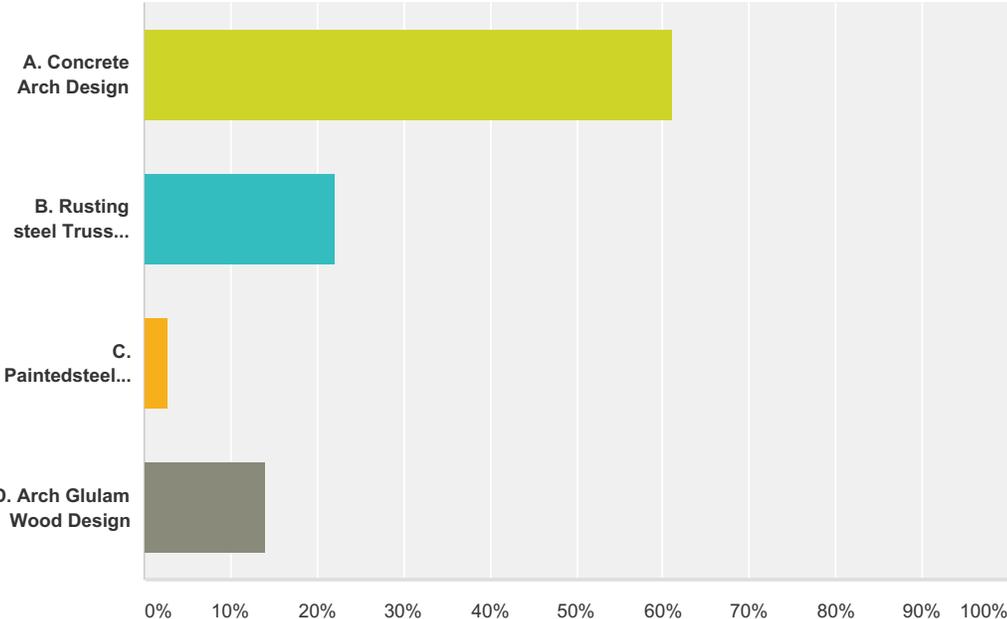


### Q1 Which of the three bridge designs do you prefer for the Meadow Way Bridge replacement?

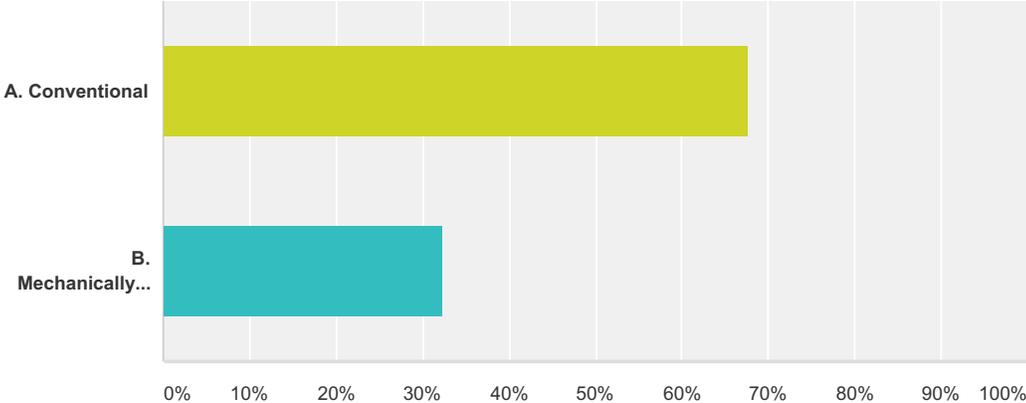
Answered: 36 Skipped: 1



Answer Choices	Responses
A. Concrete Arch Design	61.11% 22
B. Rusting steel Truss Design	22.22% 8
C. Paintedsteel Truss Design	2.78% 1
D. Arch Glulam Wood Design	13.89% 5
<b>Total</b>	<b>36</b>

