LESSONS FROM THE GREEN LANES: EVALUATING PROTECTED BIKE LANES IN THE U.S.

FINAL REPORT: APPENDIX A SURVEY INSTRUMENTS

NITC-RR-583

by **Portland State University**

Chris Monsere Jennifer Dill Nathan McNeil Kelly Clifton Nick Foster Tara Goddard

for National Institute for Transportation and Communities (NITC) P.O. Box 751 Portland, OR 97207



June 2014

ACKNOWLEDGEMENTS

This research was funded by the National Institute for Transportation and Communities (NITC), a U.S. Department of Transportation university transportation center, People for Bikes (formerly Bikes Belong) and the Summit Foundation.

This research could not have been conducted without the significant participation of our city partners. These individuals provided data, design plans, conducted numerous reviews, and hosted our field visits: Mike Amsden (CDOT), David Smith (CDOT), Jim Sebastian (DDOT), Mike Goodno (DDOT), Roger Geller (PBOT), Rob Burchfield (PBOT), Ross Swanson (PBOT), Wendy Cawley (PBOT), Lindsay Walker (Lloyd District TMA), Seleta Reynolds (SFMTA), Miriam Sorell (SFMTA), Annick Beaudet (Austin), Nathan Wilkes (Austin), Aleksiina Chapman (Austin).

We acknowledge the efforts of the following Portland State University Students who assisted in survey mailing and video processing: Chase Ballew, Dan Stumpf, Dan Mercer, Lisa Okomoto, Allison Duncan, and Belinda Judelman. We also acknowledge the volunteers in each city that helped conduct the bicycle intercept survey.

Finally, thanks to anonymous peer reviewers who provided immensely helpful insights and corrections to this report (including suggesting the term "turning zone" which we adopted).

DISCLAIMER

The contents of this report reflect the views of the authors, who are solely responsible for the facts and the accuracy of the material and information presented herein. This document is disseminated under the sponsorship of the U.S. Department of Transportation University Transportation Centers Program in the interest of information exchange. The U.S. Government assumes no liability for the contents or use thereof. The contents do not necessarily reflect the official views of the U.S. Government. This report does not constitute a standard, specification, or regulation.

LIST OF SURVEYS

Resident: Austin - Barton Springs

Resident: Austin - Bluebonnet

Resident: Chicago - Milwaukee Ave.

Resident: Chicago - Dearborn Ave.

Resident: Portland - NE Multnomah St.

Resident: San Francisco - Oak and Fell Streets

Resident: Washington DC - L Street

Bicyclist: Austin—Barton Springs

Bicyclist: Austin—Rio Grande

Bicyclist: Chicago—Milwaukee Ave.

Bicyclist: Chicago—Dearborn Ave.

Bicyclist: Portland - NE Multnomah St.

Bicyclist: San Francisco - Oak and Fell Streets

Bicyclist: Washington DC - L Street

RESIDENT: AUSTIN – BARTON SPRINGS

Neighborhood	O Comp
Charact Charles A	OR Comp
	(2) <u>http:/</u>

Complete this <u>paper survey</u> and the enclosed raffle slip. Return in the postage-paid envelope;	ie
postage-paid envelope;	
<u>OR</u>	
Complete the online survey and raffle entry at:	

http://tinyurl.com/BartonSpringsStreet

To take the online survey, you will need to enter this code: S0008

About How You Get Around					Plea	ase co	mplete	the s	survey by	07/26/201
For each mode of transportation, please indicate your level of use:	Co (to/fror	mmute n work)	(6			er Trips tore, pa	rk, etc.)
please illulcate your level of use.	Most Trips	Some	Trips	No T	rips	Mo	ost Trips	Som	ne Trips	No Trips
Car/truck/motor vehicle (including carpool)	\square_1		1 ₂		1 ₃		\square_1		\square_2	\square_3
Walking			1 ₂		1 ₃		\square_1		\square_2	\square_3
Bicycling	\square_1		1 ₂		1 ₃		\square_1		\square_2	\square_3
Public Transportation			1 ₂		1 ₃		\square_1		\square_2	\square_3
Other (please specify):	\square_1		1 ₂		1 ₃		\square_1		\square_2	\square_3
2. Compared to two years ago, are you t fewer trips by each mode of transport	•	or		Mor	e Trips	S	No Cha	inge	Few	er Trips
Car/truck/motor vehi	icle (includin	g carp	ool)		\square_1			2		\square_3
		Wall	king		\square_1			2		\square_3
		Bicyc	- 1		\square_1			2		\square_3
	Public Trans	sporta	tion		\square_1					\square_3
Other (please specify):					\square_1			2		\square_3
About Your Neighborhood										
3. Over the past two years, changes to n neighborhood as a place for	ny	Ver Negat	- !	Some Nega			mpact/ hanges	1	newhat sitive	Very Positive
	e been	_					\square_3	+		
	ve been				2		\square_3	1	\square_4	\square_5
bicycling hav	e been		1		2				\square_4	\square_5
taking public transportation have	/e been		1		2		\square_3		\square_4	\square_5
4. Overall, my level of satisfaction with t in my neighborhood is	ransportat	ion	Dissa	∕ery atisfied □1	i	omew ssatis	fied	Satis	what ified	Very Satisfied
About People You Encounter on the S	Street									
5. Please indicate if you agree or disagre following statements:	e with the		Stro Disa	0 0	Some\ Disag		Somew Agre		Strongly Agree	No Opinion
Most drivers follow the	rules of the	road.] 1		2	\square_3		\square_4	 9
Most driver	s are predic	table.] 1		l ₂			\square_4	 9
Most bicyclists follow the	rules of the	road.]1		2	\square_3		\square_4	 9
Most bicyclist	s are predic	table.] 1		2			\square_4	
▲ Most pedestrians follow the] ₁		_			\square_4	
Most pedestrian						_		į.	\square_4	

About Bicycling

6. Please indicate whether you agree or disagree with the following statements about bicycling:	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Bicycling in my city is a convenient way to get places.	\square_1		\square_3	\square_4	\square_9
Bicycling in my neighborhood is safe.	\square_1	\square_2	\square_3	\square_4	\square_9
I am familiar with the bicycle lanes and other bicycle facilities in my neighborhood.			 3	\square_4	 9
I would like to bicycle more often for transportation.	\square_1	\square_2	\square_3	\square_4	\square_9
I would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.		\square_2	□3	\square_4	\square_9
Facilities that encourage bicycling for transportation are a good way to improve public health.	\square_1		\square_3	\square_4	□ 9

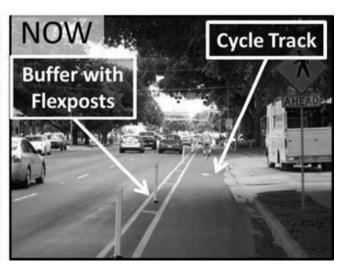
	7. Whether or not you currently ride a bicycle, please consider how comfortable you would be riding a bicycle in each place:									
		Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)			
(A) On a path or trail separate from the street		\square_1	\square_2	□3	\square_4	\square_5	\square_6			
(B) On a commercial street with two lanes of traffic in each direction, traffic speeds of 35 miles per hour, on-street car parking, and no bike lane		\square_1	\square_2	\square_3	\square_4	\square_5	\square_6			
(C) On a similar street to (B), but with a striped bike lane added		\square_1	\square_2	□ ₃	\square_4	\square_5	\square_6			
(D) On a similar street to (B), but with a physically separated bike lane		□ 1	\square_2		\square_4	□ ₅	\square_6			

Barton Springs Road Cycle Track

A separated one-way eastbound bikeway, also known as a "cycle track," was recently built on Barton Springs Road from Lamar Boulevard to 1st Street. The cycle track includes a painted "buffer" area and plastic "flexposts" separating the cycle track from the standard traffic lane (see pictures below). The questions on the following pages are related to this cycle track. There will be questions related to the shared-use path on the north side of Barton Springs Road later on in this questionnaire.

Barton Springs Road before and now:





Extent of Barton Springs Road cycle track:



About the Barton Springs Road Cycle Track

8. Because of the Barton Springs Road cycle to						
	Decreased a Lot	Decreased Somewhat	1	Increased Somewhat	Increased a Lot	No Opinion
the aesthetic appeal of Barton Springs Road has		\square_2		\square_4	\square_5	\square_9
the <i>safety</i> of DRIVING on Barton Springs Road has				\square_4	\square_5	
the <i>safety</i> of BICYCLING on Barton Springs Road has			\square_3	\square_4	\square_5	
the <i>safety</i> of WALKING on Barton Springs Road has	\square_1	\square_2	\square_3	\square_4	\square_5	
the number of people I see riding bikes on Barton Springs Road has				\square_4	\square_5	
how well the road works for all people has				\square_4	\square_5	\square_9
9. Please indicate whether you agree or disag effectiveness of the Barton Springs Road cy	cle track:		Somewha Disagree			No Opinion
The cycle track design makes it clear where cars c where the designated bicycle	i	\square_1	\square_2	\square_3	\square_4	
The buffer effectively separates bikes	from cars.	\square_1	\square_2	\square_3	\square_4	\square_9
The buffer does a go protecting bikes	-	\square_1	\square_2	\square_3	\square_4	□ 9
The cycle track improves the pre of drivers and	J ,	\square_1	\square_2	\square_3	\square_4	□ 9
The cycle track makes it cle bicyclists and pedestrians s	i	\square_1	\square_2	\square_3	\square_4	
The cycle track of separates bicyclists from pe		\square_1	\square_2	\square_3	\square_4	\square_9
10. Over time, my opinion of the Barton	Lot More	Somewha	t I	Som	ewhat A	ot More
Springs Road cycle track has become:	i	More Negat	i	i	i	Positive
	\square_1	\square_2		3	\square_4	\square_5
11. Please indicate whether you agree or disag	ree with t	he followi	ng state	ments ab	out cycle t	racks.
	Strong Disagr		i	mewhat Agree	Strongly Agree	No Opinion
I would support building more cycle tracks at oth location			1 ₂		\square_4	П ₉
Overall, I support separating bikes from ca	rs. \square_1		1 ₂		\square_4	\square_9

About Driving on Barton Springs Road

12. Have you driven a motor vehicle <u>eastbound</u> section of Barton Springs Road since the cycl					nd Co	ongress Av	venu	ue) on t	his
\square_1 Yes (Proceed to Question 13) \square_0 No (Skip to Question 18)									
13. Since the Barton Springs Road cycle track was built		eased Lot	!	eased ewhat	Not Chang	Increas Jed Somew		Increase a Lot	d No Opinion
the number of bicyclists riding in the same lanes with cars on Barton Springs Road has] 1	[\beth_2	□₃	₃ □ ₄		\square_5	\square_9
how safe and predictable bicyclists are acting has] 1	[\beth_2	\square_3	\square_4		\square_5	\square_9
how safe and predictable drivers are acting has] 1	[\beth_2	\square_3	\square_4		\square_5	\square_9
the amount of time it takes me to drive on Barton Springs Road has	Г] 1	[\beth_2	□₃	□4		\square_5	□ 9
		Ī.			,	,			
14. The impact of the Barton Springs Road cycl track on	e	Ver Nega	, i	Somev Negat	į	No Impact/ Neutral	1	newhat ositive	Very Positive
traffic congestion has beer	١		1		2	\square_3		\square_4	\square_5
my ability to turn off of Barton Springs Roa signalized intersections has beer			1		2	\square_3		\square_4	\square_5
my ability to turn off of Barton Springs Road driveways has beer			1		2	\square_3		\square_4	\square_5
my ability to pull onto Barton Springs Road f driveways has beer			1		2	\square_3		\square_4	\square_5
					·				
15. Please indicate if you agree or disagree with the following statements about turning actine cycle track.		Stro Disa	0 0		ewhat :	Somewhat Agree	1	ongly gree	No Opinion
When I want to make a left turn (across the cycle translated I am able to adequately see if there are any approach bicyclists in the cycle to	hing		1 ₁] 2	\square_3		\square_4	 9
When I want to make a right turn (across the other track), I am able to adequately see if there are approaching bicyclists in the cycle to	any]1] 2	\square_3		\square_4	□ 9
16. Do you <u>avoid</u> driving on Barton Springs Roa □₁ Yes □₀ No	ad be	ecause	e of	the cy	cle tra	ack?			

