



Have Your Say on Restriping Broadway After Paving

Survey Response Report

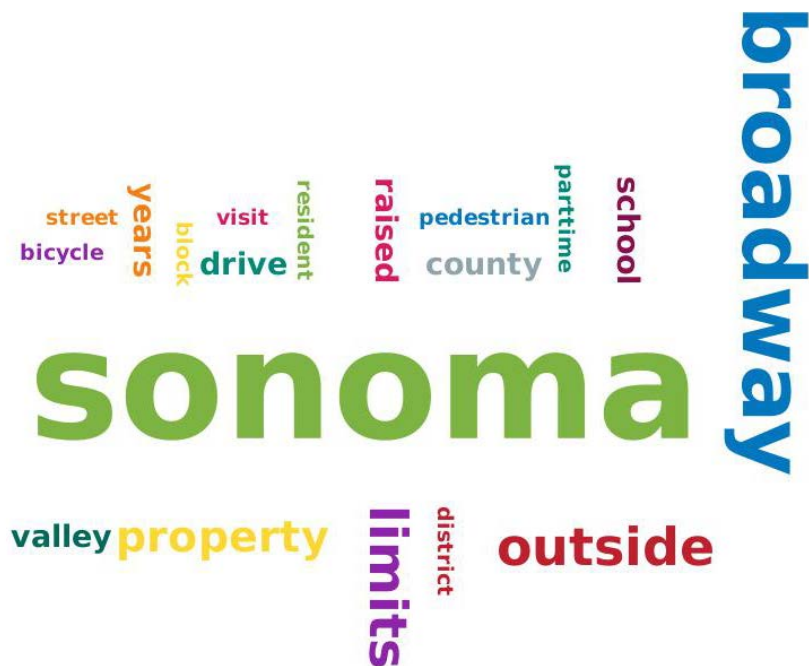


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1. Introduction

The City of Sonoma has a rare opportunity to request that the California Department of Transportation (Caltrans) restripe Broadway to enhance the pedestrian and bicycle facilities as part of the State Route 12 Roadway Resurfacing, Restoration and Rehabilitation Project. The Caltrans project aims to improve pavement condition from approximately Boyes Boulevard to Napa Road-Leveroni Road, through the City of Sonoma.

The restriping of Broadway would integrate bike lanes between MacArthur Street and Napa Street while maintaining the existing parking, landscaping and intersection operations. The Public Works Director/City Engineer presented three restriping options to the City Council on March 2, 2020. In order to receive public feedback on the three potential options the City of the Sonoma prepared the *'Have your say on Restriping Broadway after Paving'* online survey which was launched on Friday, March 6, 2020.

This report describes the approach used to develop and deploy the online survey (Section 2), a summary of the key findings of the survey (Section 3), detailed survey results (Section 4) and a summary of the comments received on the interactive map (Section 5).

2. Methodology and Approach

The *Have your say on Restriping Broadway after Paving* survey was deployed as an online survey through the City of Sonoma's website. The survey was divided into three sections: (1) *Tell us about yourself*, (b) *Tell us about your comfort level as a user of Broadway*, (3) *provide feedback on the three potential options*. The survey included a mix of different types of questions including multiple choice, rating questions, open ended questions, and yes/no questions. Upon completion of the survey the respondents were given the opportunity to provide any additional comments on a public interactive platform.

2.1 Advertising the survey

Prior to and during the deployment of the survey and interactive platform, the City of Sonoma advertised the survey through a variety of different methods to generate interest on the topic of restriping Broadway. The methods are described in the following subsections and displays provided in **Appendix A**.

2.1.1 Posters

Posters were developed and printed out on 12" x 18" and 18" x 24" sheets and hand delivered by City staff on Monday, March 9, and Tuesday, March 10, to the following locations:

- City Hall
- Sonoma Community Center
- Sonoma Valley Library
- Vintage House

- Boys & Girls Club of Sonoma Valley
- Teen Services Sonoma - Operation Bicycle
- Bike shops and rentals
- Wine Country Cyclery
- O'Reillys Auto Parts
- Blazing Saddles Bike Shop
- Sonoma Adventures Bike Tours
- Sonoma Old School
- Sonoma Originals
- Schools
 - Sonoma Valley High School
 - Creekside High School
 - Adele Harrison Middle School
 - Prestwood Elementary School
 - Sassarini Elementary School
 - The Presentation School
 - St. Francis Solano School

The posters provided a brief description of what the project was, highlighted the options and provided the details on how individuals would participate in the survey.

2.1.2 Flyers

Similar to the posters, flyers were printed on 8 1/2" x 11" sheets and hand delivered by City staff on Monday, March 9, and Tuesday, March 10, to the following locations:

- Businesses and residents along Broadway from Napa Street to MacArthur Street and around The Plaza (and a bit beyond to cover all downtown core businesses)
- Hotels along Broadway – MacArthur Place, The Lodge
- Bicycle and bicycle rental shops in Sonoma
- City Hall + stack of copies for people to pick up
- City Council Chambers Lobby + stack of copies for people to pick up
- Carnegie Building Visitors Bureau + stack of copies for people to pick up

The flyers contained the same information as the posters but were printed on a smaller scale to allow for easier distribution to individuals.

2.1.3 Website

The City of Sonoma advertised the survey on its website's main page. When a user clicked the link they were taken to a webpage on the City's website which provided details regarding the restriping of Broadway along with other background material regarding the project including:

- A link to the video recording of the workshop where the Public Works Director/ City Engineer presented the restriping options to the City Council on Monday, March 2, 2020.
- A link to the Broadway (SR12) Restriping City Council Workshop PowerPoint Presentation from March 2, 2020
- A link to the Broadway Restriping Poster

At the bottom of the page there was a link provided which redirected the user to the survey landing page which was hosted on the Social Pinpoint platform. The landing page was developed similarly to the City's website to provide an overview of the project and the options. There was a "click to begin survey" button at the bottom of the landing page which opened the survey form. It was estimated that the survey would take approximately 15 minutes to fill out. Upon completion of the survey, respondents had the opportunity to provide additional comments on the interactive map of the corridor and greater community. Comments within the interactive map were visible to all respondents. This was done to encourage discussion amongst the community members who responded.

2.1.4 Newspapers

An advertisement was published in the "The Sonoma Index-Tribune" on Tuesday March 10, 2020 and in the "Sonoma Valley Sun" on Thursday, March 12, 2020 to publicize the opportunity to provide feedback by completing the *Have your say on Restriping Broadway after Paving* survey.

