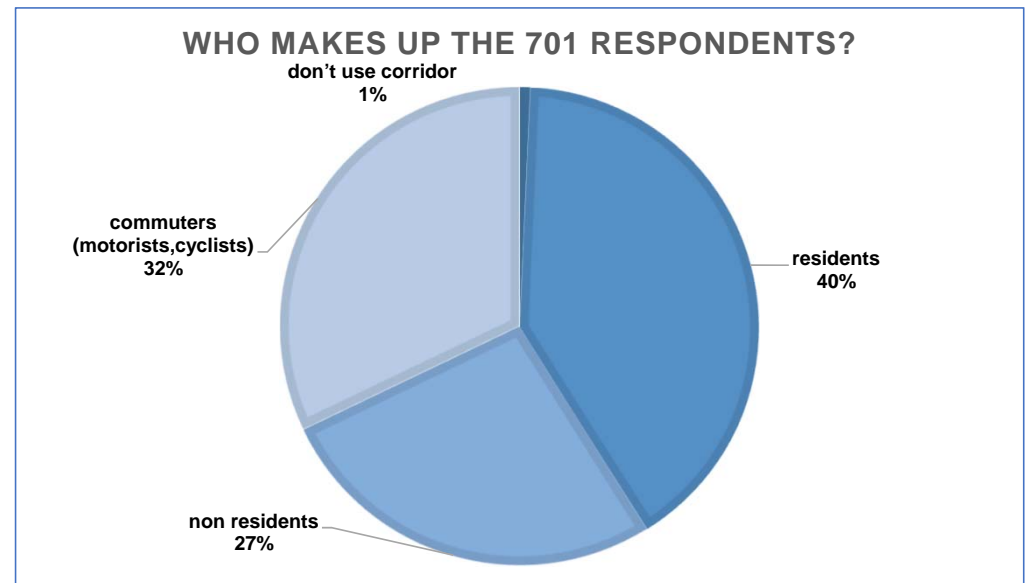# SCA-Alameda Task Force Survey Results

November 2018

By Jen Wolosin and Molly Glennen

Methodology

✓ The survey was conducted online between September 4, 2018 and September 23, 2018.

✓ The survey was distributed via email, postcards, social media, mail lists, electronic message boards, and newspaper.

✓ A total of 701 responded to the survey.

✓ These results are based on total responses. Where some respondents did not answer a specific question, those responses were not included in the total calculation

WHO MAKES UP THE 701 RESPONDENTS?

- don't use corridor 1%
- commuters (motorists,cyclists) 32%
- residents 40%
- non residents 27%

Non – residents in this presentation are respondents who do not live on the corridor but use services, schools, or other business in this community
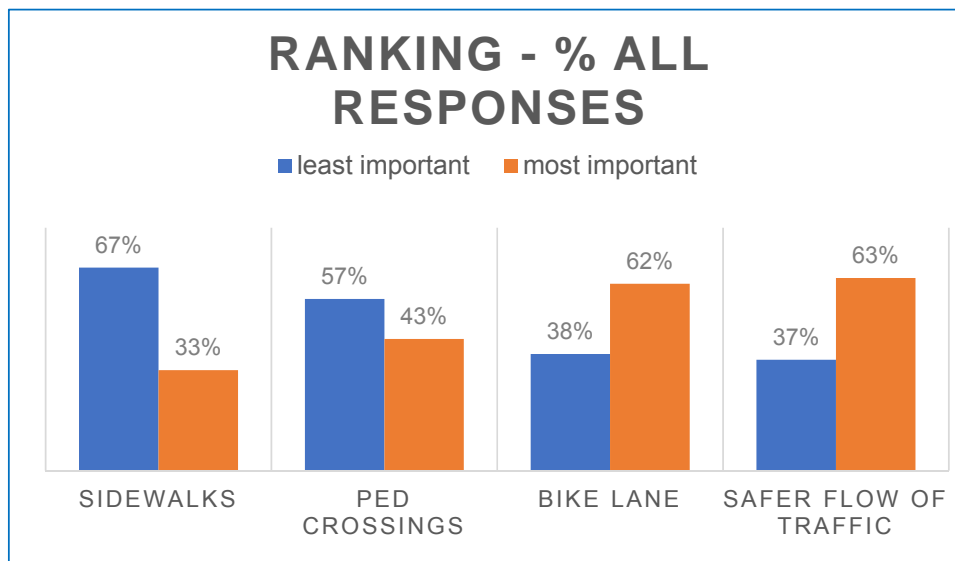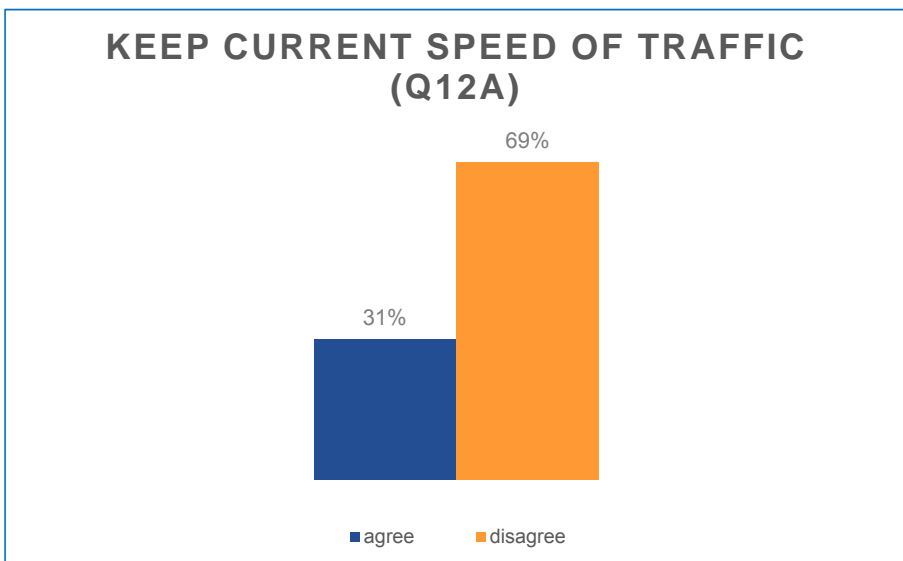
Executive Summary