About Bicycling on the Barton Springs Road Cycle Track

17. Have you bicycled <u>eastbound</u> (toward 1 Springs Road since the cycle track was b		nd Congres	s Avenu	e) on this	section o	of Barton
\square_1 Yes (Proceed to Question 18) \square_0 No (Skip to Ques	stion 23)				
18. How comfortable do you feel when bicycling in the Barton Springs Road cycle track?	Very Uncomfortak (1) □1	(2)	(3) □ ₃	(4) □ ₄	(5)	Very Comfortable (6)
19. Because of the Barton Springs Road cycle track	Decreased a Lot	!	1	Increased Somewhat	1	l No Opinion
the likelihood that I will choose to bicycle or Barton Springs as opposed to other streets has	i		\square_3		\square_5	
the time it takes me to bicycle on Barton Spring Road has	i I I.		\square_3	\square_4	\square_5	□ 9
the usefulness of Barton Springs Road for getting places I want to go has		\square_2	\square_3	\square_4	\square_5	 9
how often I stop at shops and businesse on Barton Springs Road has	i			\square_4	\square_5	□ 9
drivers' awareness of bicyclists on Barton Spring Road has		\square_2	 3	\square_4	\square_5	 9
drivers' speeds on Barton Springs Road have	. □1			\square_4		\square_9
how comfortable I feel when bicycling on Barton Springs Road has	* i I I.		\square_3	\square_4	\square_5	
how often I ride a bicycle overall has				\square_4		
the difficulty of turning left from Barton Spring Road while bicycling has			\square_3	\square_4		
the difficulty of navigating around turning motor vehicles has				\square_4	\square_5	□ 9
the difficulty of navigating around pedestrians has	!	\square_2	\square_3	\square_4	\square_5	 9
how comfortable I feel bicycling with my kids has.	. □1	\square_2		\square_4		\square_9
how safe I feel bicycling with my kids has	. □1	\square_2	\square_3	\square_4		\square_9
20. When bicycling EASTBOUND (toward 1st S						
and Congress Avenue) on Barton Springs F	-	Alvana	Most o			Navan
how often do you ride on the following	le track	Always	the time \square_2			Never
Standard trafi		\square_1 \square_1				\square_4 \square_4
	idewalk					\square_4
Shared-use path on north side of Barton Sprin						
Shared-use path on north side of Barton Springs Road						

recently?	-		•			
\square_1 Yes \square_0 No						
About Walking on Barton Springs Road						
23. Have you walked on the south side of this s built?	ection of	Barton Sp	rings Roa	ad since th	ne cycle t	rack was
\square_1 Yes (Proceed to Question 24) \square_0 No (S	Skip to Ques	stion 26)				
24. Because of the Barton Springs Road cycle track	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat		No Opinion
drivers' speeds on Barton Springs Road have generally	□1		\square_3	\square_4	\square_5	\square_9
the number of bicyclists riding on the sidewalk has	□1	\square_2	\square_3	\square_4	\square_5	□ 9
my satisfaction with the walking environment on Barton Springs Road has	\square_1		\square_3	\square_4	\square_5	\square_9
my sense of safety when crossing Barton Springs Road has		\square_2	\square_3	\square_4	\square_5	□9
25. Do you ever walk or jog in the cycle track, r	ather thar	n on the si	dewalk?			
□₀ No □₁ Yes (Please explain why you choose the cyc over the sidewalk in the space to the ri						
Overall Impressions of the Barton Spring	s Road C	ycle Trac	k			
26. What is the best thing about the cycle trac	k? 27. W	/hat is the	e worst t	hing abou	t the cycl	e track?
	0 0 0 0 0 0 0 0					

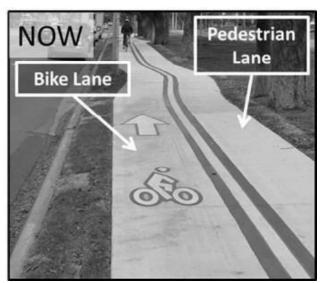
22. Did you fill out a separate online bicyclist survey about the Barton Springs Road cycle track from us

Barton Springs Road Shared-use Path

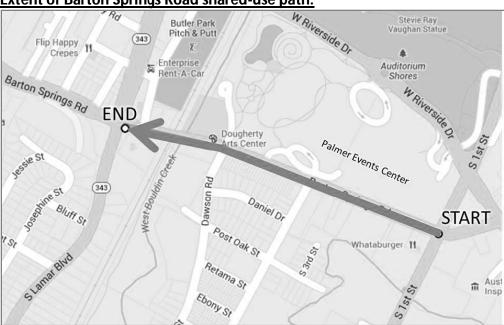
Two new bike facilities were recently built on Barton Springs Road from Lamar Boulevard to 1st Street. We've already asked you about the cycle track on the south side of the road. The other of these facilities is a new one-way westbound shared-use path with a grass strip "buffer" area separating the path from the standard traffic lane and a striped lane separating people bicycling and walking (see pictures below). This path was created by widening the sidewalk on the north side of the road. The questions on the following pages are related to this shared-use path.

Barton Springs Road north-side before and now:





Extent of Barton Springs Road shared-use path:



About Bicycling on the Barton Springs Road Shared-use Path

28. Have you bicycled on this shared-use path	in the past t	hree mon	ths?			
\square_1 Yes (Proceed to Question 29) \square_0 No (3	Skip to Questi	on 34)				
29. How comfortable do you feel bicycling in the Barton Springs Road shared-use path?	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
. ,	\square_1	\square_2	\square_3	\square_4	\square_5	\square_6
30. Because of the Barton Springs Road shared-use path	Decreased a Lot	Decreased Somewhat	Not Changed	Increase Somewha	d Increas	
I feel the safety of bicycling on Barton Springs Road has	i II-a i	\square_2		\square_4		D ₉
the time it takes me to bicycle on Barton Springs Road has	! !	\square_2		\square_4	\square_5	 9
the usefulness of Barton Springs Road for getting places I want to go has		\square_2		\square_4	\square_5	
how often I stop at shops and businesses on Barton Springs Road has	. L1	\square_2	□3	\square_4	\square_5	 9
drivers' awareness of bicyclists on Barton Spring Road has		\square_2		\square_4	\square_5	 9
how comfortable I feel when bicycling on Barton Springs Road has	' i i	\square_2	\square_3	\square_4	\square_5	\square_9
how often I ride a bicycle overall has	. □₁	\square_2	\square_3	\square_4		\square_9
the difficulty of turning left from Barton Spring: Road while bicycling has	i	\square_2	 3	\square_4	\square_5	 9
the difficulty of navigating around turning motor vehicles has	i	\square_2	□ ₃	\square_4		□9
the difficulty of navigating around pedestrians has	1 1 1 1	\square_2	\square_3	\square_4		 9
how comfortable I feel bicycling with my kids has	. □1	\square_2	\square_3	\square_4	\square_5	\square_9
how safe I feel bicycling with my kids has	. □1	\square_2	\square_3	\square_4	\square_5	\square_9
31. When bicycling WESTBOUND (toward Lama Boulevard and Barton Springs Pool) on Bar			Mos	t of Sc	ome of	
Road, how often do you ride on the follow	ing	Always		į	e time	Never
	ared-use path			2	\square_3	\square_4
	d traffic lanes				\square_3	\Box_4
Cycle track on south side of Barton Shared-use path on north side of Barton					\square_3 \square_3	\Box_4 \Box_4
Shareu-use path of horiti side of barton	opiniya Kuac			_	— 3	— 4

About Bicycling on the Barton Springs Ro	ad Share	d-use Pa	ith, con	<u>t</u>				
32. In the past 30 days, how many days have you bicycled for transportation (i.e. not just for recreation/exercise)? days								
33. Did you fill out a separate online bicyclist su recently?	ırvey abou	ut the Bart	ton Sprin	,	•	k from us		
□₁ Yes □₀ No								
About Walking on the Barton Springs Roa	ad Shared	d-use Pa	th					
34. Have you walked on this shared-use path in	ı the last t	hree mon	ths?					
\square_1 Yes (Proceed to Question 35) \square_0 No (S	Skip to Ques	ition 36)						
35. Because of the Barton Springs Road shared-use path	Decreased Decreased a Lot Somewhat		1	Increased Somewhat	Increased a Lot	No Opinion		
my satisfaction with the walking environment on Barton Springs Road has					\square_5			
my sense of safety when crossing Barton Springs Road has	\square_1	\square_2	□ ₃	\square_4	\square_5	□ 9		
how often I have conflicts with bicyclists has				\square_4	\square_5	 9		
Overall Impressions of the Barton Spring 36. What is the best thing about the shared-us path?	se 37. \	Shared-us What is th path?			 ut the sha	ared-use		

About Visiting Businesses on Barton Springs Road

38. How many <u>days</u> per month do you spend money at businesses on or near Barton Springs Road? days									
39. How did you trave	el to get there?		Most of the time	Some of the time	Never				
		Car/truck/etc		\square_2	\square_3				
		Walking	\square_1	\square_2	\square_3				
		Bicycling		\square_2	\square_3				
	Publi	c Transportation	\square_1	\square_2	\square_3				
	Other (please specify):		\square_1	\square_2	\square_3				
40. What types of bus □₁ Grocery Store □₂ Retail Shops		Banks							
41. When you visit this area, how many businesses do you typically go to each time? (select the best response) □₁ 1 □₂ 2 □₃ 3 or more									
42. Since the cycle track was built, are you more or less likely to visit a business on Barton Springs Road? □₁ A lot less likely □₂ Somewhat less likely □₃ No change □₄ Somewhat more likely □₅ A lot more likely									