A front page article in the Sonoma Index-Tribune on March 10, 2020, under the headline "City eyes a 3-lane Broadway" discussed the existing striping on Broadway and the rationale behind the potential restriping options. It also touched on previous consultation undertaken by the City of Sonoma at the Farmers' Market in June 2019. The newspaper article provided the website address where readers could access the online survey. Prior to the closure of the survey, the Sonoma Index Tribune ran an article in the opinion section titled "Bill Lynch: When the state put the 'broad' in Broadway" about the history of the Broadway corridor and its transformation from a three lane street with diagonal parking on both sides to a five lane street when Caltrans restriped Broadway in 1956 to eliminate the diagonal parking along State Highway 12. The Sonoma Index Tribune also ran an article under the headline "City extends Broadway road-striping survey" in the April 3, 2020 edition.

2.1.5 Social Media

The City also posted the project on various forms of social media including Facebook, eNews and Nextdoor.

2.2 Implementation

As discussed above the survey was deployed as an online survey through the City's website. A total of 731 survey responses were received and 85 additional comments on the interactive map. It

should be noted that the survey methodology resulted in some degree of self-selection. In other words, those that had a stronger opinion regarding the uses of Broadway (either positive or negative) were more likely to complete the survey than those that did not have a strong opinion.

The online survey was active from March 6, 2020 to April 6, 2020. Figure 1 shows when respondents completed the online survey. The largest number of respondents completed the survey at the outset of the survey period. Originally the survey was to conclude on the March 27, 2020, which is where a spike in the survey respondents is seen. The survey period was then extended by a week, to conclude on April 6 2020 allowing an additional 125 respondents to provide input.

During a portion of the survey period, the world was experiencing a coronavirus pandemic. On March 17, 2020, the Sonoma County Health Officer issued an order directing all individuals living in the County to shelter at their place of residence to slow the spread of COVID-19. During a portion of the survey period the country's attention was focused on the pandemic and many people were at home much more than usual.

Many of the figures contained within report are provided in the *Have your say on Restriping Broadway after Paving* Summary Survey Results, provided as part of the City Council Agenda for April 20th, 2020. Those summarized figures are provided here in color, for easy reference.

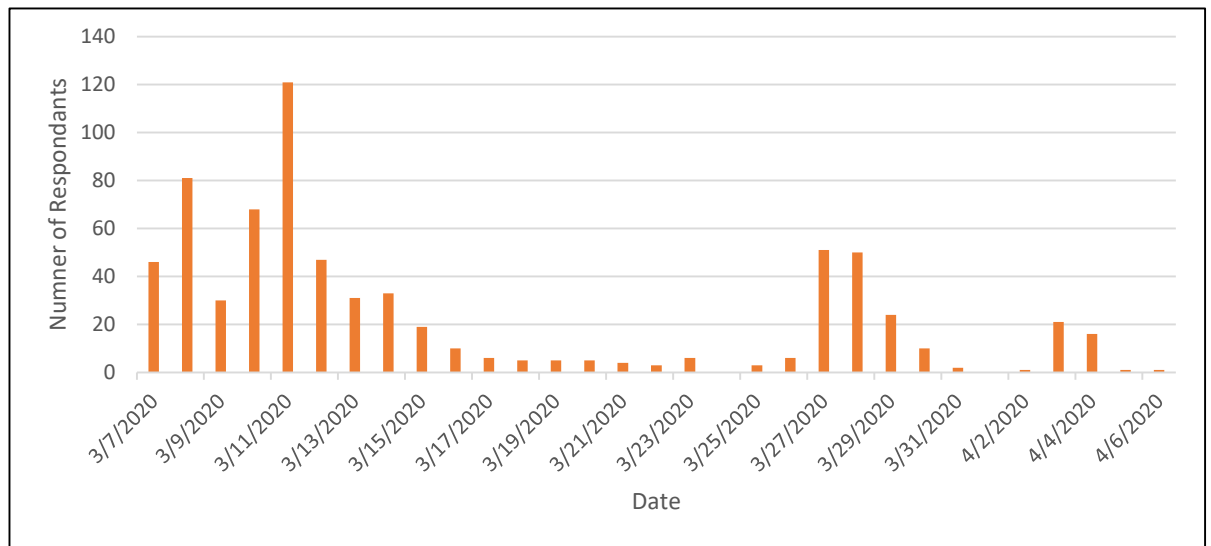


Figure 1 Online Survey Responses by Date

3. Summary of Survey Results

As discussed above, the purpose of the survey was to obtain feedback on options for restriping Broadway to enhance the pedestrian and bicycle experience, as well as obtain feedback on angled parking. The restriping options included:

- Standard bike lanes
- Buffered bike lanes
- Parking Protected Bikeway

Between March 6 and April 6, 2020, 731 respondents completed the survey and provided feedback on the restriping options. The detailed results for each survey question are provided in Section 4. Based on the results of the survey responses, a number of key findings were identified and summarized below.

Tell us about yourself and how you use Broadway

The age of survey respondents was slightly older than the age demographics of the population of the City of Sonoma. The vast majority of respondents live or work in the City of Sonoma (75%) or live or work in Sonoma Valley (22%), and most (88%) use Broadway daily or multiple times per week. Only about 30% of the respondents have dependents who attend local schools. The majority of respondents use a vehicle to move along Broadway (97%), and many drivers also walk or cycle along Broadway. Among cyclists, there was an even distribution of cycling confidence levels. A large proportion of respondents who identified themselves as a cyclist also identified themselves as a vehicle drivers. Only 3% of respondents walk or cycle along Broadway without also driving.

Tell us about your comfort level as a driver, cyclist and/or pedestrian

Their survey responses suggest that vehicle drivers feel very safe on Broadway whereas cyclists generally feel unsafe. Respondents expressed concerns about safety along Broadway in relation to cyclists using the sidewalks, speed of vehicles driving on Broadway and pedestrian crossings. 40% of respondents suggested that they would cycle more often along Broadway if there was a bike lane. Pedestrians using Broadway generally felt safe, although not as safe as vehicle drivers.

The Options

Almost half of respondents stated they would cycle more on Broadway if there was a bike lane. Generally, survey respondents expressed a strong preference towards the Standard Bike Lane option. Keeping five lanes for traffic movement was cited as a key factor for several respondents. For cyclists and especially for parents with children, the Parking Protected Bikeway option was marginally preferred over Standard Bike Lanes or Buffered Bike Lanes.

Opinion on the Buffered Bike Lane and Parking Protected Bikeway options was polarized between those that said those options would encourage their use of Broadway and those that said those options would discourage their use of Broadway.

For the Buffered Bike Lane option, respondents expressed concerns regarding the reduced vehicle lanes, which would result in traffic build up. Safety for both cyclists and drivers was cited as a key advantage for this option.