### Q2 Which Erosion Control Wall Treatment do you prefer for the Meadow Way Bridge.

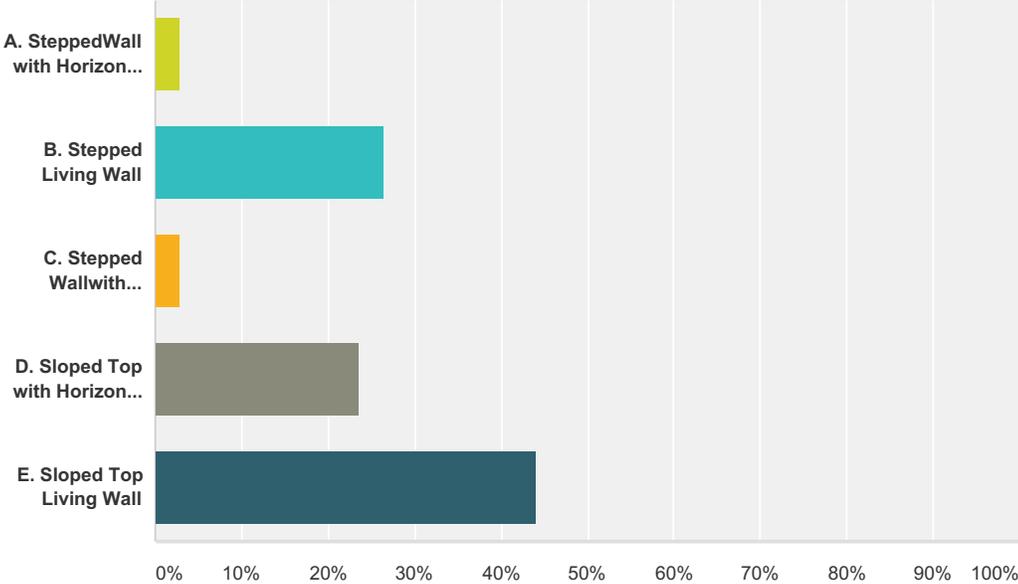
Answered: 31 Skipped: 6



Answer Choices	Responses	
A. Conventional	67.74%	21
B. Mechanically Stabilized Embankment	32.26%	10
<b>Total</b>		<b>31</b>

### Q3 Which of the above Erosion Control Wall finishes do you prefer for the Meadow Way Bridge?

Answered: 34 Skipped: 3



Answer Choices	Responses
A. SteppedWall with Horizontal Grooves	2.94% 1
B. Stepped Living Wall	26.47% 9
C. Stepped Wallwith Two-Way Grooves	2.94% 1
D. Sloped Top with Horizontal Grooves	23.53% 8
E. Sloped Top Living Wall	44.12% 15
<b>Total</b>	<b>34</b>

## Fairfax Bridge Design

### Q4 Have additional thoughts? Please provide any additional comments you may have about the Meadow Way Bridge design concepts.

Answered: 23 Skipped: 14

#	Responses	Date
1	want the bridge to be built in 1 year am not committed to any design or wall except that like the living wall want to minimize potential litigation and neighborhood unrest Good luck with all of this	7/30/2016 4 41 PM
2	Thanks for all the work on this am grateful for the opportunity to express my opinion but don't feel very qualified to make a choice expect will be happy with whatever is decided am not in favor of a lot of lighting in view of its impact on wildlife s the town considering reducing street lighting on a town wide basis anyway?	7/30/2016 3 13 PM
3	'd rather not have street lights on the bridge Or if we have to have them make them low down and low powered Or only go on if a car/bicycle/person crosses the bridge Keep the night dark	7/30/2016 12 04 PM
4	vote to do the drop in bridge [REDACTED]	7/30/2016 8 05 AM
5	i would prefer if it was wood [REDACTED]	7/29/2016 8 47 PM
6	there MUST be CREEK ACCESS for W LDL FE [REDACTED]	7/29/2016 2 18 PM
7	Please deal with the usual obstructionist in a manner that does not further delay the project don't think you will find much objection but small voices are loud and organized Thanks for being supportive to our neighborhood	7/29/2016 10 13 AM
8	like the concrete arch design the best but the way the LED lights are drawn is sort of confusing would hope that any lighting would light the roadbed and pedestrian areas adequately while not illuminating upwards Further lighting fixtures should be in a style appropriate to this rural small town bridge Perhaps downlights in the bridge rail itself combined with relatively short posts with caps on the upper part of the light would do the job and also look nice during the day	7/28/2016 6 34 PM
9	To whom it may concern Please be mindful that the most popular choice is usually not the best choice from an engineering standpoint	7/28/2016 5 21 PM
10	My preference for bridge type is based on the speed of the construction and the lack of impact to my property	7/28/2016 4 25 PM
11	n my preference for a concrete arch bridge vastly prefer that the bridge sides have open "window" between the concrete as shown in the drawing above (as opposed to the SOL D concrete sides shown in the 3 D illustration) probably would prefer that the bridge and retaining wall be constructed of colored concrete in an earthy color The only change to this preference would be to a preference for a steel bridge ONLY if that would make the bridge's completion in one season EXTREMELY likely rather than just a remote possibility and even then it would depend on a clearer sense of the hours of construction (even assuming work would proceed for 7 days a week)	7/28/2016 3 51 PM
12	Need pedestrian access from meadow way bank to creek bed for general access and fire egress in emergency	7/28/2016 3 14 PM
13	The north side of the new bridge should align with the north side of the existing bridge Moving the bridge 7' to the south is not acceptable	7/28/2016 2 58 PM
14	[REDACTED] Can the north alignment of the road stay the same? t looks like the bridge will be moved to the south	7/28/2016 11 27 AM
15	[REDACTED] STRONGLY prefer no lights on the bridge need to understand better the different kinds of retaining walls in order to state a preference but think the 2 homes adjacent to the walls should have the loudest vote	7/27/2016 9 50 PM
16	Thanks for all the detail and ability to provide input [REDACTED]	7/24/2016 9 29 PM
17	Steel drop in bridge to expedite process 1year process natural creek access least amount of concrete as possible cal trans has just approved 10 foot lanes on the El Camino Real down the Peninsula why do we need 12 foot lane??	7/24/2016 12 44 PM
18	Could a concrete bridge have wood railings or could concrete railings be covered with wood?	7/22/2016 7 31 PM