- The vast majority of all respondents (residents, commuters and non-residents) wanted safety improvements along the corridor.
- Within each respondent group surveyed, most were willing to reduce a travel lane in exchange for safety.
- Respondents consistently ranked "Safer flow of traffic" as an improvement most important to them.
- Residents preferred pedestrian enhancements, sidewalks and a safe flow of traffic, while commuters and non-residents prioritized bike lanes over other safety enhancements.

Total Respondents

All Want Safety Improvements

Those who took the survey are not satisfied with the current conditions along the corridor and desire changes that would make all modes of travel safer.

- More than half of all respondents either disagree or strongly disagree to "Maintain the current speed and flow of traffic even if it means minimal safety improvements." (Q12a)

- Respondents ranked "Safer flow of traffic" as the improvement most important to them (Q13).

KEEP CURRENT SPEED OF TRAFFIC (Q12A)

69%

31%

■ agree   ■ disagree

RANKING - % ALL RESPONSES

■ least important   ■ most important

	SIDEWALKS	PED CROSSINGS	BIKE LANE	SAFER FLOW OF TRAFFIC
least important	67%	57%	38%	37%
most important	33%	43%	62%	63%

Residents

Residents - Profile

Resident - "I live in the area shown within the map below."

- N=283

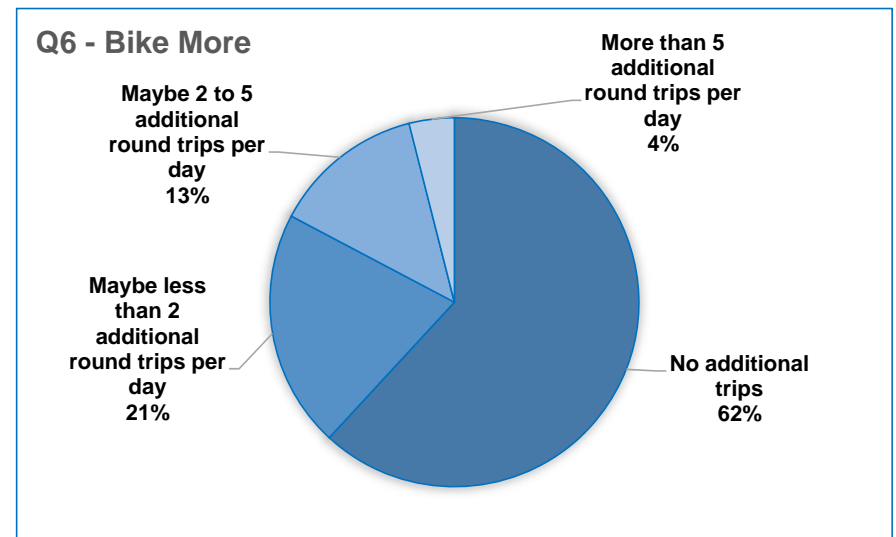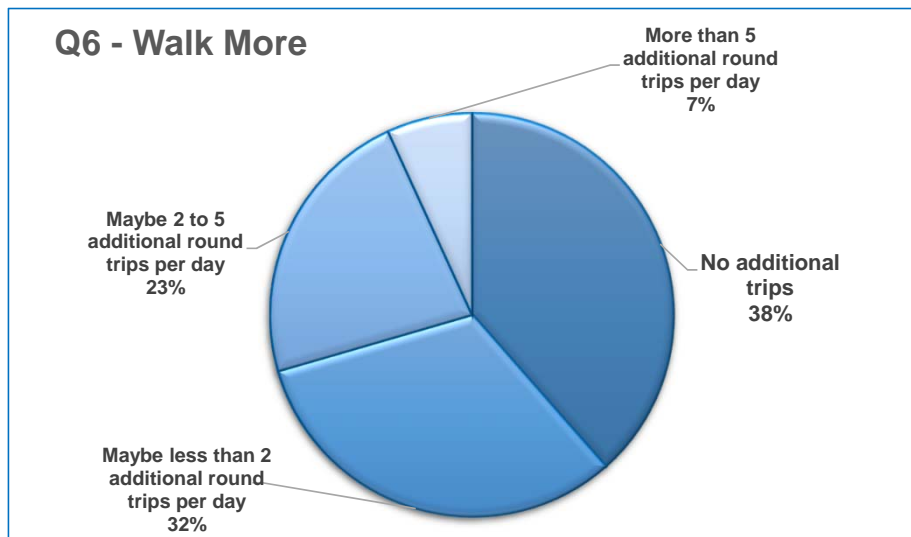The resident respondents represent all areas of the corridor.