For the Parking Protected Bikeway, some respondents expressed concerns again about the reduced vehicle lanes which would result in traffic build up and safety for pedestrians crossing the bikeway to get to their vehicles. Pedestrian and cyclist safety were cited as key advantages of this option.

Angled Parking

Based on the results from the two survey questions related to angled parking it is determined that the majority (50%) of respondents were not in favor of angled parking and 20% did not have an opinion, while only 30% favored angled parking. A limited number of survey respondents expressed a preference on the side of the street. For those that did have a preference, opinion was split evenly between the east and west side.

4. Detailed Survey Results

As discussed above, the purpose of the survey was to obtain feedback on options for restriping Broadway to enhance the pedestrian and bicycle experience, as well as obtain feedback on angled parking. The restriping options included:

- Standard Bike Lanes
- Buffered Bike Lanes
- Parking Protected Bikeway

Figure 2 below provides the three restriping options and the current striping, which were presented to the public.

The survey was divided into four sections, 'Tell us about yourself and how you use Broadway,' 'Tell us about your comfort level as a driver, cyclist and/or pedestrian,' 'The options' and 'Angled parking.' The results for each question is discussed in the following subsections, separated by the three survey sections.



Figure 2 Restriping Options

4.1 Tell us about yourself and how you use Broadway

The purpose of the *Tell us about yourself* section of the survey is to ask respondents to provide some information about themselves, how they currently use Broadway and how often.

4.1.1 Question 1 – please select your age group

This question is asked in order to capture a comparable snapshot of the demographic distribution of individuals using Broadway. Respondents are asked to identify which age group best describes them. The results are shown in Figure 3.

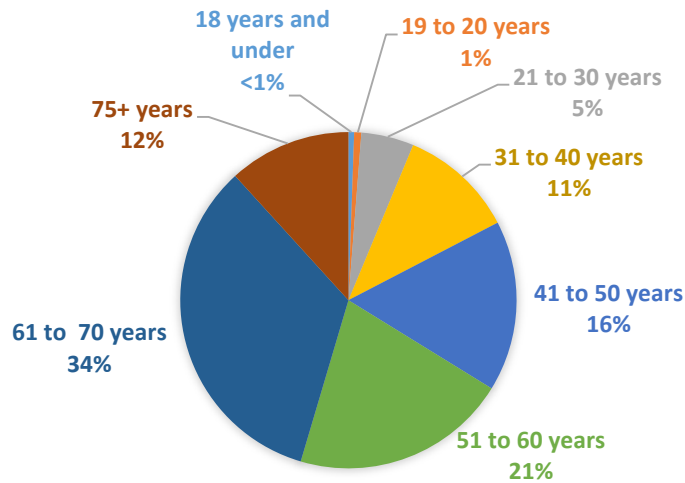


Figure 3 Age group distribution

4.1.2 Question 2 – Please select which of the following best describes you

Question two was focused on identifying respondents’ relationship with their usage of Broadway. It is important to understand this relationship as individuals who use the road more often may have a stronger opinion about changes being proposed. Respondents were provided with options to select from and had the ability to select more than one option, if the options provided did not relate to the responder the survey allowed for the responder to provide a comment. All 731 respondents selected one or more of the options provided and 40 respondents also provided additional comments describing further their association with Broadway. The 731 responses are provided in Figure 4.

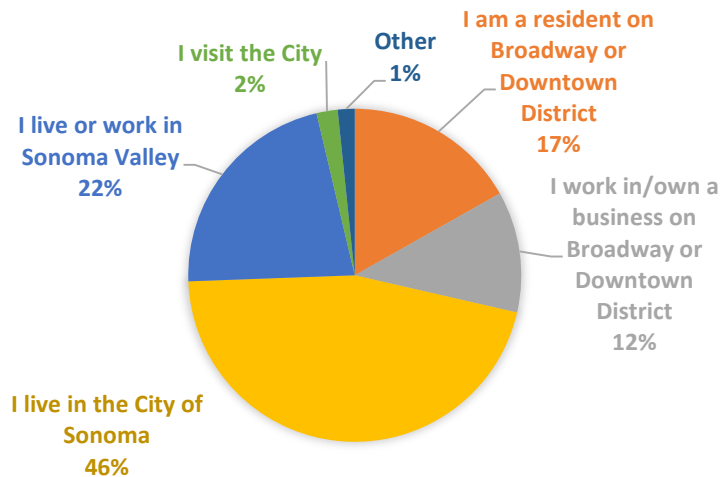


Figure 4 Respondents Relationship with Broadway

4.1.3 Question 3 – How do you currently travel on Broadway

Survey respondents were asked how they currently use Broadway and were given the option to select all options that applied. If the provided suggestions did not relate to the respondent a comment box was also provided for them to specify. The majority of respondents travel along Broadway in vehicles following by walking and then cycling. Figure 5 provides a breakdown of the number of responses for each option. 15 additional comments were provided by respondents, highlighting that some individuals try to avoid Broadway if possible due to traffic, utilize Broadway for parking, and skateboard/ rollerblade.

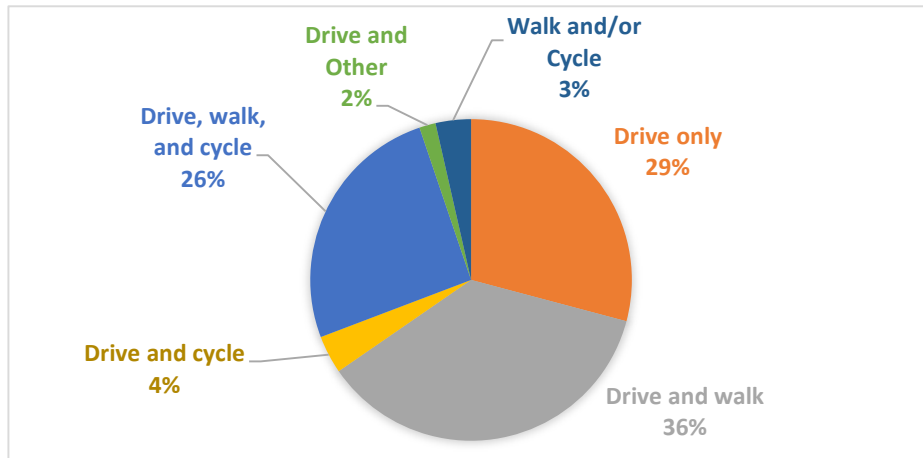


Figure 5 Current method of travel along Broadway

4.1.4 Question 4 – How often do you use Broadway

Respondents were asked how often they use Broadway. This was presented in a drop-down menu in which the respondent had to select one option. Of the 731 respondents who provided an answer provided to this question, 72 did not select any of the options. The majority of respondents (580 or 88%) use Broadway daily or multiple times a week, refer to Figure 6.

