SCA-Alameda Task Force
Survey Results

November 2018
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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?

- Residents: 40%
- Commuters (motorists, cyclists): 32%
- Non-residents: 27%
- Don't use corridor: 1%

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).
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)

<table>
<thead>
<tr>
<th></th>
<th>Drive</th>
<th>Bike</th>
<th>Walk</th>
<th>Bus/Carpool</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resident</td>
<td>99</td>
<td>66</td>
<td>91</td>
<td>27</td>
</tr>
</tbody>
</table>
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)
Of all the trade-offs presented, residents agreed most that pedestrian safety should be improved even if it means reducing travel lanes. (Q12)
Residents - Results (Continued)

- When asked to rank priorities, residents overwhelmingly ranked bike lanes as their lowest priority, while split with regards to sidewalks, pedestrian crossings and safer flow of traffic. (Q13)
Residents - Results (Continued)

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

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

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

<table>
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</tr>
</thead>
<tbody>
<tr>
<td>Non-resident</td>
<td>95</td>
<td>74</td>
<td>21</td>
<td>45</td>
</tr>
<tr>
<td>Commuter</td>
<td>89</td>
<td>85</td>
<td>23</td>
<td>12</td>
</tr>
</tbody>
</table>
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 - 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”).

* 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)
Non-Residents and Commuters - Results (Cont’d)

○ When forced to rank their priorities, non-residents and commuters 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”).

* 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 those who do not cycle. Interestingly, while “safer flow of traffic” rises to the highest priority, adding bike lanes still scores high among priorities.

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