Residents predominantly drive and walk to go to and from their place of residence. (Table below shows % of residents who, on an average weekday, use each mode of transportation at least occasionally. Q9)

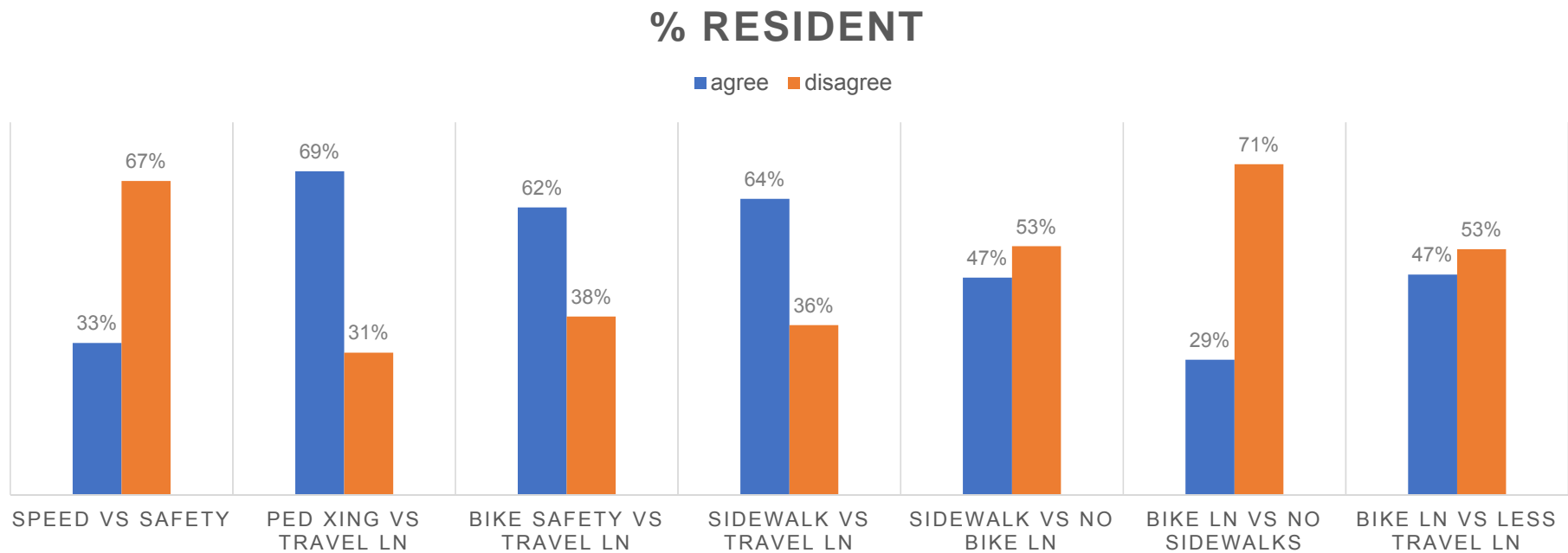|	Drive	Bike	Walk	Bus/Carpool
Resident	99	66	91	27

Residents - Results

Residents would utilized sidewalks enhancements.