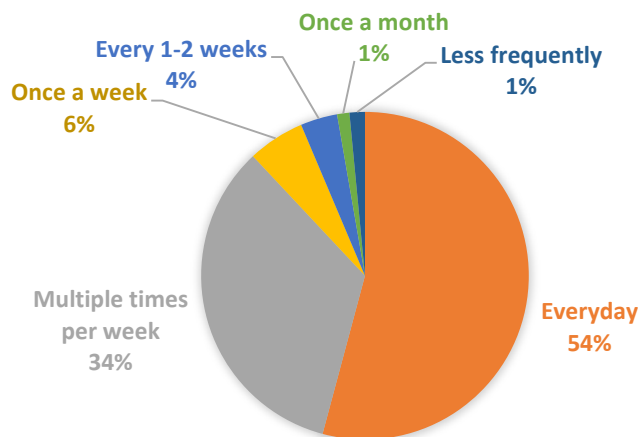


Figure 6 Frequency usage of Broadway

4.1.5 Question 5 – Do you or any of your dependents attend any of the following K-12 schools in the area?

The respondents were asked to select if they or any of their dependents attend K-12 schools in the area. The schools that were listed included: Sonoma Valley High School, Creekside High School, Adele Harrison Middle School, Prestwood Elementary School, Sassarini Elementary School, The Presentation School or St. Francis Solano. If they or their dependents did not attend any of those schools there was an option 'not applicable to me' which they could select. This question was not applicable to a majority of the respondents and no one attended or had dependents who attended Creekside High School. 715 respondents provided a reply to this question. These are presented in Figure 7.

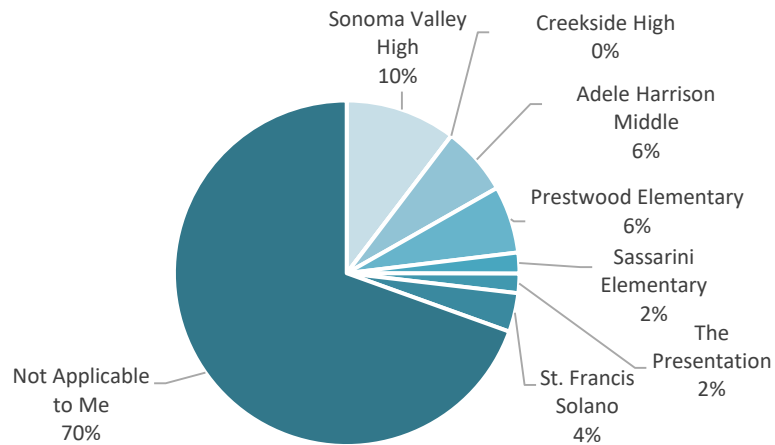


Figure 7 School attendance

4.2 Tell us about your comfort level as a driver, cyclist and/or pedestrian

This section focused on how respondents felt about using Broadway in terms of safety relative to driving next to cyclists on the road, cycling next to moving vehicles and walking along the corridor. This section contained 7 questions.

4.2.1 Question 6 – Based on your experience how would you rate the current safety of Broadway as a VEHICLE DRIVER?

Respondents were asked to rank between 1 and 5 how safe they felt as a vehicle driver, driving on Broadway with 1 being not very safe and 5 being very safe. There was an option to select “not applicable” for those to whom this question did not apply. The results are presented in Table 1 below.

Table 1 Response to Question #6

Category	Total	Percentage (%)
1 Not Safe	15	2
2	40	4
3	87	12
4	225	31
5 Very Safe	363	50
Not applicable	1	1
Total	731	100

4.2.2 Question 7 – Based on your experience how would you rate the current safety on Broadway as a CYCLIST?

Respondents were asked to rank between 1 and 5 how safe they felt as a cyclist, riding on Broadway with 1 being not very safe and 5 being very safe. There was an option to select “not applicable” for those to whom this question did not apply. The results are presented in Table 2 below. Of the 731 respondents, 727 provided a response to this question.

Table 2 Response to Question #7

Category	Total	Percentage (%)
1 Not Safe	119	16
2	134	18
3	126	17
4	87	12
5 Very Safe	92	13
Not applicable	169	23
Total	727	100

4.2.3 Question 8 – Based on your experience how would you rate the current safety of Broadway as a PEDESTRIAN?

Respondents were asked to rank between 1 and 5 how safe they felt as a pedestrian, walking or jogging on Broadway with 1 being not very safe and 5 being very safe. There was an option to select “not applicable” for those to whom this question did not apply. The results are presented in Table 3 below. Of the 731 respondents 729 provided a response to this question.

Table 3 Response to Question #8

Category	Total	Percentage (%)
1 Not Safe	103	14
2	100	14
3	133	18
4	176	24
5 Very Safe	207	29
Not applicable	10	1
Total	729	100

4.2.4 Question 9 – If you have concerns about safety, what factors contribute to those concerns?

Respondents were asked to rank in order (1 to 5) what safety concerns they had along Broadway. The options included: cycling on sidewalks, speed of traffic, proximity of bicycles and vehicles, pedestrian crossings and other (with a box to specify additional concerns). The average ranking for the options is provided in Figure 8. Based on survey results the pedestrian crossings, speed of traffic and cycling on sidewalks were on average the greatest concerns. 146 respondents provided comments. The comments expressed concerns relating to safety in regard to aggressive local driving, drunk tourists, distracted drivers, backed up traffic during peak flows, bad pavement, 4 lanes encourages drivers to speed, cyclist visibility by drivers, drivers changing lanes and lack of parking.

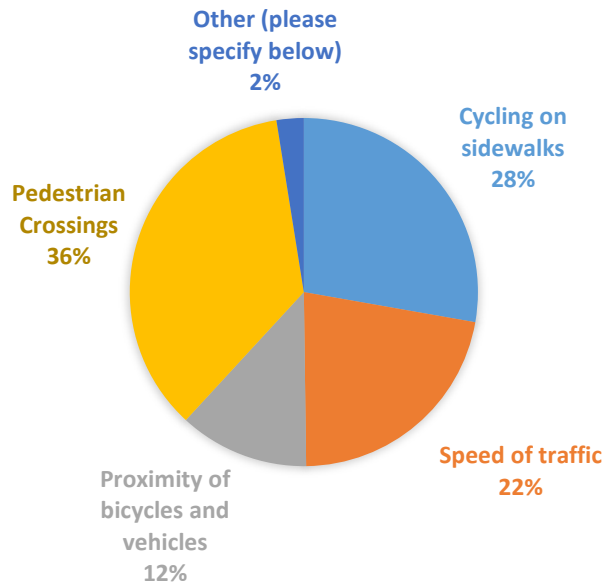


Figure 8 Safety concerns along Broadway

4.2.5 Question 10 – Generally speaking what is your relationship with cycling?

The purpose of the survey is to understand how residents of Sonoma and users of Broadway utilize this road, in order to enhance the pedestrian and bicycle experience. This question was asked to understand how many respondents are confident cyclists. This question provided options for the respondent to choose from. The results are presented Table 4 below. Of the 731 respondents 713 responded to this question. 29% of respondents stated that they would be interested in cycling but would typically ride away from vehicles, on protected paths. 23% identified themselves as confident riders and 24% as strong riders.