About You

We have a few questions about you so that we may respondents. We will keep this information confide	y					
43. Do you have a current: Yes No Driver's license \Box_1 \Box_0	50. What is your age? years					
Transit pass \square_1 \square_0 Carshare Membership \square_1 \square_0	51. What is your gender? □₁ Male □₂ Female □₃					
44. How many working motor vehicles does your household own or lease? (Do not include motorhomes) # Vehicles (Enter 0 if None) 45. How many working adult bicycles does your	52. What is your employment status? (Select all that apply) ☐ I work outside the home-> What is the zip code of your place of work? ☐ I go to school outside the home-> What is the zip					
household own? # Bicycles (Enter 0 if None)	code of your school? ☐ I work from home ☐ Not employed at this time					
46. INCLUDING YOURSELF, how many people live in your household? # Adults # Children (Enter 0 if None) 47. How long have you lived at this home? # Years	53. What is your annual household income? □₁ Less than \$25,000 □₂ \$25,000 to less than \$50,000 □₃ \$50,000 to less than \$75,000 □₄ \$75,000 to less than \$100,000 □₅ \$100,000 to less than \$200,000 □₆ \$200,000 or more □₆ I prefer not to provide this information					
48. Do you rent or own your home? \square_1 Rent \square_2 Own \square_3 Other	54. What is the highest level of school you have					
49. Do you consider yourself: (Select all that apply) ☐ American Indian or Alaska Native ☐ Asian ☐ Black or African American ☐ Hispanic or Latino/a ☐ White or Caucasian ☐ Other:	completed? □₁ Some high school or less □₂ High school diploma or GED □₃ Some College □₄ Trade/Vocational School □₅ Associate Degree □₆ Four-year college degree or more □ዓ Other:					

Thank you for taking our survey! If you would like to be entered in a random drawing for one of three $$100 \ Amazon \ gift \ cards$ please enter your name and contact information on the raffle slip you received with the survey.

55. Is there anything else you'd like to tell us? (Use the space below)

RESIDENT: AUSTIN - BLUEBONNET

Neighborhoo	d ,
Street Study	入

<u> </u>	Complete this <u>paper survey</u> and the enclosed raffle slip. postage-paid envelope;	Return in	the
U	postage-paid envelope;		

Complete the online survey and raffle entry at:

http://tinyurl.com/BBStreetStudy
To take the online survey, you will need to enter this code:

B0002

About How You Get Around Please complete the survey by 7/26/2						7/26/201					
	For each mode of transportation, please indicate your level of use:	Commute (to/from work Most Trips Some			chool	_	Other Trips (e.g. to the store, pa Most Trips Some Trips			tore, pa	
Ca	r/truck/motor vehicle (including carpool)			•		•	1110		, 0011		
	Walking										
	Bicycling	\square_1				_		\square_1		\square_2	
	Public Transportation] 2] ₃		\square_1		\square_2	\square_3
Oth	ner (please specify):	\square_1		1 ₂] ₃		\square_1		\square_2	\square_3
	Compared to two years ago, are you to fewer trips by each mode of transport	•	or		Moi	re Trip	S	No Ch	ange	Few	er Trips
	Car/truck/motor vehicle (including carpo			ool)		\square_1			2		\square_3
	Walki			king		\square_1			2		\square_3
	Bicycli			•		\square_1			2		\square_3
	Public Transportation			tion		\square_1					\square_3
	Other (please specify):					□1			2		\square_3
Abou	ut Your Neighborhood										
	Over the past two years, changes to n neighborhood as a place for	ny	Ver Negat		Some Nega			mpact/ hanges		newhat sitive	Very Positive
	walking hav	e been		1		2	l	\square_3		\square_4	\square_5
	-	e been		- 1		2	ı	\square_3	- 1	\square_4	\square_5
	bicycling hav			- 1	\square_2				-	\square_4	\square_5
	taking public transportation have	e been		1		2		\square_3		\square_4	\square_5
4. Overall, my level of satisfaction with transportation in my neighborhood is		ion		/ery atisfie	i	omew ssatis	fied	Satis	ewhat sfied	Very Satisfied	
<u> </u>		<u> </u>				<u> </u>		<u>′ 1</u>		- 3	— 4
	ut People You Encounter on the S					ı		<u> </u>	1		1 1
	Please indicate if you agree or disagre following statements:	e with the			ngly gree	Some Disag		Somev Agre		Strongly Agree	No Opinion
	Most drivers follow the	rules of the	road.		\beth_1		2		3	\square_4	\square_9
*	Most driver	s are predic	table.		\beth_1		2		3	\square_4	\square_9
	Most bicyclists follow the	rules of the	road.		J ₁		2		3	\square_4	
0	Most bicyclist	s are predic	table.		J 1		2		3	\square_4	
	Most pedestrians follow the	·] ₁		_			\square_4	\square_9
	Most pedestrian			İ] ₁				į	\square_4	

About Bicycling

6. Please indicate whether you agree or disagree with the following statements about bicycling:	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Bicycling in my city is a convenient way to get places.		\square_2	\square_3	\square_4	\square_9
Bicycling in my neighborhood is safe.	\square_1	\square_2	\square_3	\square_4	\square_9
I am familiar with the bicycle lanes and other bicycle facilities in my neighborhood.		\square_2	 3	\square_4	\square_9
I would like to bicycle more often for transportation.	\square_1	\square_2	\square_3	\square_4	\square_9
I would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.		\square_2	 3	\square_4	\square_9
Facilities that encourage bicycling for transportation are a good way to improve public health.	□ ₁		\square_3	\square_4	\square_9

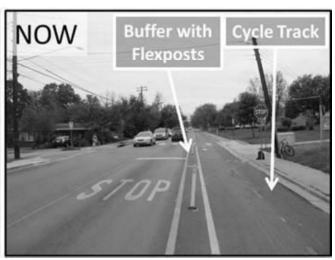
7. Whether or not you riding a bicycle in ea	currently ride a bicycle, plea	ase consider h	ow cor	mforta	ble you	ı would	d be
,	•	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
(A) On a path or trail separate from the street			\square_2		\square_4		□6
(B) On a commercial street with two lanes of traffic in each direction, traffic speeds of 35 miles per hour, on-street car parking, and no bike lane		\square_1	\square_2	\square_3	\square_4	□ ₅	\square_6
(C) On a similar street to (B), but with a striped bike lane added		\square_1	\square_2	\square_3	\square_4	\square_5	\square_6
(D) On a similar street to (B), but with a physically separated bike lane			\square_2		\square_4	□ ₅	□6

Bluebonnet Lane Cycle Track

A separated two-way bikeway, also known as a "cycle track," was recently built on Bluebonnet Lane from Rabb Glenn Street to Rabb Road. To do this, the parking/bike lane that existed before was converted to a two-way bicycle lane with a painted "buffer" area and plastic "flexposts" separating the cycle track from the standard traffic lane (see pictures below). The questions on the following pages are related to this cycle track. If you are not familiar with Bluebonnet Lane, please skip to Question 34.

Bluebonnet Lane before and now:





Extent of Bluebonnet Lane cycle track:



About the Bluebonnet Lane Cycle Track

8. Because of the Bluebonnet Lane cycle track		<u> </u>				
	Decreased	Decreased	Not	Increased	Increased	No
	a Lot	Somewhat	Changed	Somewhat	a Lot	Opinion
the desirability of living in my neighborhood has		\square_2		\square_4	\square_5	 9
the aesthetic appeal of Bluebonnet Lane has	\square_1	\square_2	\square_3	\square_4	\square_5	 9
the <i>safety</i> of DRIVING on Bluebonnet Lane has		\square_2		\square_4	\square_5	 9
the <i>safety</i> of BICYCLING on Bluebonnet Lane has		\square_2		\square_4	\square_5	\square_9
the <i>safety</i> of WALKING on Bluebonnet Lane has	\square_1	\square_2	\square_3	\square_4		\square_9
the number of people I see riding bikes on Bluebonnet Lane has	\square_1	\square_2	\square_3	\square_4	\square_5	 9
how well the road works for all people has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9

About the Bluebonnet Lane Cycle Track, cont. 9. Please indicate whether you agree or disagree with the following statements about the effectiveness of the Bluebonnet Lane cycle track: Strongly Somewhat Somewhat Strongly No Disagree Disagree Agree Agree Opinion The cycle track design makes it clear where cars can be and \square_1 \square_2 \square_3 \square_4 \square_9 where the designated bicycle lanes are. The buffer effectively separates bikes from cars. \square_1 \square_2 \square_3 \square_4 \square_9 The buffer does a good job at \square_1 \square_2 \square_3 \square_4 \square_9 protecting bikes from cars. The cycle track improves the predictability \square_1 \square_2 \square_4 \square_3 \square_9 of drivers and bicyclists. The cycle track makes it clear where \square_1 \square_2 \square_3 \square_4 \square_{9} bicyclists and pedestrians should be. The cycle track effectively \square_1 \square_2 \square_3 \square_4 \square_9 separates bicyclists from pedestrians. A Lot More Somewhat Somewhat A Lot More 10. Over time, my opinion of the More Negative No Change More Positive Negative Positive Bluebonnet Lane cycle track has \square_1 \square_2 \square_4 \square_5 become: 11. Please indicate whether you agree or disagree with the following statements about cycle tracks. Strongly Somewhat Somewhat Strongly No Disagree Disagree Agree Opinion Agree I would support building more cycle tracks at other

ADDUL DITVITU DI DIUGDOTITEL LATIE	About	Driving	on	Bluebonnet	Lane
------------------------------------	--------------	---------	----	-------------------	------

Overall, I support separating bikes from cars.

12. Have you driven a motor vehicle on this sect	ion of Blu	ebonnet La	ane since	e the cycle	track wa	as built?
\square_1 Yes (Proceed to Question 13) \square_0	No (Skip to	Question :	17)			
13. Since the Bluebonnet Lane cycle track was built	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
the number of bicyclists riding in the same lanes with cars on Bluebonnet Lane has	□1			\square_4		\square_9
how safe and predictable bicyclists are acting has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
how safe and predictable drivers are acting has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the amount of time it takes me to drive on Bluebonnet Lane has	□1		 3	\square_4	\square_5	 9

 \square_1

 \square_1

locations.