- If safety improvements are made, residents indicated a greater likelihood to walk more than to bike more. 62% of residents reported that they would walk more on a daily basis if sidewalks were improved, versus 38% who would increase their daily bike usage if bike lanes were installed. (Q6)

Q6 - Walk More

More than 5 additional round trips per day
7%

No additional trips
38%

Maybe less than 2 additional round trips per day
32%

Maybe 2 to 5 additional round trips per day
23%

Q6 - Bike More

More than 5 additional round trips per day
4%

Maybe 2 to 5 additional round trips per day
13%

Maybe less than 2 additional round trips per day
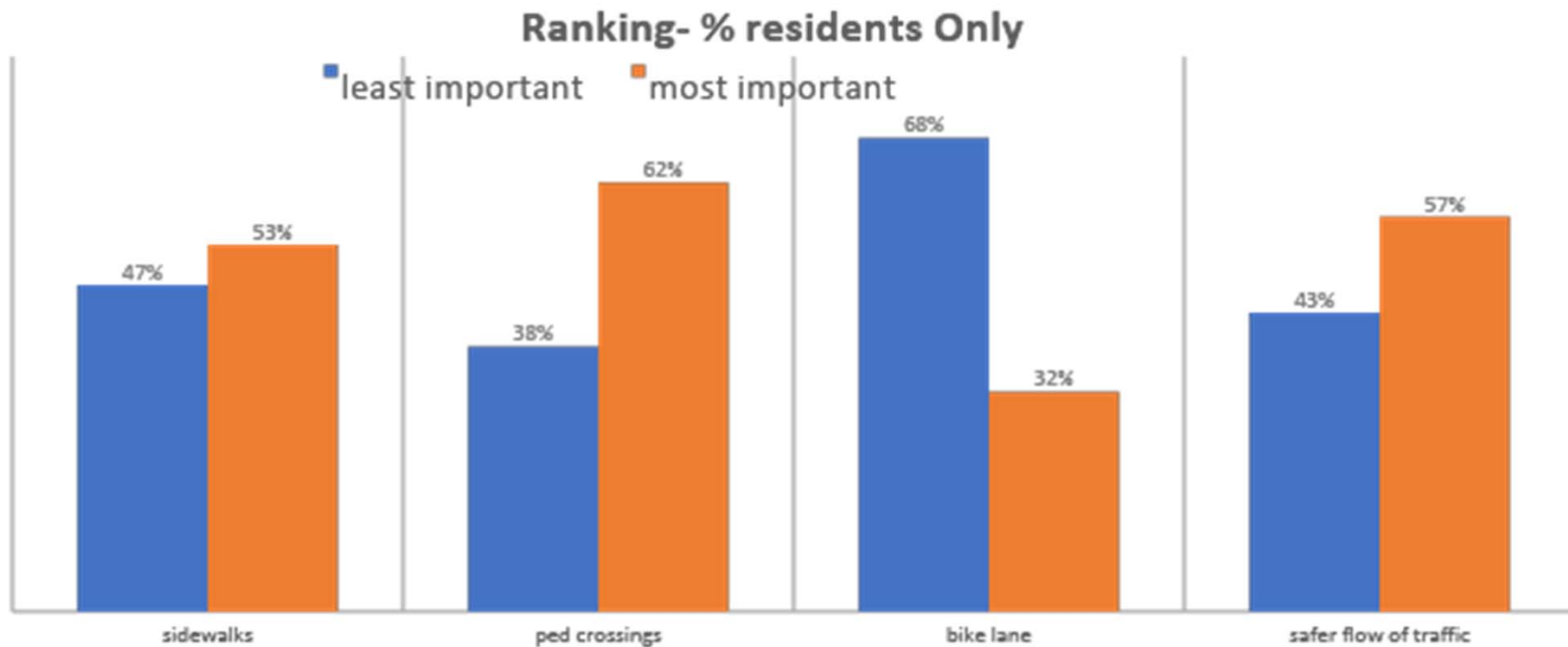21%

No additional trips
62%

Residents - Results (Continued)

- Of all the trade-offs presented, residents agreed most that pedestrian safety should be improved even if it means reducing travel lanes. (Q12)

% RESIDENT

■ agree ■ disagree

	SPEED VS SAFETY	PED XING VS TRAVEL LN	BIKE SAFETY VS TRAVEL LN	SIDEWALK VS TRAVEL LN	SIDEWALK VS NO BIKE LN	BIKE LN VS NO SIDEWALKS	BIKE LN VS LESS TRAVEL LN
agree	33%	69%	62%	64%	47%	29%	47%
disagree	67%	31%	38%	36%	53%	71%	53%

Residents - Results (Continued)

- When asked to rank priorities, residents overwhelming ranked bike lanes as their <u>lowest</u> priority, while split with regards to sidewalks, pedestrian crossings and safer flow of traffic. (Q13)

Ranking- % residents Only

■ least important ■ most important

	sidewalks	ped crossings	bike lane	safer flow of traffic
least important	47%	38%	68%	43%
most important	53%	62%	32%	57%

Residents - Results (Continued)

- Priorities varied among residents depending on where they live along the corridor and the quality of sidewalks near their home (Q13).