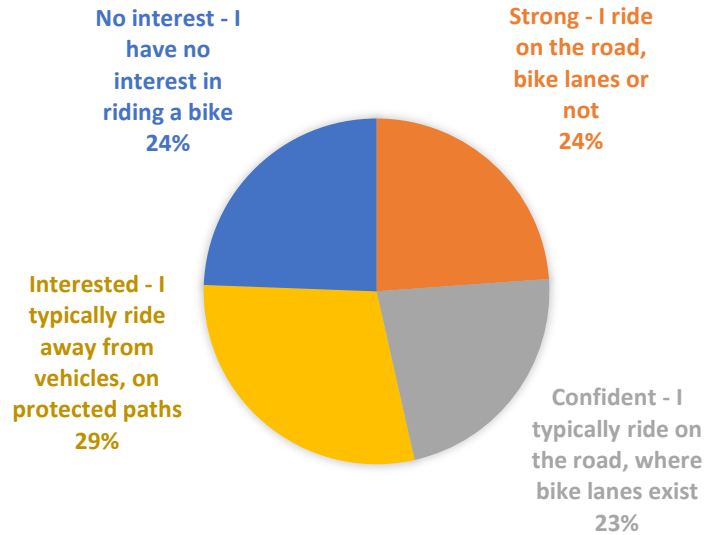


Figure 9 Relationship with cycling

4.2.6 Question 11 – Would you cycle more often along Broadway if there was a bike lane?

This question was included in the survey to understand if respondents would more likely use Broadway for cycling if there was a bike lane. Currently Broadway does not have a designed bike lane and cyclists typically use the sidewalk or ride alongside motor vehicles. 42% of respondents stated they would not cycle more often and 40% stated that they would (see Table 5). 701 of the 731 respondents provided a response to this question.

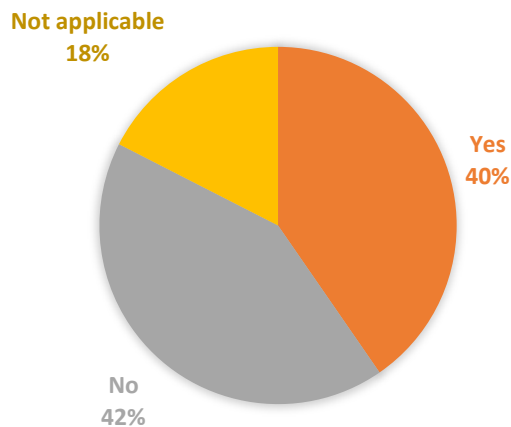


Figure 10 Cycle more with a bike lane

4.2.7 Question 12 – When driving, how comfortable do you feel driving beside a cyclist?

As discussed above, Broadway does not have a designated cycle lane and as such motor vehicle drivers often have to drive adjacent to cyclists. This question aims to determine how comfortable motor vehicle drivers feel having to drive beside cyclists. This question provided options for the respondent to select from. Of the 731 respondents 718 provided a response to this question (see Table 6). 45% stated that they were either very comfortable or comfortable when driving beside a cyclist. 31% stated that they were either uncomfortable or very uncomfortable driving next to a cyclist.

Table 4 Response to Question #12

Category	Total	Percentage (%)
Very comfortable	138	19
Comfortable	186	26
Neither comfortable nor uncomfortable	164	23
Uncomfortable	178	25
Very uncomfortable	45	6
I don't drive	7	1
Total	718	100

4.3 The Options

This section focuses on the three restriping options that the City has provided to the residents of Sonoma and users of Broadway. This section contains 11 questions. Each of the restriping options were presented in the survey above the question relating to it. The information included graphics and a short description that the respondent would have previously seen on the City's website and the survey landing page.

4.3.1 Question 13 – What do you like about the Standard Bike Lane?

Respondents were asked to comment on what they liked about the Standard Bike Lane. The comments are not ranked in any order of importance, but instead provide a summary of the comments received. Generally respondents identified the following reasons for why they liked the Standard Bike Lane:

- Maintains the five vehicle lanes to allow traffic flow to be maximized with striping improvements
- Accommodates vehicles, cyclists and pedestrians
- Safer for cyclists to have a designated bike lane
- No change to where and how vehicles park (along the curb)
- Removes cyclists off of the sidewalk
- The option takes nothing away and still provides safety for all
- The changes are minor and so users won't have to get use to something new.

4.3.2 Question 14 – What do you dislike about the Standard Bike Lane?

Respondents were asked to comment on what they did not like about the Standard Bike Lane. The comments are not ranked in any order of importance, but instead provide a summary of the comments received. Generally respondents identified the following reasons for why they did not like the Standard Bike Lane:

- Two vehicle lanes in each direction places vehicles too close to cyclist
- Five lanes along Broadway allows excessive speed by motorists
- Designated bike lanes on the road may cause traffic confusion
- Cyclists feeling unsafe being places between speeding vehicles and parked vehicles
- Safety concerns related to parked vehicles opening doors without checking for cyclists
- Bike lanes on the road provide a false sense of security to both vehicles and cyclists
- Broadway does not need a bike lane
- Cyclists may not stick to the lane and may venture out onto the road
- The bike lane is not wide enough for the cyclists
- Dislike to the painting/colors proposed for the restriping
- There are not enough cyclists using Broadway to warrant a designated bike lane.

4.3.3 Question 15 – How would a Buffered Bike Lane change your use of Broadway?

This question was aiming to identify whether respondents are likely to increase their use of Broadway by introducing a Buffered Bike Lane that would result in cyclist not riding adjacent to motor vehicles or on the pedestrian sidewalks. Respondents were presented with options to choose from. The results of this question are presented in Figure 9 below. The majority (38%) of respondents selected the option “I would be encouraged to (walk, cycle, and drive) more on Broadway.” 22% said that it would not change their current use of Broadway. Of the 731 respondents, 673 responses were collected for this question.