 \square_2

 \square_2

 \square_3

 \square_3

 \square_9

 \square_9

 \square_4

 \square_4

About Driving on Bluebonnet Lane, cont.						
14. The impact of the Bluebonnet Lane cycle tr on		Very Negative	Somewhat Negative	No Impact/ Neutral	Somewha Positive	Very Positive
traffic congestion has beer					\square_4	
my ability to turn off of Bluebonnet Lane into streets and driveways has beer	side	1	\square_2		□ ₄	
my ability to pull onto Bluebonnet Lane from streets and driveways has beer	side	\square_1	\square_2	\square_3	\square_4	 5
my ability to find a parking spo Bluebonnet Lane has beer	:	\square_1	\square_2	 3	\square_4	\square_5
how stressful it is to park a ca Bluebonnet Lane has beer		\square_1	\square_2	\square_3	\square_4	
15. Please indicate if you agree or disagree wit						
the following statements about turning act the cycle track	ross	Strongly Disagree	Somewhat Disagree	t Somewhat Agree	Strongly Agree	No Opinion
When I want to make a left turn (across the cycle tra I am able to adequately see if there are any approac bicyclists in the cycle tr	hing	\square_1	\square_2	□ ₃	\square_4	□ 9
When I want to make a right turn (across the cycle track), I am able to adequately see if there are any approaching bicyclists in the cycle track.		\square_1			\square_4	□ 9
16. Do you <u>avoid</u> driving on Bluebonnet Lane b	oecaus	e of the	cycle trac	k?		
About Bicycling on the Bluebonnet Lane Cy			o the evel	o two ole 1410e	. hi42	
17. Have you bicycled on this section of Bluebon \square_1 Yes (Proceed to Question 18) \square_0 No (Skip			_	e track was	S DUIIL?	
18. How comfortable do you feel bicycling in the Bluebonnet Lane cycle track	Very ncomfo (1)	rtable	(2) (3) (4)	(5)	Very comfortable (6)
in the lane closest to the sidewalk (i.e. southbound)?					\square_5	\square_6
in the lane closest to the standard traffic lanes and plastic flexposts (i.e. northbound)?	\square_1			l ₃	\square_5	\square_6
19. When bicycling on Bluebonnet Lane, how often do you ride on the following	_	ways	Most of th time	e Some of	!	Never
Cycle track			\square_2		į.	\square_4
Standard traffic lanes			\square_2			\square_4
Sidewalk		\Box .		П		\Box

About Bicycling on the Bluebonnet Lane Cycle Track, cont.

20. Because of the Bluebonnet Lane cycle track	Decreased a Lot	Decreased Somewhat	1	Increase Somewha	1	d No Opinion
the likelihood that I will choose to bicycle on Bluebonnet as opposed to other streets has		\square_2	\square_3	\square_4	\square_5	\square_9
the time it takes me to bicycle on Bluebonnet has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the usefulness of Bluebonnet Lane for getting places I want to go has		\square_2	□ ₃	\square_4	\square_5	
drivers' awareness of bicyclists on Bluebonnet has		\square_2	\square_3	\square_4	\square_5	\square_9
drivers' speeds on Bluebonnet Lane have	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
how comfortable I feel when bicycling on Bluebonnet Lane has	·		□ ₃	\square_4	\square_5	□ 9
how often I ride a bicycle overall has	\square_1	\square_2		\square_4	\square_5	\square_9
the difficulty of turning across Bluebonnet Lane while bicycling has		\square_2	\square_3	\square_4	\square_5	□ 9
the difficulty of navigating around pedestrians has	1 1	\square_2	 3	\square_4	\square_5	□ 9
how comfortable I feel bicycling with my kids has		\square_2	□3	\square_4	\square_5	□ 9
how safe I feel bicycling with my kids has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
recently? □₁ Yes □₀ No						
About Walking on Bluebonnet Lane						
23. Have you walked on this section of Blueboni	net Lane si	nce the cy	cle track	was buil	t?	
\square_1 Yes (Proceed to Question 24) \square_0 No (Sk	ip to Questi	on 27)				
24. How often do bicyclists in the cycle track st		•		Rarely	Never	
for pedestrians at crosswalks?	\square_1		2	\square_3	\square_4	
25. Because of the Bluebonnet Lane cycle track	Decreased D	ecreased	Not Ir	ncreased I	ncreased	
	a Lot S	omewhat C	Changed So	omewhat	a Lot O	No pinion
drivers' speeds on Bluebonnet Lane have generally	a Lot S □1	omewhat C	Changed So	omewhat	a Lot O	No pinion
drivers' speeds on Bluebonnet Lane have generally the number of bicyclists riding on the sidewalk has						pinion
drivers' speeds on Bluebonnet Lane have generally the number of bicyclists riding		\square_2		\square_4	\square_5	pinion

About Walking on E	Bluebonne	t Lan	e, con	t.							
26. Do you ever walk	or jog in th	e cycle	e track,	, rather	than on t	the sid	lewalk1	?			
□ ₀ No											
\square_1 Yes (Please exponential Yes)	olain why you idewalk in th		-	•	I						
Over the s					<u> </u>						
About Zilker Eleme	ntary Scho	ool									
27. Do you have a child (or children) that attends Zilker Elementary School?											
\square_0 No (Skip to Question 32) \square_1 Yes (If yes, what age(s)) \rightarrow											
28. We would like to	know abou	t if you	ur child	l bikes o	or walks t	o or fi	rom Zill	ker Ele	menta	ry Sch	nool.
					ur childre			Do the			
					o school?	- C 1.1	10/1		ct all th		oly)
My child or childr	e n	Ne	ever	some or i time	the Most o			ith an dult	With o	i	Alone
	to school	-	J ₁	\square_2		3					\square_3
walk(s)	to school		J 1	\square_2] ₃					\square_3
29. Does your child o	r children b	ike or	walk o	n Blueb	onnet La	ne?					
□₁ Yes, bikes	□₂ Yes, wal	ks	□ ₃ Y	es, walk	s and bike:	S	□ ₀ No				
30. Please indicate to what degree these issues are barriers that prevent your child(ren) from biking or											
walking to school:											
walking to school	ı:										
walking to school		I	Biking		(E) NA .	(4)		V	Valking	<u> </u>	(E) N.4.
walking to scribble	(1) Not a			(4)	(5) Major Barrier	` ') Not a ier at all				(5) Major Barrier
Distance is too great		(2)	(3)	(4) □ ₄	(5) Major Barrier	` ') Not a ier at all □1		(3)	(4) □ ₄	(5) Major Barrier □ ₅
	(1) Not a barrier at all	(2)	(3)		Barrier	` '	ier at all	(2)	(3)	(4)	Barrier
Distance is too great Stranger danger Traffic	(1) Not a barrier at all	(2)	(3) □ ₃ □ ₃	\Box_4 \Box_4 \Box_4	Barrier \square_5 \square_5 \square_5 \square_5	` '	ier at all	(2) □ ₂ □ ₂ □ ₂	(3) □ ₃ □ ₃	(4) □ ₄ □ ₄ □ ₄	Barrier \square_5 \square_5 \square_5
Distance is too great Stranger danger Traffic Not enough time	(1) Not a barrier at all	(2)	(3) □ ₃ □ ₃		Barrier D ₅ D ₅	` '	ier at all	(2) □2 □2	(3) □ ₃ □ ₃	(4) □ ₄ □ ₄	Barrier □ ₅ □ ₅
Distance is too great Stranger danger Traffic	(1) Not a barrier at all	(2)	(3) □ ₃ □ ₃	\Box_4 \Box_4 \Box_4	Barrier \square_5 \square_5 \square_5 \square_5	` '	ier at all	(2) □ ₂ □ ₂ □ ₂	(3) □ ₃ □ ₃	(4) □ ₄ □ ₄ □ ₄	Barrier \square_5 \square_5 \square_5
Distance is too great Stranger danger Traffic Not enough time Child is not interested	(1) Not a barrier at all	(2)	(3) □ ₃ □ ₃ □ ₃	\Box_4 \Box_4 \Box_4 \Box_4	Barrier 5 5 5 5 5	` '	ier at all \Box_1 \Box_1 \Box_1 \Box_1 \Box_1 \Box_1	(2) □2 □2 □2 □2 □2	(3) □ ₃ □ ₃ □ ₃	(4)	Barrier \square_5 \square_5 \square_5 \square_5 \square_5 \square_5
Distance is too great Stranger danger Traffic Not enough time Child is not interested in this activity	(1) Not a barrier at all	(2)	(3) 3 3 3 3 3 3 3 3	$ \begin{array}{c} \square_4 \\ \square_4 \\ \square_4 \\ \square_4 \end{array} $ $ \square_4 \\ \square_4 $ $ \square_4 $	Barrier □5 □5 □5 □5 □5 □5 □5 □5 □5	barr	ier at all	(2) □2 □2 □2 □2 □2 □2	(3) 3 3 3 3 3 3	(4)	Barrier □5 □5 □5 □5 □5 □5
Distance is too great Stranger danger Traffic Not enough time Child is not interested in this activity Other (please specify):	(1) Not a barrier at all	(2)	(3) 3 3 3 3 3 3 4 3 ment w	\Box_4 \Box_4 \Box_4 \Box_4 \Box_4 \Box_4	Barrier □5 □5 □5 □5 □5 □5 □5 □5 □5	barr	ier at all	(2) □2 □2 □2 □2 □2 □2 □2	(3) 3 3 3 3 3 3 3 3 3	(4)	Barrier □5 □5 □5 □5 □5 □5
Distance is too great Stranger danger Traffic Not enough time Child is not interested in this activity Other (please specify): 31. Please indicate years	(1) Not a barrier at all	(2)	(3) 3 3 3 3 3 3 4 3 ment w	\Box_4 \Box_4 \Box_4 \Box_4 \Box_4 \Box_4	Barrier 5 5 5 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6 6	barr barr g:	ier at all	(2) □2 □2 □2 □2 □2 □2 □2	(3) 3 3 3 3 3 3 3 5 5 5 5 5 6 7 8 7 8 8 8 8 8 8 8 8 8 8	(4)	Barrier 5 5 5 5 5 6 6 7 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8
Distance is too great Stranger danger Traffic Not enough time Child is not interested in this activity Other (please specify): 31. Please indicate ye Since the cycle trace built: My child	(1) Not a barrier at all 1 1 1 1 1 1 1 1 1 1 0 1 tour level of the control of th	(2) □2 □2 □2 □2 □2 □2 □2 agreer connet	(3) 3 3 3 3 3 ment w Lane w	□4 □4 □4 □4 □4 □4 vith the	Barrier 5 5 5 5 5 5 5 5 5 Constitution of the strong of t	barr barr g:	ier at all	(2)	(3) 3 3 3 3 3 3 3 5 5 5 5 5 6 7 8 7 8 8 8 8 8 8 8 8 8 8	(4)	Barrier 5 5 5 5 5 5 6 No Opinion 9
Distance is too great Stranger danger Traffic Not enough time Child is not interested in this activity Other (please specify): 31. Please indicate years Since the cycle trace built: My child My childre	(1) Not a barrier at all 1 1 1 1 1 1 1 1 1 0 1 Cour level of the ck on Blueboorn are walkingen are	(2) □2 □2 □2 □2 □2 □2 □2 agreer onnet g to sch g to sch	(3) 3 3 3 3 3 ment w Lane w	□4 □4 □4 □4 □4 with the vas	Barrier 5 5 5 5 5 5 5 Strongl Disagre 1 1	barr barr g:	ier at all	(2)	(3) 3 3 3 3 3 3 3 5 5 5 5 5 6 7 8 7 8 8 8 8 8 8 8 8 8 8	(4)	Barrier 5 5 5 5 5 05 05 05 05 05 05 05 05 05 0
Distance is too great Stranger danger Traffic Not enough time Child is not interested in this activity Other (please specify): 31. Please indicate ye Since the cycle trace built: My child My childre Biking on Bluebo	(1) Not a barrier at all 1 1 1 1 1 1 1 1 1 0 1 ck on Blueboren are bikingen are walking	(2) □2 □2 □2 □2 □2 □2 agreer connet g to sch g to sch safer f	(3) 3 3 3 3 ment w Lane w nool mo	□4 □4 □4 □4 □4 with the vas	Barrier 5 5 5 5 5 5 5 6 5 6 Strongl Disagre 1	barr barr g:	ier at all	(2)	(3) 3 3 3 3 3 3 3 5 5 5 5 5 6 7 8 7 8 8 8 8 8 8 8 8 8 8	(4)	Barrier 5 5 5 5 5 6 7 5 No Opinion 9 09 09
Distance is too great Stranger danger Traffic Not enough time Child is not interested in this activity Other (please specify): 31. Please indicate your since the cycle trace built: My child My childred Biking on Bluebo	(1) Not a barrier at all or at all o	(2) □2 □2 □2 □2 □2 □2 agreer onnet g to sch g to sch safer f safer f	(3) 3 3 3 3 ment w hool mo	□4 □4 □4 □4 □4 with the vas re often re often ren now	Barrier □5 □5 □5 □5 □5 □5 □5 □5 □5 □1 □1 □1 □1 □1	barr barr g:	ier at all	(2)	(3) 3 3 3 3 3 3 3 5 5 5 5 5 6 7 8 7 8 8 8 8 8 8 8 8 8 8	(4)	Barrier 5 5 5 5 5 05 05 05 05 05 05 05 05 05 0
Distance is too great Stranger danger Traffic Not enough time Child is not interested in this activity Other (please specify): 31. Please indicate ye Since the cycle trace built: My child My childre Biking on Bluebo Walking on Bluebo The cycle track is	(1) Not a barrier at all or at all o	(2)	(3) 3 3 3 3 ment we hool mool mool mool mool mool mool mool	□4 □4 □4 □4 □4 vith the vas re often re often ren now ren now	Barrier □5 □5 □5 □5 □5 □5 □5 □5 □5 Following Strongl Disagre □1 □1 □1 □1 □1 □1 □1 □1 □1 □1 □1 □1 □1	barr barr g:	ier at all	(2)	(3) 3 3 3 3 3 3 3 5 5 5 5 5 6 7 8 7 8 8 8 8 8 8 8 8 8 8	(4)	Barrier 5 5 5 5 5 6 7 5 No Opinion 9 09 09