Question #13 by street segment - residents only - % important	Sidewalks	Ped crossing	Bike lane	Lane chg
A. On Alameda de las Pulgas	50%	**80%**	20%	40%
B. On Clayton, Sharon Rd west of Alameda, Prospect, Harkins	**72%**	48%	41%	37%
C. Side street east of Alameda (Harrison Way, Sharon Rd east of Alameda, Liberty Park, Lucky Ave)	**64%**	61%	30%	50%
D. Menlo Commons Condo complex	54%	**69%**	20%	57%
E. Pacific Hills Condo complex	40%	**60%**	40%	**60%**
F. Santa Cruz from Sandhill Rd to the Alameda de las Pulgas	33%	73%	7%	**88%**
G. Palo Alto Way or side street off of Palo Alto Way (Stanford Ave, Leland Ave., Vine St.)	27%	**79%**	38%	66%
H. Oak Hollow Way/Royal Oaks Court	**73%**	55%	18%	55%
J. Campo Bello Lane (and side streets in the Campo Bello neighborhoods)	**78%**	40%	22%	60%
K. Santa Cruz from the Alameda de las Plugas to Avy Ave (missing from map)	50%	45%	42%	**67%**
L. Side street off of Santa Cruz (Oakdell Dr neighborhood, Cloud Ave, Sherman)	61%	**67%**	22%	43%
Y. Facing or bordering the Y intersection of Alameda/SCA/Campo Bello	40%	60%	20%	**82%**

Lane Chg = lane configuration changes: narrowing, removing, restricting movements, etc.

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Commuters and Non-Residents

Non-Residents and Commuters - Profile

Non-resident - "I am not a resident but I use services, schools or work within this area."

- N=188

Commuter - "I only commute thru this corridor."

- N=225

Non-residents and commuters mostly drive and bike through the corridor. (Table below shows % of respondents who, on an average weekday, use each mode of transportation at least occasionally. Q9)

|	Drive	Bike	Walk	Bus/Carpool
Non-resident	95	74	21	45
Commuter	89	85	23	12

Non-Residents and Commuters - Results

- An overwhelming number of non-residents and commuters believe that "some road improvements" are needed along the corridor. (89% of non-residents and 90% of commuters, Q10).

% Non Residents and Commuters who want Improvements

■Yes ■No

89% 11% 90% 10%

non residents   commuters
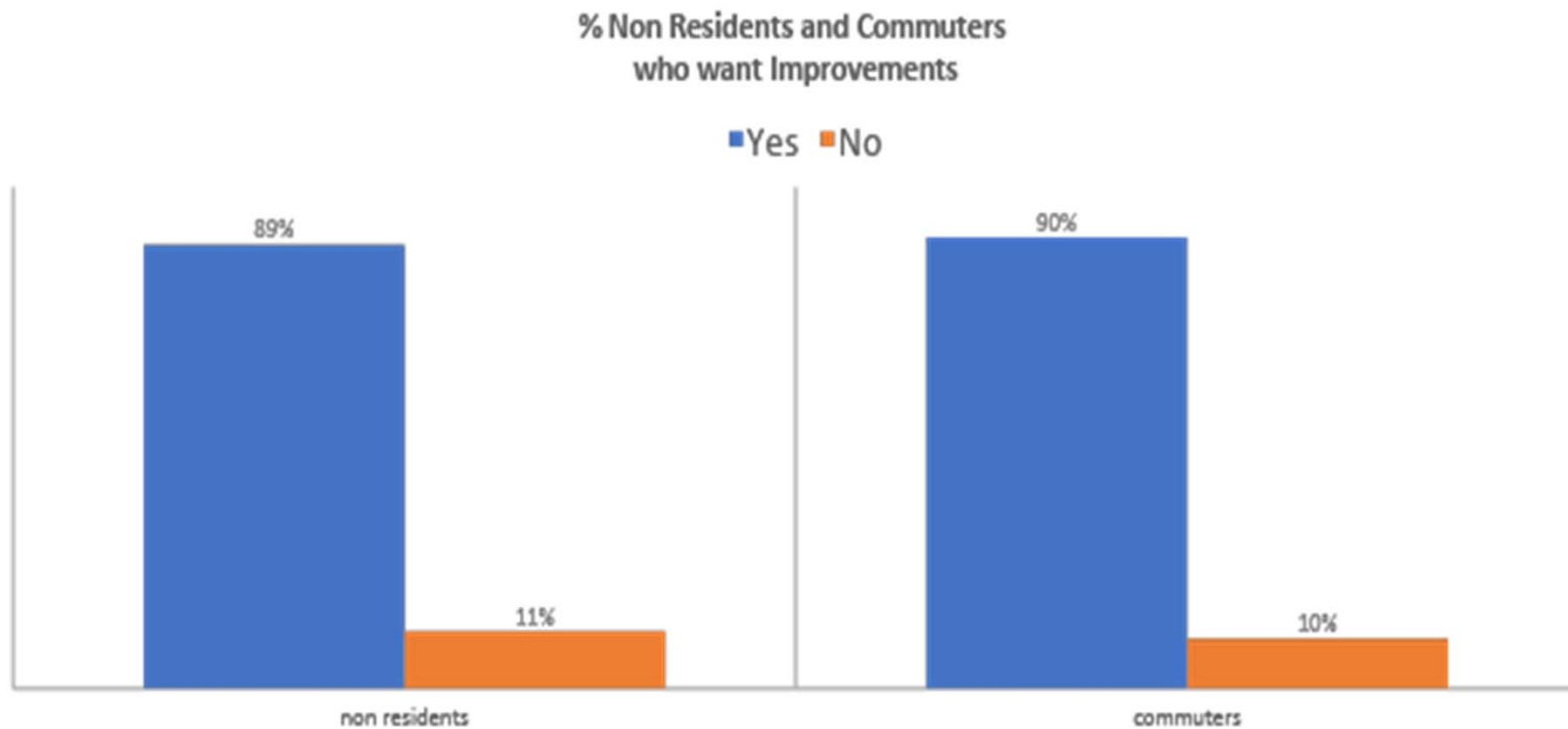
Non-Residents and Commuters - Results (Cont'd)