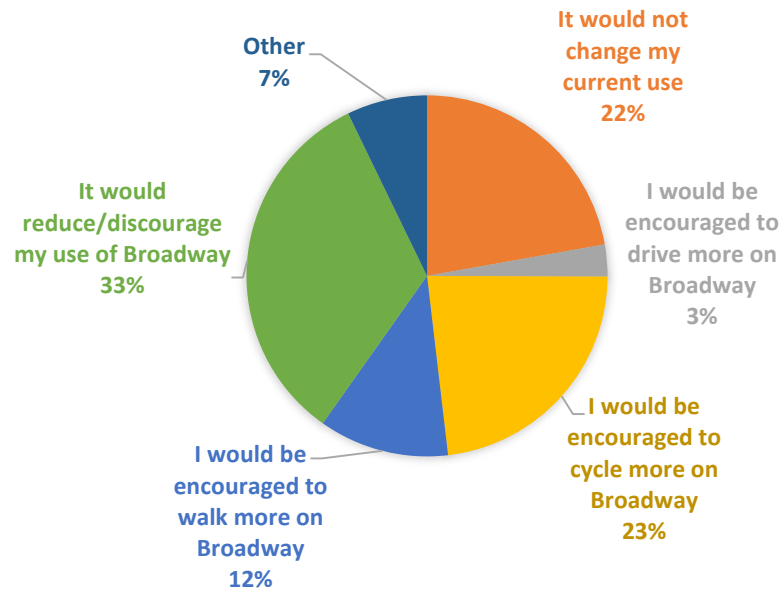


Figure 11 Change in use of Broadway due to Buffered Bike Lane

4.3.4 Question 16 – What do you like about the Buffered Bike Lane?

Respondents were asked to comment on what they liked about the Buffered Bike Lane. The comments are not ranked in any order of importance, but instead provide a summary of the comments received. Generally respondents identified the following reasons for why they liked the Buffered Bike Lane:

- Provides a little more safety for cyclist
- Allows more vision for cyclist and less obstructions
- As a parent it provides a greater sense of protection for children using the
- It provides a good option for cyclists and vehicles, as some people have a trouble parking away from the curb
- Concentrates vehicles traffic to one lane
- The wider bike lanes reduced the risk of cyclists being hit by opening car doors
- Cyclists can read the traffic movement easier with only one lane
- It would be safer for drivers to enter and exit their parked vehicles

4.3.5 Question 17 – What do you dislike about the Buffered Bike Lane?

Respondents were asked to comment on what they did not like about the Buffered Bike Lane. The comments are not ranked in any order of importance, but instead provide a summary of the comments received. Generally respondents identified the following reasons for why they did not like the Buffered Bike Lane:

- Buffered bike lanes put cyclists into unnecessary conflict with cars entering or exiting parking spaces

- Broadway becomes narrower at certain portions and this would limit sidewalk space and create more bottle neck traffic with reduced number of lanes
- Increased traffic on Broadway as a result of reduced vehicle lanes
- The extra striping will cause confusion and be distracting
- Cyclists will still be riding alongside moving vehicles
- Broadway is too busy to allow for buffered bike lanes
- Vehicle drivers can still abuse the bike lanes
- Vehicles wanting to park will need to cross the bike lane
- Concerns about vehicle drivers not respecting the designated bike lanes

4.3.6 Question 18 – How would a Parking Protected Bikeway change your use of Broadway?

This question was aiming to identify whether respondents are likely to increase their use of Broadway but introducing a Parking Protected Bikeway that would result in cyclist not riding adjacent to motor vehicles or on the pedestrian sidewalks. Respondents were presented with options to choose from. The results of this question are presented in Figure 10 below. The majority (40%) of respondents selected the option “I would be encouraged to (bike, walk and drive) more often on Broadway.” 20% said that it would not change their current use of Broadway. Of the 731 respondents, 671 responses were collected for this question.

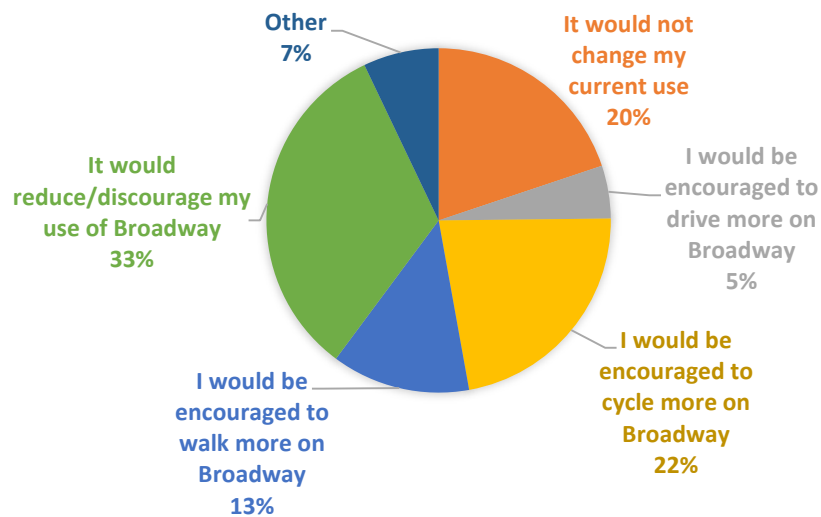


Figure 12 Change in use of Broadway due to Parking Protected Bikeway

4.3.7 Question 19 – What do you like about the Parking Protected Bikeway?

Respondents were asked to comment on what they liked about the Parking Protected Bikeway. The comments are not ranked in any order of importance, but instead provide a summary of the comments received. Generally respondents identified the following reasons for why they liked the Parking Protected Bikeway:

- Extra safety for cyclists
- As a pedestrian the Parking Protected Bikeway means being further away from moving vehicles and parked cars
- Improves the esthetic experience of walking on Broadway
- Road crossing distances would be shorter and safer
- The bikeway is completely separated from moving vehicles
- Vehicles are able to park without having to cross over designated bike lanes
- Reduced vehicle lanes would result in less speeding along Broadway
- Keeps cyclists off of the sidewalk
- Cyclists riding nearer to the sidewalk may encourage them to notice local businesses on Broadway more easily
- Will make cycling so much more pleasant

4.3.8 Question 20 – What do you dislike about the Parking Protected Bikeway?

Respondents were asked to comment on what they did not like about the Parking Protected Bikeway. The comments are not ranked in any order of importance, but instead provide a summary of the comments received. Generally respondents identified the following reasons for why they did not like the Parking Protected Bikeway:

- Reduced traffic lanes would result in greater traffic building up along Broadway
- A protected bikeway is a bit slower for avid cyclists as there is more left/right attention required
- This will result in vehicles not parking correctly
- Vehicles coming out of driveways would partially block the bike lane
- May be dangerous for drivers to access their vehicles as they would need to cross the bikeway, especially elderly individuals
- It is not clear how the bikeway would integrate with other lanes at intersections
- This approach is too different from the norm and will cause a lot of confusion for cyclists and vehicle drivers
- Vehicle drivers may not understand the new line markings and could potentially park in the bikeway
- The City needs more parking not more bike lanes
- Drivers will not feel comfortable parking in the middle of the street
- Getting in and out of a vehicle, especially for kids poses two sides of danger, moving vehicles on one side and cyclists on the other side.