## Fairfax Bridge Design

19	<p>Thank you for asking for comments 1a Span type Aesthetically prefer the wood glulam alternative but have concerns about its longevity Between concrete and steel suppose could go with a CoreTen span but imagine your description "rusting steel" will limit desire of this choice and makes it moot Project data indicates a concrete span will be cheaper heard that it would also be quicker to build on site than steel That's hard to believe when steel can be fabricated off site and bolted together on site And there's no forming redundancy with a steel span s your time and material cost data of the span accurate? f time and costs are equal could go either way guess 'm a little concerned with anti rust problems with CoreTen but then a cracked and porous concrete span (earthquake or creep stress?) could allow rusting re bar don't know enough about this... 1b Railing prefer the railing design shown on the steel span sketch and 3D drawing 1c Lights No lights please 1d Most importantly strongly prefer a narrower bridge one that has an 11 foot wide lane and a 3 foot wide pedestrian path f the new bridge were narrower it would be centered further downstream and create less of a hardship for #6 Meadow Way (Horton) As the design is now #6 stands to lose almost all its parking not to mention a lot of its fence and some yard Shifting the bridge further downstream appears problematic due to the sewer pipe it would be more in scale with our neighborhood and traffic levels This bridge serves only 29 homes State highways have 12 foot lanes Our existing bridge lane is 9' 10" between curbs Even the largest trucks (like PG&amp;E's crazy largest seen maybe once on Meadow Way) only need 10 feet of width SF fire trucks have an extreme tire width of 8' 3" The existing bridge is less than 15 feet wide almost 6 feet narrower than what's planned there'd be less likelihood of two opposing cars attempting to cross the bridge at the same time See 1e it could be built in its full width (including the downstream railing) BEFORE being slid into final position all abutments and retaining walls could be made the SAME for an 18 5 foot wide bridge as for the planned 21 5 foot wide bridge it would allow more space for trees at the NW corner of the bridge where bays and buckeyes grow now (it may not come to this but) it would offer a less costly solution than detouring cars through the creek 1e Lane/path buffer Paint and reflective tags alone will not do There needs to be a raised buffer of 6x9 to 12x12 inch section Wood is maybe best f the concern is problems stemming for motor vehicle strikes consider the choice A motorist striking the buffer or a motorist striking a pedestrian Plenty of people use this bridge to watch the creek f two motorists (or one of them) seeing only paint and reflectors decide to make the bridge a two way affair and a pedestrian is on the bridge (perhaps enjoying the view) well you can imagine A raised buffer serves as a scofflaw deterrent one that has worked on Meadow Way for many decades 2 find these two drawings too vague and could not find enough information in your April and June PDFs to make a valid choice n the lower drawing can't tell what the many horizontal lines indicate The other main differences between the two drawings are what appear to be concrete wall sections but they are not named What are the salient points to consider? Maybe this is a place to say a vertical wall would be better than a battered wall? A vertical wall would allow more space at the top of the wall at the bridge's NW corner to replant the removed bay and buckeye trees 3 've indicated my preference as D imagine some kind of greenery could be good but blackberry is much too invasive especially the non native (good eating) variety nformal access to the creek will likely be along these walls and blackberry vine growth would be difficult abate imagine the fact that the vertical aspect of D and E drawings is significantly reduced will skew the vote toward these two choices Anyway it's the horizontal lines and sloped fences find appealing A handsome new alternative which flows with the creek Thank you Additional have created digital drawings showing my suggested 18 5 width bridge Would be happy to share [REDACTED]</p>	7/22/2016 7 18 PM
20	NO lights above rails Must have creek access regardless of type of retaining walls for wild life neighbors and as emergency exit if Cascade Drive is closed	7/21/2016 4 49 PM
21	What effect will the different wall texture treatments have on flow turbidity flow speed and maintenance of the channel? Will the pretty "living wall" result in maintenance issues and reductions in flow or capacity similar to issues caused by ivy growing at the Morningside neighborhood bridges?	7/21/2016 4 40 PM
22	voted for the conventional wall construction mostly because believe the MSE approach cannot be done in the area next the to the bridge due to excavation requirements without closing the road for an extended period	7/21/2016 3 36 PM
23	Please ensure that local sources of native plants are incorporated local to the watershed	7/21/2016 3 23 PM