Overall Impressions of the Bluebonnet Lane Cycle Track

32. What is the best thing about the cycle track? 33. What is the worst thing about the cycle track?

BARTON SPRINGS ROAD

34. Barton Springs Road has also experienced some changes recently. Would you be willing to answer a few similar questions about these changes, too?

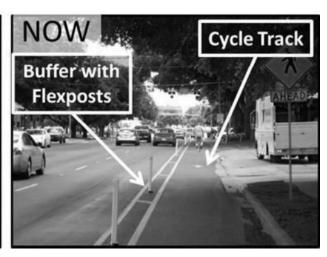
 \square_1 Yes (Proceed to Question 35) \square_0 No (Skip to Question 54 on the last page of the questionnaire)

Barton Springs Road Cycle Track

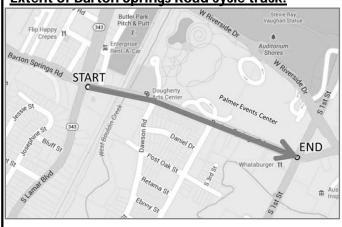
A separated one-way eastbound bikeway, also known as a "cycle track," was recently built on Barton Springs Road from Lamar Boulevard to 1st Street. The cycle track includes a painted "buffer" area and plastic "flexposts" separating the cycle track from the standard traffic lane (see pictures below). The questions on the following pages are related to this cycle track.

Barton Springs Road before and now:





Extent of Barton Springs Road cycle track:



About the Barton Springs Road Cycle Trac	ck					
35. Because of the Barton Springs Road cycle track	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
the aesthetic appeal of Barton Springs Road has		\square_2	 3	\square_4	\square_5	\square_9
the <i>safety</i> of DRIVING on Barton Springs Road has	□₁	\square_2	□3	\square_4	\square_5	□ 9
the <i>safety</i> of BICYCLING on Barton Springs Road has		\square_2	□ 3	\square_4	\square_5	□ 9
the <i>safety</i> of WALKING on Barton Springs Road has		\square_2	□3	\square_4	\square_5	□ 9
the number of people I see riding bikes on Barton Springs Road has	□₁	\square_2	□ ₃	\square_4	\square_5	\square_9
how well the road works for all people has	\square_1	\square_2	 3	\square_4	\square_5	\square_9
36. Please indicate whether you agree or disagree the following statements about the effective the Barton Springs Road cycle track:		Strongly Disagree	Somewhat Disagree	Somewha Agree	t Strongly Agree	No Opinion
The cycle track design makes it clear where cars ca where the designated bicycle l			\square_2	\square_3	\square_4	
The buffer effectively separates bikes f	rom cars.	\square_1	\square_2	\square_3	\square_4	
The buffer does a go protecting bikes f	- 1	□ 1	\square_2		\square_4	□ 9
The cycle track improves the pred of drivers and	- 1	□ 1	\square_2		\square_4	□ 9
The cycle track makes it cle bicyclists and pedestrians s	i	□ 1	\square_2	\square_3	\square_4	 9
The cycle track e separates bicyclists from peo	J ,	□ 1	\square_2		\square_4	□ 9
27 Over time, my eninion of the Borton	Lot Moro	Somowha	. !		what Al	- t N /

separates bicyclists from p	edestrians.	\square_1	\square_2	\square_3	\square_4	\square_9			
1	1	1	·		i	,			
37. Over time, my opinion of the Barton	A Lot More	Somewhat		Somev	1	ot More			
Springs Road cycle track has become:		Nore Negativ		_		Positive			
	\square_1	\square_2	\square_3		4	\square_5			
About Driving on Barton Springs Road									
38. Have you driven a motor vehicle <u>eastbound</u> (toward 1st Street and Congress Avenue) on this section of Barton Springs Road since the cycle track was built?									
\square_1 Yes (Proceed to Question 39) \square_0 No (Skip to Question 43)									
39. Since the Barton Springs Road cycle track	Decreased	Decreased	Not	Increased	Increased	l No			
was built	a Lot		!	Somewhat		:			
					u Lot	Opinion			
the number of bicyclists riding in the same lan with cars on Barton Springs Road has .		\square_2	□ ₃	\square_4					
, , , , , , , , , , , , , , , , , , , ,	L 1			\Box_4 \Box_4					
with cars on Barton Springs Road has .	□ ₁				\square_5				
with cars on Barton Springs Road has . how safe and predictable bicyclists are acting has	□1 □1 □1			\square_4	\square_5 \square_5	□ ₉			

About Driving on Barton Springs Road, cont. 40. The impact of the Barton Springs Road cycle Somewhat No Impact/ Very Somewhat Very Negative Negative Neutral Positive Positive track on . . . traffic congestion has been . . . \square_1 \square_2 \square_3 \square_4 \square_5 my ability to turn off of Barton Springs Road at signalized \square_1 \square_2 \square_3 \square_4 \square_5 intersections has been . . . my ability to turn off of Barton Springs Road into \square_1 \square_2 \square_3 \square_4 \square_5 driveways has been . . . my ability to pull **onto** Barton Springs Road from \square_1 \square_2 \square_3 \square_4 \square_5 driveways has been . . . 41. Please indicate if you agree or disagree with the Somewhat Somewhat Strongly Strongly No following statement. Disagree Disagree Agree Agree Opinion When I want to make a right turn (across the cycle track), I am able to adequately see if there are any approaching \square_1 \square_2 \square_3 \square_4 \square_9 bicyclists in the cycle track. 42. Do you avoid driving on Barton Springs Road because of the cycle track? \square_1 Yes □₀ No **About Bicycling on the Barton Springs Road Cycle Track** 43. Have you bicycled eastbound (toward 1st Street and Congress Avenue) on this section of Barton Springs Road since the cycle track was built? \square_1 Yes (Proceed to Question 44) \square_0 No (Skip to Question 49) 44. How comfortable do you feel when Very Very Uncomfortable Comfortable bicycling in the Barton Springs Road cycle (2) (3)(4) (5) (6) (1) track? \square_1 \square_2 \square_3 \square_4 \square_5 \square_6 45. Because of the Barton Springs Road cycle Decreased Not Increased Increased Decreased No Somewhat Changed Somewhat Opinion track . . . a Lot a Lot the likelihood that I will choose to bicycle on \square_1 \square_9 \square_2 \square_3 \square_4 \square_5 Barton Springs as opposed to other streets has . . .

the time it takes me to bicycle on Barton Springs has	□₁	\square_2	\square_3	\square_4	\square_5	\square_9
the usefulness of Barton Springs Road for getting places I want to go has	\square_1	\square_2	 3	\square_4	\square_5	\square_9
drivers' awareness of bicyclists on Barton Springs has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
drivers' speeds on Barton Springs Road have	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
how comfortable I feel when bicycling on Barton Springs Road has	\square_1	\square_2	\square_3	\square_4	\square_5	 9
how often I ride a bicycle overall has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the difficulty of turning left from Barton Springs Road while bicycling has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the difficulty of navigating around turning motor vehicles has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the difficulty of navigating around pedestrians has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
how comfortable I feel bicycling with my kids has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
how safe I feel bicycling with my kids has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
10						

About Bicycling on the Barton Springs Road Cycle Track, cont.									
46. When bicycling EASTBOUND (toward 1st St	reet								
and Congress Avenue) on Barton Springs R	oad,		Most of t	the Som	ne of				
how often do you ride on the following		Always	time	the	time	Never			
Сус	le track	\square_1	\square_2] 3	\square_4			
Standard traffi	ic lanes	\square_1	\square_2] 3	\square_4			
Si	dewalk	\square_1	\square_2] 3	\square_4			
Shared-use path on north side of Barton Spring	gs Road	\square_1	\square_2] 3	\square_4			
 47. In the past 30 days, how many days have you bicycled for transportation (i.e. not just for recreation/exercise)?days 48. Did you fill out a separate online bicyclist survey about the Barton Springs Road cycle track from us recently? □₁ Yes □₀ No 									
About Walking on Barton Springs Road									
 49. Have you walked on the south side of this section of Barton Springs Road since the cycle track was built? □₁ Yes (Proceed to Question 50) □₀ No (Skip to Question 52) 									
50. Because of the Barton Springs Road cycle track	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat		No Opinion			
drivers' speeds on Barton Springs Road have generally				\square_4	\square_5	□ ₉			
the number of bicyclists riding on the sidewalk has	\square_1		\square_3	\square_4	\square_5	□ 9			
my satisfaction with the walking environment on Barton Springs Road has	\square_1		\square_3	\square_4	\square_5	 9			
my sense of safety when crossing Barton Springs Road has			\square_3	\square_4	\square_5	□9			
51. Do you ever walk or jog in the cycle track, r	ather than	on the si	dewalk?						
□₀ No □₁ Yes (Please explain why you choose the cyc over the sidewalk in the space to the ri									
Overall Impressions of the Barton Springs	s Road C	ycle Trac	k						
52. What is the best thing about the cycle trac	k? 53. \	What is th	e worst t	hing abou	ut the cyc	cle track?			