- Access to business along Broadway will become more difficult. During rainy days vehicles will have to park further away from the stores

4.3.9 Question 21 – As a Cyclist which of the following would you feel comfortable using for your daily travel?

For this question the responder had the option to select multiple options. The options included: Standard Bike Lane, Buffered Bike Lane and Parking Protected Bikeway. Respondents also had the option to select ‘not applicable.’ The results are presented in Figure 11 below. The response to this question was very close for all options. The largest number of respondents selected Standard Bike Lane (27%). Of the remaining, 25% selected the Parking Protected Bikeway and 22% selected the Buffered Bike Lane. Of the 731 responses received for this survey 654 responses were provided for this question.

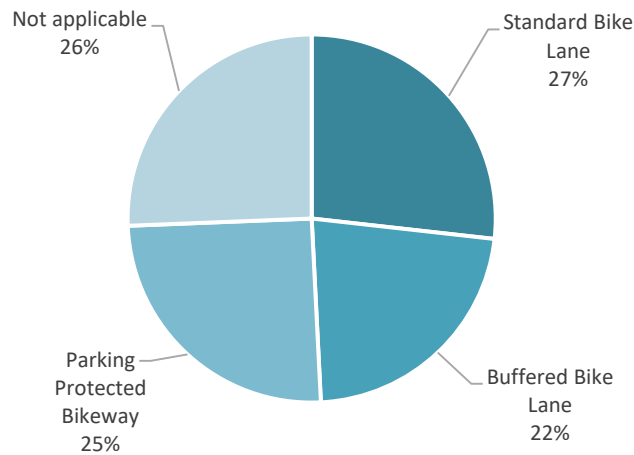


Figure 13 Comfort level using Broadway as a cyclist

4.3.10 Question 22 – As a parent which of the following would you be comfortable using with your child?

For this question the responder had the option to select multiple options. The options included: Standard Bike Lane, Buffered Bike Lane and Parking Protected Bikeway. Respondents also had the option to select ‘not applicable.’ The results are presented in Figure 12. Of the 731 responses received for this survey 627 responses were provided for this question. This question did not apply to the majority of respondents (42%). For those that it was applicable to, 24% selected the Parking Protected Bikeway, 19% selected the Standard Bike Lane and 15% selected the Buffered Bike Lane.

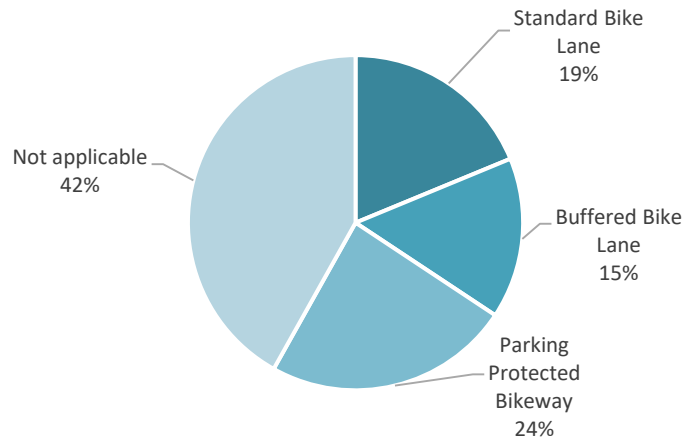


Figure 14 Comfort level using Broadway with your child

4.3.11 Question 23 – Rate the three options above in order of your preference

This question asked respondents to rate the three alternative options in order of which they prefer, with 1 being most preferred and 3 being the lowest preference. Of the 731 respondents 719 provided a response to this question with the majority (441) selecting the Standard Bike Lane as the preferred option, followed by the Parking Protected Bikeway and then the Buffered Bike Lane. (refer to Figure 14).

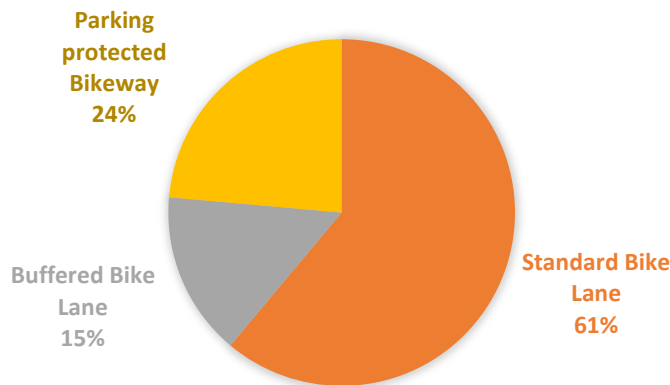


Figure 15 Ranking of the three options

4.4 Angled Parking

These questions were added to the survey to understand what the users of Broadway think about angled parking. This section contains two questions relating to angled parking and one open ended question relating to the whole project.

4.4.1 Question 24 – Are you in favor of more parking along Broadway?

This question included options for the responded to select from. Of the 731 responses received for this survey, 711 provided a response to this question. 49% of respondents stated that they are not in favor of more parking along Broadway and 21% did not have an opinion, see Figure 14.

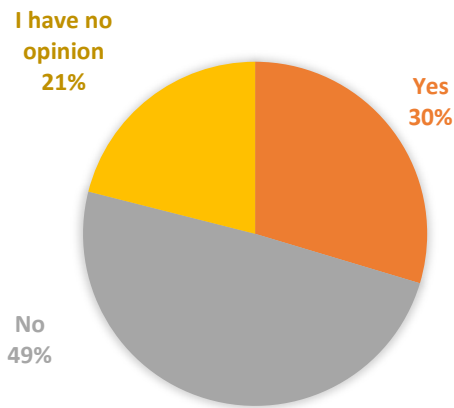


Figure 16 Are you in favor of more parking along Broadway

4.4.2 Question 25 – If angled parking can be provided at locations along Broadway would you prefer it?

If angled parking could be provided along Broadway it could only be provided along one side of the road. This question aimed to identify which side of the road respondents would prefer to have the parking. Three options were provided, these included: on the east side of Broadway, on the west side of Broadway and I have no preference. Majority (66%) of respondents did not have a preference, however of those who did, 18% preferred the east side and 16% preferred the west side see Figure 15.