- Bike lanes are the type of improvement most desired among these two groups, with both giving bike lanes their highest top 2 box score*: 65% for non-residents and 80% for commuters (those at Q11 who gave a 4 or 5 rating on a 5-point importance scale with 5 as "most important to me" and 1 as "this is not important to me").
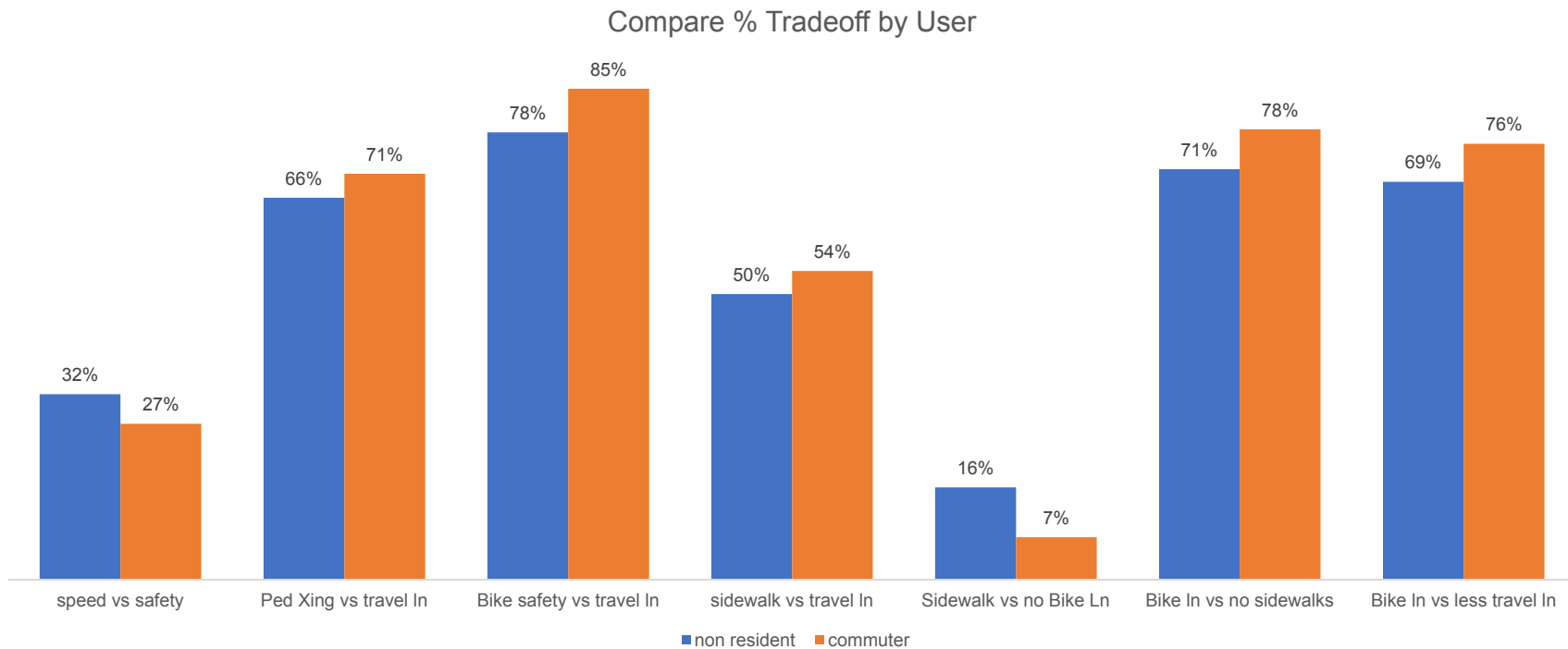
% Commuter and Non Residents responded as important to them
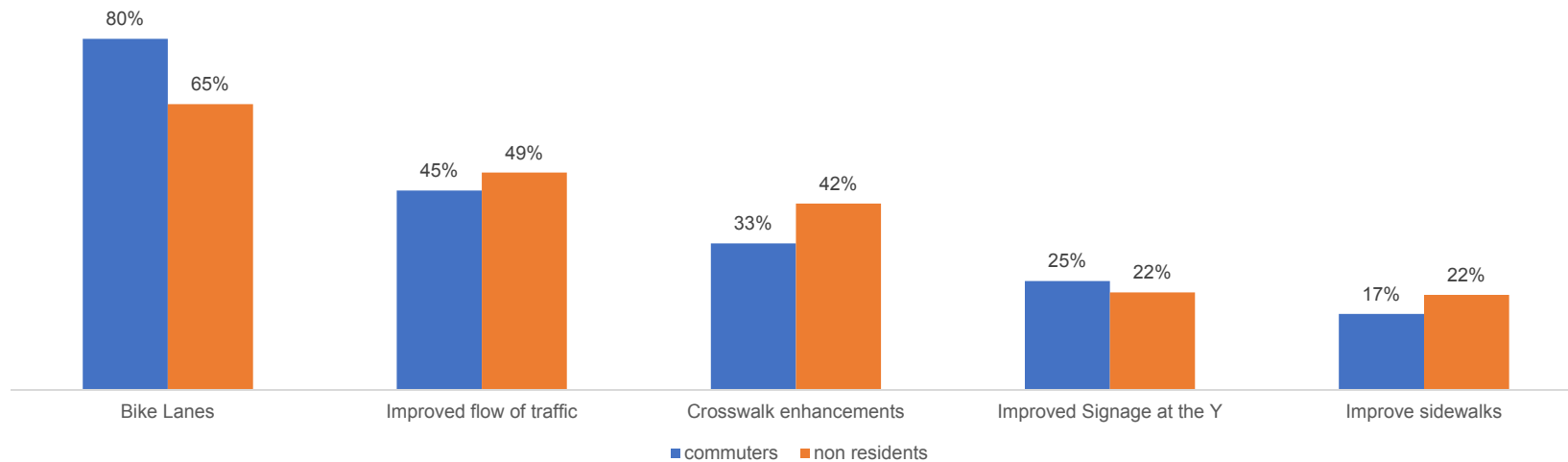
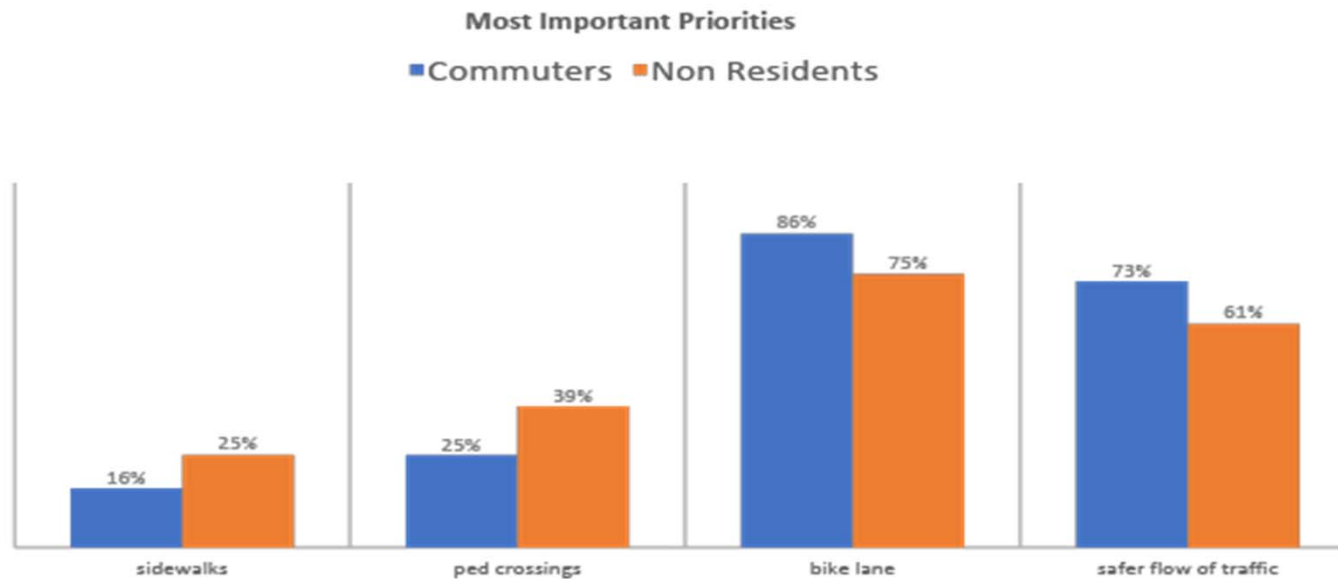* Top 2 box = Most important = 5 and important = 4