About You

We have a few questions about you so that we may respondents. We will keep this information confiden	
54. Do you have a current: Oriver's license □ □ □ □	61. What is your age? years
Transit pass \square_1 \square_0 Carshare Membership \square_1 \square_0	62. What is your gender? □₁ Male □₂ Female □₃
55. How many working motor vehicles does your household own or lease? (Do not include motorhomes) # Vehicles	63. What is your employment status? (Select all that apply) ☐ I work outside the home-> What is the zip code of your place of work?
56. How many working adult bicycles does your household own? # Bicycles	☐ I go to school outside the home-> What is the zip code of your school? ☐ I work from home ☐ Not employed at this time
57. INCLUDING YOURSELF, how many people live in your household? # Adults # Children (Enter 0 if None) 58. How long have you lived at this home?	64. What is your annual household income? □₁ Less than \$25,000 □₂ \$25,000 to less than \$50,000 □₃ \$50,000 to less than \$75,000 □₄ \$75,000 to less than \$100,000 □₅ \$100,000 to less than \$200,000
# Years 59. Do you rent or own your home?	\square_6 \$200,000 or more \square_9 I prefer not to provide this information
\square_1 Rent \square_2 Own \square_3 Other	65. What is the highest level of school you have
60. Do you consider yourself: (Select all that apply) ☐ American Indian or Alaska Native ☐ Asian ☐ Black or African American ☐ Hispanic or Latino/a ☐ White or Caucasian ☐ Other:	completed? □₁ Some high school or less □₂ High school diploma or GED □₃ Some College □₄ Trade/Vocational School □₅ Associate Degree □₆ Four-year college degree or more □₆ Other:

Thank you for taking our survey! If you would like to be entered in a random drawing for one of three \$100 Amazon gift cards\$ please enter your name and contact information on the raffle slip you received with the survey.

66. Is there anything else you'd like to tell us? (Use the space below)

RESIDENT: CHICAGO - MILWAUKEE AVE.

	eighborho eet Study	OR OR	Complete this postage-paid	envelo	pe;			·			
		2	Complete the To take the o	e <u>online</u> nline su	<u>survey</u> aı ırvey, you	nd raffle ei i will need	to enter th	i p://tiny i iis code: l / deadlin	M0001	8	
Abo	out How You	Get Around					Julvey	deadiiii	C 10/ 1	772013	
1		ode of transportation,		mmute m work	e Trips	ool)	(e.a. to	Other Trips (e.g. to the store, park, etc.)			
	please indic	ate your level of use:	Most Trips				Most Trip				
(Car/truck/motor	vehicle (including carpool)			1 ₂	\square_3	\square_1		2	\square_3	
		Walking	\square_1		12	\square_3	\square_1		2	\square_3	
		Bicycling	\square_1		1 ₂	\square_3	\square_1		2	\square_3	
		Public Transportation			1 ₂	\square_3	\square_1		2	\square_3	
O	ther (please spe	cify):	\square_1		1 ₂	\square_3	\square_1		2	\square_3	
2	2. Compared t	o two years ago, are you	taking mor	e or			1	<u> </u>			
	-	by each mode of transpor	-		Λ	lore Trips	No Ch	ange	Fewe	er Trips	
	Car/truck/motor vehicle (includir			ng carp	ool)	\square_1		2	[\beth_3	
				Wall	J :	\square_1	\square_2		[\beth_3	
	Bicycling				•	\square_1		- ;		\beth_3	
	Public Transportation			tion					\beth_3		
		Other (please specify):				\square_1		2		\beth_3	
Abo	out Your Neig	ghborhood									
3	•	st two years, changes to	my	Very			lo Impact/	-		Very	
	neighborho	od as a place for		Negati			o Changes			Positive	
		walking hav			i	\square_2	\square_3	\Box_4		\square_5	
		-	e been			\square_2	\square_3			\square_5	
	takin	bicycling having public transportation having				\square_2 \square_2	\square_3 \square_3	\Box_4		\square_5 \square_5	
	takiii	g public transportation have	e beell _!	– – 1	;	L 2	ப 3	: - 4		L 5	
4	l. Overall, my	level of satisfaction with	transporta	tion	Very	Sor	newhat	Somewh	nat	Very	
		borhood is	•		Dissatis		satisfied	Satisfie	d S	Satisfied	
					\square_1	!	\square_2	\square_3		\square_4	
Abo	out People Y	ou Encounter on the S	Street								
5	i. Please indic	ate if you agree or disagr	ee with the	9	Strongly	Somew	hat Somev	vhat Str	ongly	No	
	following st	atements:			Disagre		ee Agre		0.5	Opinion	
		Most drivers follow the	rules of the	road.		\square_2		3	\square_4	\square_9	
4	*	Most driver	s are predic	table.	\square_1	\square_2		3	\square_4	\square_9	
		Most bicyclists follow the	rules of the	road.				3	\square_4	\square_9	
	~	Wost bicyclists follow the	. 4				1				
	O	Most bicyclist						3	\square_4	\square_9	
		•	s are predic	table.					\square_4 \square_4	□ ₉ □ ₉	

About Bicycling

6. Please indicate whether you agree or disagree with the following statements about bicycling:	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Bicycling in my city is a convenient way to get places.		\square_2	\square_3	\square_4	\square_9
Bicycling in my neighborhood is safe.	\square_1	\square_2	\square_3	\square_4	\square_9
I am familiar with the bicycle lanes and other bicycle facilities in my neighborhood.		\square_2	 3	\square_4	\square_9
I would like to bicycle more often for transportation.	\square_1	\square_2	\square_3	\square_4	\square_9
I would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.		\square_2	□ ₃	\square_4	\square_9
Facilities that encourage bicycling for transportation are a good way to improve public health.		\square_2	\square_3	\square_4	 9

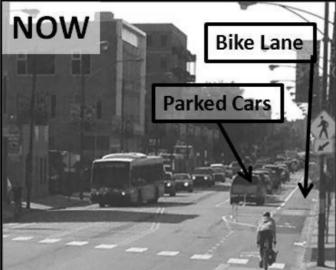
7 Whether or not you	currently ride a bicycle, plea	ase consider h	OW COL	mforta	hle voi	- woul	d he
riding a bicycle in ea		35 WH3IGCI 11	OW CO.	IIIOI tu	Die you	I WOG	u be
	•	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
(A) On a path or trail separate from the street			\square_2	□₃	\square_4	\square_5	\square_6
(B) On a commercial street with two lanes of traffic in each direction, traffic speeds of 35 miles per hour, on-street car parking, and no bike lane			\square_2	\square_3	\square_4	\square_5	□6
(C) On a similar street to (B), but with a striped bike lane added			\square_2	□₃	\square_4	\square_5	\square_6
(D) On a similar street to (B), but with a physically separated bike lane		□ 1	\square_2	□₃	□ 4	\square_5	□6

North Milwaukee Avenue Protected Bike Lanes

A protected bikeway was recently built on North Milwaukee Avenue between North Elston Avenue and West Kinzie Street. Bike lanes are separated from other traffic lanes by a combination of a striped "buffer" zone, plastic "flexposts," or by moving parked cars away from the curb to provide a protected lane (see picture below).

North Milwaukee Avenue before and now:





Extent of Milwaukee protected bike lanes:



About the Milwaukee Avenue protected bike lanes

8. Because of the Milwaukee Avenue protected bike lanes . . .

		Decreased		Increased	ii	No
	a Lot	Somewhat	Changed	Somewhat	a Lot	Opinion
the desirability of living in my neighborhood has		\square_2		\square_4	\square_5	
the aesthetic appeal of Milwaukee Avenue has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the <i>safety</i> of DRIVING on Milwaukee Ave has		\square_2	\square_3	\square_4	\square_5	\square_9
the <i>safety</i> of BICYCLING on Milwaukee Ave has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the safety of WALKING on Milwaukee Ave has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the number of people I see riding bikes on Milwaukee Avenue has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
how well the road works for all people has		\square_2		\square_4	\square_5	□ 9

About the Milwaukee Avenue protected bike lanes, cont.

9 Please indicate whether you agree or disagree with the following statements about the

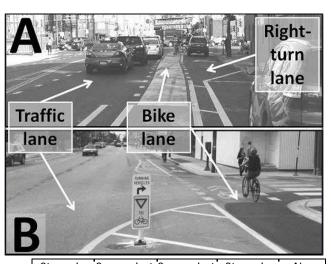
effectiveness of the Milwaukee Ave protected I		2 5:						
	:		Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion		
The protected bike lanes' design makes it clear when can be and where the designated bicycle land		\square_1	\square_2	\square_3	\square_4	□ 9		
The buffer effectively separates bikes from	m cars.	\square_1	\square_2	\square_3	\square_4	\square_9		
The buffer does a good job at protecting bikes from	m cars.		\square_2	\square_3	\square_4	\square_9		
The protected bike lanes improve the predict of drivers and bic	, ,	\square_1	\square_2	\square_3	\square_4	 9		
The protected bike lanes make it clear bicyclists and pedestrians show		\square_1	\square_2	\square_3	\square_4	 9		
The protected bike lanes effective separate bicyclists from pedes	, ,	\square_1	\square_2	\square_3	\square_4	 9		
10. What do you think it means when the pavement is painted green along the bikeway? Enter response in this box								
11. Over time, my opinion of the Milwaukee Avenue protected bike lanes has become: A Lot More Somewhat No Somewhat Nore Positive Negative More Negative Change More Positive D 1 D 2 D 3 D 4 D 5								
12. Please indicate whether you agree or disagree with the following statements about protected bike lanes.	Strong Disagr		<u> </u>	mewhat Agree	Strongly Agree	No Opinion		
I would support the District in building more protected bike lanes at other locations.			\square_2	\square_3	\square_4	\square_9		
					1			
Overall, I support separating bikes from cars.	i. □1		\square_2		\square_4	 9		
Overall, I support separating bikes from cars.	i. □₁		\square_2	□3	□ 4	 9		
Overall, I support separating bikes from cars. About Driving on Milwaukee Avenue 13. Have you driven a motor vehicle on this section	:	<u> </u>	<u> </u>	<u> </u>	;			
Overall, I support separating bikes from cars. About Driving on Milwaukee Avenue 13. Have you driven a motor vehicle on this sectio were built?	:	waukee <i>i</i>	Avenue si	<u> </u>	;			
About Driving on Milwaukee Avenue 13. Have you driven a motor vehicle on this section were built? □ Yes (Proceed to Question 14) □ N	on of Mile Jo (Skip to Decreased	waukee waa waa waa waa waa waa waa waa waa w	Avenue sii	nce the pi	rotected I	oike lane		
About Driving on Milwaukee Avenue 13. Have you driven a motor vehicle on this section were built? □ Yes (Proceed to Question 14) □ N 14. Since the Milwaukee Avenue protected	on of Mile Jo (Skip to Decreased	waukee waa waa waa waa waa waa waa waa waa w	Avenue sii	nce the pi	rotected I	pike lane		
About Driving on Milwaukee Avenue 13. Have you driven a motor vehicle on this section were built? □ Yes (Proceed to Question 14) □ N 14. Since the Milwaukee Avenue protected bike lanes was built the number of bicyclists riding in the same lanes	on of Milv lo (Skip to Decreased a Lot	Naukee In Ouestion Decreased Somewhat	Avenue sind 18) d Not Changed	Increased Somewhat	Increased a Lot	No Opinion		
About Driving on Milwaukee Avenue 13. Have you driven a motor vehicle on this section were built? □ Yes (Proceed to Question 14) □ N 14. Since the Milwaukee Avenue protected bike lanes was built the number of bicyclists riding in the same lanes with cars on Milwaukee Avenue has	on of Milvolo (Skip to Decreased a Lot	waukee And Question Decreased Somewhat	Avenue sind 18) d Not Changed	Increased Somewhat	Increased a Lot	No Opinion		