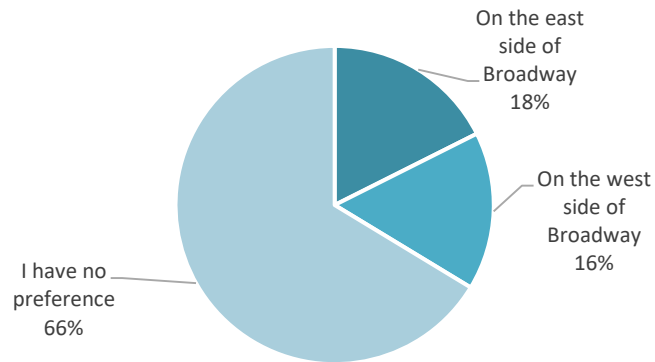


Figure 17 Angled parking preference

4.4.3 Question 26 – do you have any further comments you would like the project team to consider?

At the end of the survey this question was asked to allow respondents to provide any other feedback that may not have been captured through the survey questions. 371 comments were provided. These comments reaffirmed respondent’s feelings about the proposed changes and options.

In summary the comments highlighted that respondents felt there was a need to include traffic lights, stop signs and to increase the visibility of pedestrian crossings along Broadway. Some individuals felt that a bikeway was not required along Broadway as it would cause too much traffic implications, the reduced traffic lanes.

Respondents commented on the angled parking option suggesting it does not work well with bike lanes and are dangerous to cyclists. Some individuals felt that angled parking would benefit the businesses along Broadway as it allowed easier access to them.

Some respondents highlighted that designated bike paths would be a good addition to Broadway. Especially during school periods where children use the sidewalk, it would be good to have a bike lane which is separated from the sidewalk. Generally there is a need to improve the pavements and roads in Sonoma and reduce the number of potholes.

5. Interactive Map Results

Upon completion of the survey, respondents were provided with the opportunity to provide additional comments on an interactive map where the comments they made were available to other respondents. This was to allow and encourage discussion on the restriping options in a public space. A total of 85 comments were provided in addition to those already provided in the survey. Most of the comments received were outside of the project boundary (see Figure 16) and not related to the focus of this study however 14 comments were within the boundary and related to the project. A summary of these 14 comments are provided below and the full list of the comments is provided in **Appendix B**.

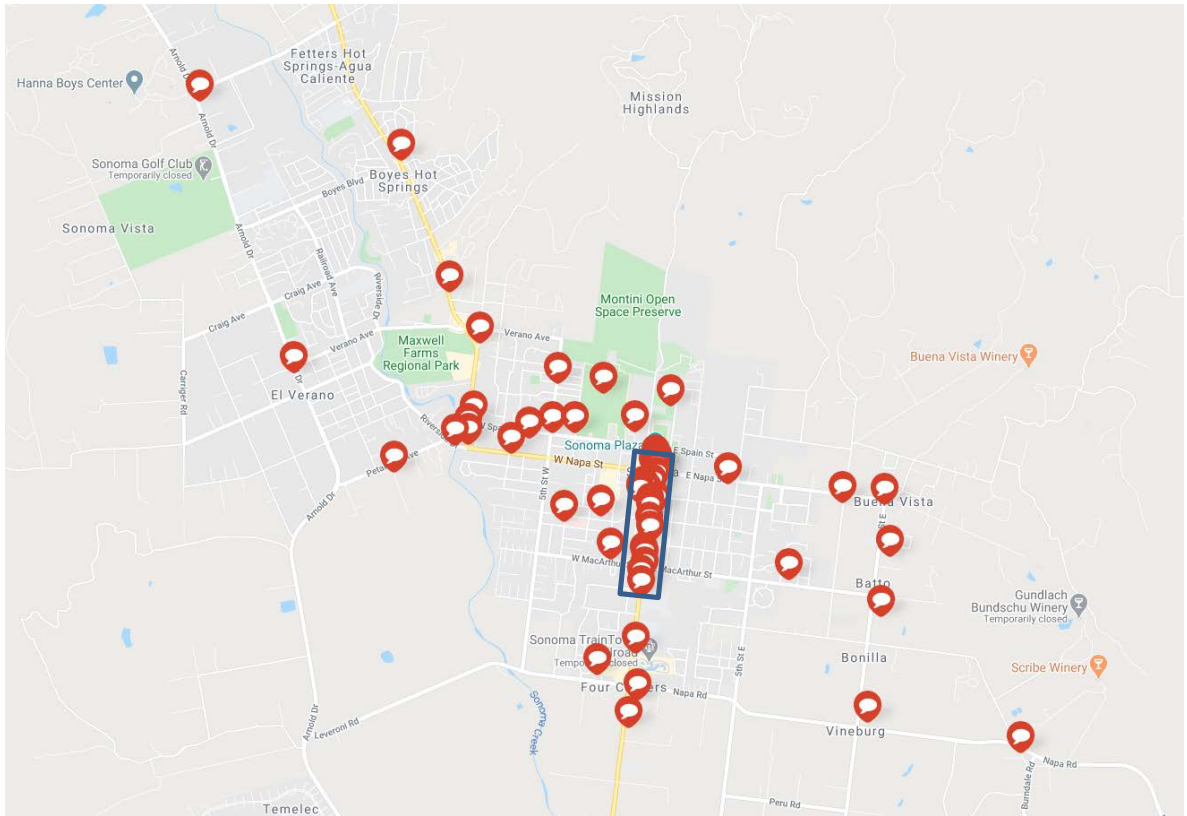


Figure 18 Extent of mapped survey comments

Respondents who provided comments related to the project and within the project boundary expressed concerns about the safety of pedestrians in relation to speeding cyclists riding on the sidewalk. Some respondents mentioned having to grab their children out of the way of cyclists when coming out of stores along Broadway or the museum. Respondents felt that the crosswalks felt unsafe for pedestrians and drivers due to the lack of traffic lights on some crosswalks and a lack of standard crosswalk markings causing confusion for motorists and pedestrians. Specifically the crossing at MacArthur Street, respondents stated that during school times pedestrians often have to run across the intersection to make it across safely. The roadway crossings are too long and should include bulbs or islands for pedestrians to reduce the distance for crossing safely.

Comments relating to not enough handicap parking were also amongst the concerns for respondents. Given the aging population in Sonoma respondents felt that areas of Broadway were inaccessible for elderly individuals requiring accessible parking.

The state of the road and pedestrian sidewalks in terms of potholes and cracks were expressed along Broadway. Respondents felt that this is a hazard to both drivers and cyclists who may encounter these potholes.