just too crazy, particularly on a bike.

Finally, please take the time and money to make a unique artistic statement with this bridge. It will be one of the icons of Santa Rosa, like the Empire Building in Courthouse Square.

My wife and I live one block north of Elliott and know the JC well. Bear Cub is the backyard of the JC, Elliott is the front yard. There are no eyes on the street on Bear Cub. It could be a dangerous place at night.

Please make the bridge attractive and unique, like the one in Berkeley on 80. Build it for the ages.

Thanks for making this project happen.

Pedestrians take short cuts & deviate from public rights of way - the direct walk from classroom to Coddington or the station is far more practical. Walking along Cleveland is no fun.

Property acquisitions for the southern option could take time.

Please choose the northern Elliott St route - it would be much more useful for the JC neighborhood where I live. There are lots of pedestrian and bicyclists here who would use it.

Please do maps/routes from Downtown Smart station also. It is just as close to SRJC. Thank you.

Please move this project forward ASAP!!

Providing this bike bridge will give access to SRJC to many students who would not otherwise be able to attend. Direct paths Class I from Else Allen High and Piner High. 80% of the SRJC greenhouse gas emissions are due to something. 50% live within 4 miles of campus.

More would ride if safe routes exist.
Efficient, inexpensive transportation is important to SRJC students.
Safe route do not currently exist.
Class I and II are needed to convince people to ride.

Range Bear Cub will serve our neighborhood best. There is huge development of housing @ the w. landing that needs a conduit to 101 east side. Long approach @ this location is absolutely perfect and needed.
But need access from lots of foot traffic on Cleveland to bridge. (We live on Cleveland @ Foley = plenty of traffic).

Seven years ago we moved to a community where we can walk and cycle to stores, restaurants, parks, the library, and my son's school. It has been a great benefit to our health and happiness. I wish everyone had this kind of safe, pleasant access to their towns and cities.

The crossing needs to be safe after dark - which means Bear Cub Way may not be ideal, although I like it because it is most convenient for me if I am trying to get to businesses on College. As an older bicyclist I refuse to try to ride through crazy intersections (both College and Steel Ln at 101). This crossing will open up my options.

The crossings at College and Steele lane are both terribly dangerous for cyclists - a raised bridge over 101 between these streets would be invaluable for reconnecting our community that is divided by this lengthy barrier, and any alternative to riding a bicycle through these extremely busy intersections should be a priority. It will significantly increase the access for students of the JC/HS, stimulate business access for both sides of the highway. I don't know why we don't have a bridge already - it has been talked about for years. Let's get this done!

The current crossings on Steele Lane and College Avenue are difficult and dangerous for pedestrians and especially bicyclists. Hwy 101 should never have been allowed to split Santa Rosa--a mistake made by past city planners

the most northern solution provides the most direct link to Coddingtown Center, Smart Station & links to pedestrian and bikes routes going east and west.

Thanks for your consideration.

21 years old, lives in Rohnert Park, would love to be able to easily take the train to the JC
60 yo male
m, 53

Male, age 29, latino

female, age 70