About Driving on Milwaukee Avenue, cont.

15. The impact of the Milwaukee Avenue protected bike lanes on	Very Negative	Somewhat Negative	No Impact/ Neutral	Somewhat Positive	Very Positive
traffic congestion has been		\square_2	\square_3	\square_4	\square_5
my ability to turn off of Milwaukee Avenue at signalized intersections has been	□₁	\square_2	\square_3	\square_4	\square_5
my ability to turn off of Milwaukee Avenue into alleys, driveways, and parking lots has been	□₁	\square_2	\square_3	\square_4	\square_5
my ability to pull onto Milwaukee Avenue from alleys, driveways, and parking lots has been	\square_1	\square_2	\square_3	\square_4	\square_5
my ability to find a parking spot on Milwaukee Avenue has been	□₁	\square_2	\square_3	\square_4	\square_5
how stressful it is to park a car on Milwaukee Avenue has been	\square_1	\square_2	\square_3	\square_4	\square_5

- **16.** To make a right turn off of Milwaukee Avenue, motorists must cross the bike lane:
 - At some intersections (PICTURE A) there is a right-turn lane to the right of the bike lane (at these locations motorists must cross the bike lane prior to the intersection).
 - At other intersections (PICTURE B) motorists must cross the bike lane as they turn.

Please indicate whether you agree or disagree with the following statements about turning off Milwaukee Avenue:



		Strongly	Somewhat	Somewhat	Strongly	i No
		Disagree	Disagree	Agree	Agree	Opinion
A&B	When I want to make a right turn off of Milwaukee Avenue, it is generally clear where I should cross over the bike lane.	□₁	\square_2	\square_3	\square_4	 9
A	At intersections like Picture A above: When I want to turn right, I am able to adequately see if there are any approaching cyclists in the bike lane.	□ 1	\square_2	□ ₃	\square_4	 9
	I prefer to merge across the bike lane prior to arriving at an intersection (like in Picture A).	□1	\square_2	\square_3	\square_4	
В	At intersections like Picture B above: When I want to turn right, I am able to adequately see if there are any approaching cyclists in the bike lane.	□₁		\square_3	\square_4	 9
	The "Yield to Bikes" signs (like in Picture B) have made me pay closer attention to cyclists when turning off Milwaukee Ave.	\square_1	\square_2		\square_4	 9

17. Do you avoid driving on Milwaukee Avenue because of the protected bike lanes?						
□₁Yes	□₀ No					

About Bicycling in the Milwaukee Avenue protected bike lanes

How comfortable do you feel when bicycling in the Milwaukee Avenue protected bike lanes?	Very Uncomforta (1)	ble (2)	(3)	(4)	(5)	Very Comfortable (6)	
protected bike failes?	\square_1	\square_2	\square_3	\square_4	\square_5	\square_6	
Because of the Milwaukee Avenue protector	ed hike lar	165					
process		Decreased	Not	Increased	Increased	l No	
	a Lot	Somewhat	Changed	Somewhat	a Lot	Opinion	
the likelihood that I will choose to bicycle on Milwaukee Avenue as opposed to other streets has	1		\square_3	□ ₄	\square_5		
the time it takes me to bicycle on Milwaukee Avenue has	□₁	\square_2	 3	\square_4	\square_5	□ 9	
the usefulness of Milwaukee Avenue for getting places I want to go has		\square_2	\square_3	\square_4	\square_5	□ 9	
how often I stop at shops and businesses on Milwaukee Avenue has	□₁	\square_2	\square_3	\square_4	\square_5	 9	
drivers' awareness of bicyclists on Milwaukee Avenue has		\square_2	\square_3	\square_4	\square_5	□ 9	
drivers' speeds on Milwaukee Avenue have		\square_2	\square_3	\square_4	\square_5	\square_9	
how comfortable I feel when bicycling on Milwaukee Avenue has		\square_2	\square_3	\square_4	\square_5	 9	
how often I ride a bicycle overall has			\square_3				
the difficulty of making a right-turn off of Milwaukee Avenue while bicycling has	□₁	\square_2	\square_3	\square_4	\square_5	 9	
the difficulty of navigating around turning motor vehicles has		\square_2	\square_3	\square_4	\square_5	 9	
the difficulty of navigating around pedestrians has		\square_2	\square_3	\square_4	\square_5	□ 9	
1. In the past 30 days, how many days have you bicycled for transportation (i.e. not just for recreation/exercise)? days days							
Did you fill out a separate online bicyclist s from us recently?	urvey abo	ut the Milv	waukee A	venue pro	otected b	ike lanes	

About Walking on Milwaukee Avenue							
23. Have you walked on	this section of Milwa	ukee Aver	nue since th	ne protect	ted bike la	anes we	re built?
\square_1 Yes (Proceed to Question 24) \square_0 No (Skip to Question 27)							
24. How often do bicycl	ists in the bike lanes	stop for	Usually	Sometime	s Rarely	/ N	ever
5	nalized intersections?	•		\square_2		ļ I	\square_4
						•	
25. Because of the	Milwaukee Avenue	e Decrease	d Decreased	Not	Increased	Increased	d No
protected bike lanes		a Lot	i	i	Somewhat	i	Opinion
drivers' speeds on Milw	. Ave. have generally	. 🗖	\square_2	\square_3	\square_4	\square_5	 9
the nu	umber of bicyclists riding on the sidewalk has		\square_2	\square_3	\square_4	\square_5	□ 9
	he walking environmen	t 🗖			\square_4	\square_5	\square_9
	ilwaukee Avenue has	• •	— 2	— 3	— 4	— 5	— 9
my sense or sarety w	hen crossing Milwauke Avenue has	1 14	\square_2	\square_3	\square_4	\square_5	 9
26. Do you ever walk or j	og in the protected bi	ike lanes,	rather than	on the si	dewalk?		
□₀ No							
_	why you choose the bik	elane					
•	alk in the space to the r						
About Visiting Busines	ses on Milwaukee	Avenue					
07							
27. How many days per n	nontn ao you spena n near Milwaukee Avei				dave		
at pusitiesses off of	ileai iviiiwaukee Avei		er 0 if None)		days		
28. How did you travel to	get there?		N	lost of the	Some of	the	
,	•			time	time	N	lever
			uck/etc	\square_1	\square_2		\square_3
		,	Walking	\square_1	\square_2	İ	\square_3
		Е	Bicycling	\square_1	\square_2		\square_3
	Pu	blic Transp	ortation	\square_1	\square_2		\square_3
0	ther (please specify):			\square_1	\square_2	:	\square_3
29. What types of busine	sses in the area do yo	u patroniz	ze? (check all	that apply)		
□₁ Retail Shops	□ ₂ Banks	□₃ Resta	urants				
□ ₄ Bars	\square_5 Coffee Shop	□ ₆ Other	->				
30. When you visit this ar to each time? (select to		esses do yo	ou typically		l ₁ 1		
(,				l ₃ 3 or mor	е	
31. Since the protected b to visit a business on		are you mo	ore or less l	, 0	$egin{aligned} I_1 & A & lot less \ I_2 & Somewh \ I_3 & No chan, \ I_4 & Somewh \ I_5 & A & lot model \end{aligned}$	at less lik ge at more l	•

Overall Impressions of the Milwaukee Avenue protected bike lanes

32. What is the best thing about the protected bike lanes?	33. What is the worst thing about the protected bike lanes?

About You

We have a few questions about you so that we may	•				
respondents. We will keep this information confide	ential and it is not linked to your name				
34. Do you have a current: Yes No Driver's license □₁ □₀	41. What is your age? years				
Transit pass \square_1 \square_0 Bikeshare (Divvy) Membership \square_1 \square_0 Carshare Membership \square_1 \square_0	42. What is your gender? \square_1 Male \square_2 Female \square_3				
35. How many working motor vehicles does your household own or lease? (Do not include motorhomes) # Vehicles (Enter 0 if None)	43. What is your employment status? (Select all that apply) ☐ I work outside the home-> What is the zip code of your place of work? ☐ I go to school outside the home-> What is the zip				
36. How many working adult bicycles does your household own? # Bicycles	code of your school?				
37. INCLUDING YOURSELF, how many people live in your household? # Adults # Children (Enter 0 if None)	44. What is your annual household income? □₁ Less than \$25,000 □₂ \$25,000 to less than \$50,000 □₃ \$50,000 to less than \$75,000 □₄ \$75,000 to less than \$100,000				
38. How long have you lived at this home? # Years	\Box_5 \$100,000 to less than \$200,000 \Box_6 \$200,000 or more \Box_9 I prefer not to provide this information				
39. Do you rent or own your home? ☐₁ Rent ☐₂ Own ☐₃ Other	45. What is the highest level of school you have completed?				
40. Do you consider yourself: (Select all that apply) ☐ American Indian or Alaska Native ☐ Asian ☐ Black or African American ☐ Hispanic or Latino/a ☐ White or Caucasian ☐ Other:	☐₁ Some high school or less ☐₂ High school diploma or GED ☐₃ Some College ☐₄ Trade/Vocational School ☐₅ Associate Degree ☐₄ Four-year college degree or more ☐ց Other:				

Thank you for taking our survey! If you would like to be entered in a random drawing for one of *three* \$100 Amazon gift cards please enter your name and contact information on the raffle slip you received with the survey.