Non-Residents and Commuters - Results (Cont'd)

○ When asked to trade-off competing improvements to account for existing roadway boundaries, both groups prioritized bike lanes over all other enhancements. (Q12)

Compare % Tradeoff by User

Legend: ■ non resident ■ commuter

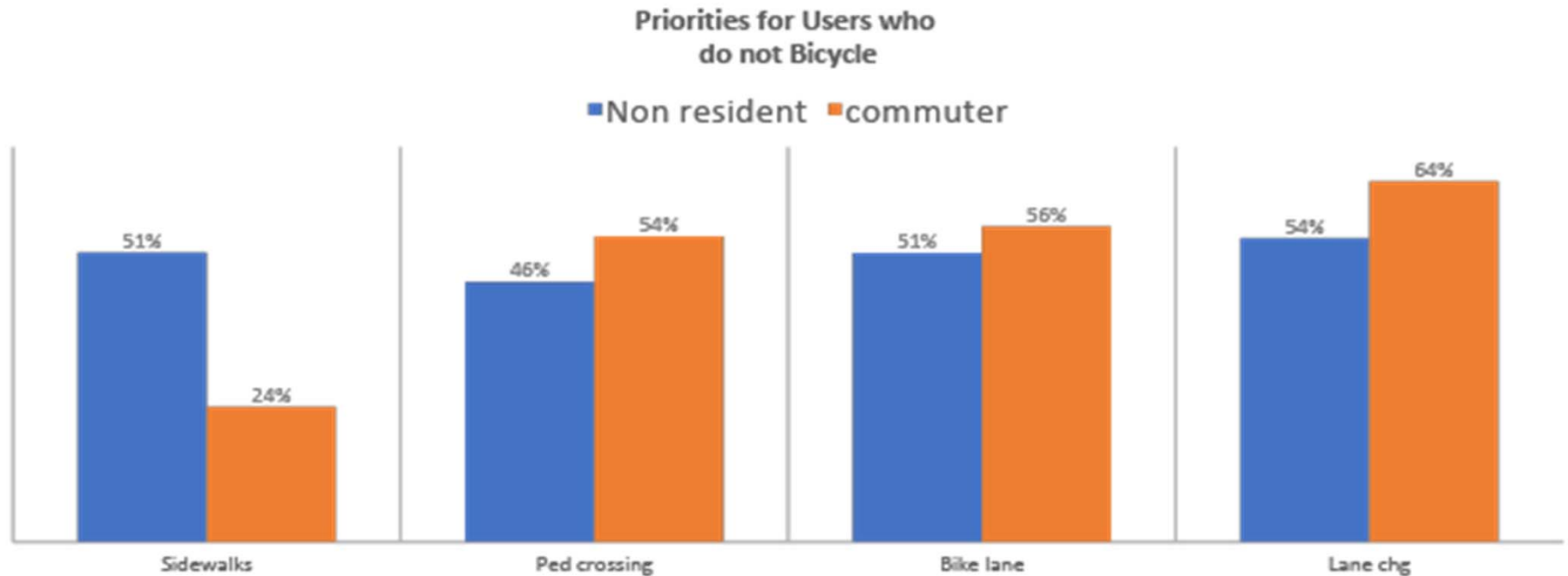| Category	non resident	commuter
speed vs safety	32%	27%
Ped Xing vs travel ln	66%	71%
Bike safety vs travel ln	78%	85%
sidewalk vs travel ln	50%	54%
Sidewalk vs no Bike Ln	16%	7%
Bike ln vs no sidewalks	71%	78%
Bike ln vs less travel ln	69%	76%

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Non-Residents and Commuters - Results (Cont'd)

○ When forced to rank their priorities, non-residents and commuter both had the strongest preference for bike lanes: top 2 box* for "add/improve bike lanes" is 75% for non-residents and 86% for commuters (those at Q13 who gave a 2 or 3 rating on a 4-point importance scale with 3 as "most important to me" and 0 as "not important to me").

Most Important Priorities

■ Commuters ■ Non Residents

	Commuters	Non Residents
sidewalks	16%	25%
ped crossings	25%	39%
bike lane	86%	75%
safer flow of traffic	73%	61%

* Top 2 box = Most important = 3 and important = 2

Non-Residents and Commuters - Results (Cont'd)

○ Due to the high number of cyclists among the respondents in this survey, the following graph shows the priorities expressed by <u>those who do not cycle</u>. Interestingly, while "safer flow of traffic" rises to the highest priority, adding bike lanes still scores high among priorities.

Priorities for Users who do not Bicycle

■ Non resident ■ commuter

Non cyclists - identified themselves as never bike in question 9c (residents = 55, nonresident/commuter = 57 total 112