46. Is there anything else you'd like to tell us? (Use the space below)

RESIDENT: CHICAGO - DEARBORN AVE.

	Cor	mplata this nan	or our.	and th	o opologod i	rofflo olin		
eighborh	1000	mplete this <u>pap</u> urn in the posta				arrie siip.		
	dy OR Cor		3-1		,			
ieei Siui		mplete the <u>onlir</u> take the online	<u>ne survey</u>	and ra	ffle entry at	: http://tin	yurl.com/l	DearbornSt
	To	take the online	survey, y	ou will	need to ent	er this code	: D00013	0/17/2013
About How	You Get Around					Sui vey c	leauiile it	0/1//2013
		Comi	mute Tri	nc		Oth	er Trips	
	ch mode of transportation,	(to/from		•) (e.g. to the	•	k. etc.)
please	indicate your level of use:	Most Trips S				ost Trips So		
Car/truck/r	motor vehicle (including carpool)		\square_2		1 ₃	\square_1	\square_2	\square_3
	Walking		\square_2		1 ₃	\square_1	\square_2	\square_3
	Bicycling		\square_2		\mathbf{J}_3	\square_1	\square_2	\square_3
	Public Transportation	\square_1	\square_2	. [1 ₃	\square_1	\square_2	\square_3
Other (pleas	se specify):		\square_2] ₃	\square_1	\square_2	\square_3
2 Compa	red to two years ago, are you	taking more	or		1		1	
-	trips by each mode of transpor	•	OI .	Mo	re Trips	No Change	Fewe	er Trips
	Car/truck/motor vehi		carpool)				1	\square_3
		,	Walking	` : :		\square_2	\square_3	
		Е	Bicycling	$g \qquad \square_1 \qquad \square_2$		\square_2	\square_3	
		Public Transp	ortation	on \square_1 \square_2		\square_2	\square_3	
	Other (please specify):			🗖 🗖		\square_2	\square_3	
3. Over th	Neighborhood ne past two years, changes to r orhood as a place for	_	Very egative	Some			newhat ositive	Very Positive
Ticignib	walking have							
	driving have			1 - 1				\square_5
	bicycling have	e been						\square_5
	taking public transportation have	e been	\square_1		2	\beth_3	\square_4	\square_5
	I, my level of satisfaction with	transportation		Very satisfie	Somev d Dissatis		ewhat isfied	Very Satisfied
in my r	neighborhood is		D13.					
						- ·	-	
About Peop	ole You Encounter on the S	treet						
	indicate if you agree or disagre	ee with the		0 3	Somewhat	Somewhat	Strongly	No
followi	ng statements:			agree	Disagree		Agree	Opinion
	Most drivers follow the	rules of the ro	ad. I	\square_1	\square_2	\square_3	\square_4	\square_9
*	Most drivers	s are predictal	ole. I	\square_1	\square_2	\square_3	\square_4	\square_9
	Most bicyclists follow the	rules of the ro	ad. I	\square_1	\square_2	\square_3	\square_4	\square_9
O	Most bicyclists	s are predictat	ole. I	\square_1	\square_2	\square_3	\square_4	\square_9
1								
*	Most pedestrians follow the	rules of the ro	ad. I	\square_1	\square_2	\square_3	\square_4	\square_9

About Bicycling

6. Please indicate whether you agree or disagree with the following statements about bicycling:	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Bicycling in my city is a convenient way to get places.		\square_2	\square_3	\square_4	\square_9
Bicycling in my neighborhood is safe.	\square_1	\square_2	\square_3	\square_4	\square_9
I am familiar with the bicycle lanes and other bicycle facilities in my neighborhood.		\square_2	 3	\square_4	\square_9
I would like to bicycle more often for transportation.	\square_1	\square_2	\square_3	\square_4	\square_9
I would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.		\square_2	□ ₃	\square_4	\square_9
Facilities that encourage bicycling for transportation are a good way to improve public health.		\square_2	\square_3	\square_4	 9

7 Whether or not you	currently ride a bicycle, plea	ese consider h	0W COI	mforta	hle voi	- woul	d he
riding a bicycle in ea		35 consider ii	OW COI	IIIOI ta	ole yee	I WOG	u be
	•	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
(A) On a path or trail separate from the street			\square_2	□₃	\square_4	\square_5	\square_6
(B) On a commercial street with two lanes of traffic in each direction, traffic speeds of 35 miles per hour, on-street car parking, and no bike lane			\square_2	\square_3	\square_4	\square_5	□6
(C) On a similar street to (B), but with a striped bike lane added			\square_2	□₃	\square_4	\square_5	\square_6
(D) On a similar street to (B), but with a physically separated bike lane		□ 1	\square_2	□₃	□ 4	\square_5	□6

Dearborn Street Protected Bike Lanes

A two-way protected bikeway was recently built on Dearborn Street between West Kinzie Street and West Polk Street. Bike lanes are separated from other traffic lanes by a combination of a striped "buffer" zone, plastic "flexposts" and by moving parked cars away from the curb to provide a protected lane (see picture below). Bicycle signals and left-turn signals were added at many intersections as well.

Dearborn Street:





Extent of Dearborn Street protected bike lanes:



About the Dearborn Street protected bike lanes

8. Because of the Dearborn Street protected bike lanes . . . Decreased Decreased Not Increased Increased No a Lot Somewhat Changed Somewhat a Lot Opinion the desirability of living in my \square_1 \square_4 \square_5 \square_2 \square_3 neighborhood has . . . the aesthetic appeal of Dearborn Street has . . . \square_3 \square_4 \square_5 \square_1 \square_2 \square_9 the safety of DRIVING on Dearborn Street has . . . \square_1 \square_2 \square_3 \square_4 \square_5 \square_9 the safety of BICYCLING on Dearborn St. has. . . \square_1 \square_2 \square_3 \square_4 \square_5 \square_9 the safety of WALKING on Dearborn St. has . . . \square_1 \square_2 \square_4 \square_3 \square_5 \square_9 the number of people I see riding bikes \square_1 \square_2 \square_3 \square_4 \square_5 \square_9 on Dearborn Street has . . . how well the road works for all people has . . . \square_1 \square_2 \square_3 \square_{A}

About the Dearborn Street protected bike lanes, cont.

9. Please indicate whether you agree or disagree effectiveness of the Dearborn Street protected			ng stateme	ents about	the	
		Strongly	Somewhat	•	Strongly	No
		Disagree	Disagree	Agree	Agree	Opinion
The protected bike lanes' design makes it clear wh can be and where the designated bicycle la		□₁	\square_2	□3	\square_4	 9
The buffer effectively separates bikes from	om cars.	\square_1	\square_2	\square_3	\square_4	\square_9
The buffer does a good job at protecting bikes fro	om cars.	\square_1	\square_2	\square_3	\square_4	\square_9
The protected bike lanes improve the predi- of drivers and bi			\square_2	\square_3	\square_4	 9
The protected bike lanes make it clea bicyclists and pedestrians sho			\square_2	□₃	\square_4	 9
The protected bike lanes eff separate bicyclists from pede		□₁		\square_3	\square_4	
10. What do you think it means when the pavement is painted green along the bikeway?	pavement is painted green along the					
in over time, my opinion of the bearborn	ot More egative □₁	Somewhat More Nega		Somewhole More Posi	tive More	Lot Positive
12. Please indicate whether you agree or disagre with the following statements about protected bike lanes.	Stro Disa		! !		trongly Agree	No Opinion
I would support the District in building more protected bike lanes at other location		\square_1 \square_2			\square_4	 9
Overall, I support separating bikes from car	s. E	\square_1 \square_2		\square_3	\square_4	 9
About Driving on Dearborn Street 13. Have you driven a motor vehicle on this secti	on of De	arhorn Si	reet since	the prote	rtod hika	lanos
were built?	on or be	ai buili 3	ireet sirice	the prote	cteu bike	iancs
\square_1 Yes (Proceed to Question 14) \square_0	No <i>(Skip</i>	to Questio	n 20)			
14. Since the Dearborn Street protected bike lanes was built	Decreased a Lot	d Decrease Somewh	•	Increased Somewhat	1	No Opinion
the number of bicyclists riding in the same lanes with cars on Dearborn Street has	\square_1	\square_2	 3	\square_4	\square_5	 9
how safe and predictable bicyclists are acting has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
how safe and predictable drivers are acting has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the amount of time it takes me to drive on Dearborn Street has	\square_1			\square_4	\square_5	\square_9

About Driving on Dearborn Street, cont. 15. The impact of the Dearborn Street protected Somewhat No Impact/ Somewhat Very Very bike lanes on . . . Negative Negative Neutral Positive Positive traffic congestion has been . . . \square_2 \square_5 \square_1 \square_3 \square_4 my ability to turn **off of** Dearborn Street at signalized \square_1 \square_2 \square_3 \square_4 \square_5 intersections has been . . . my ability to turn off of Dearborn Street into alleys, \square_1 \square_2 \square_3 \square_4 \square_5 driveways, and parking garages has been . . . my ability to pull **onto** Dearborn Street from alleys. \square_1 \square_2 \square_3 \square_4 \square_5 driveways, and parking garages has been . . . my ability to find a parking spot on Dearborn Street has \square_1 \square_2 \square_3 \square_4 \square_5 how stressful it is to park a car on Dearborn Street has \square_5 \square_1 \square_2 \square_3 \square_4 been ... Bicycle Signals Left-Turn Signal Thru-Signal 16. At many intersections along Dearborn Street, new bicycle signals were added, along with a new left-turn signal for motor vehicles in the left turn lane (see picture). Prior to taking this survey, had you noticed the bicycle signals on Dearborn Street? \square_0 No \square_1 Yes 17. Please indicate whether you agree or disagree Strongly Somewhat Somewhat Strongly No Disagree Disagree with the following statements. Agree Agree Opinion At these intersections, it is always clear to me which \square_1 \square_2 \square_4 \square_3 \square_9 signal I should use as a motorist. Using the small bicycle in the bicycle signal lens is a good \square_1 \Box_{0} \square_2 \square_3 \square_4 way to communicate the signal is only for bicycles. 18. When making a left-turn off of Dearborn Street, Never Rarely Sometimes Often N/A how often do you encounter bicyclists in your path when \square_1 \square_2 \square_3 \square_4 \square_9 attempting to make a left turn? . . . do you encounter pedestrians in your path when \square_1 \square_2 \square_3 \square_4 \square_9

19. Do you avoid driv	ng on Dearborn Stre	et because of the protected bike lanes?
□₁ Yes	□ ₀ No	

attempting to make a left turn?

About Bicycling in the Dearborn Street protected bike lanes

20. Have you bicycled on this section of Dearb	orn Street s	since the p	orotected	l lanes we	re built?		
\square_1 Yes (Proceed to Question 21) \square_0 No (Skip to Ques	tion 25)					
21. How comfortable do you feel when bicycling in the Dearborn Street protected bike lanes?	Very Uncomfortab (1)	le (2)	(3)	(4)	(5)	Very Comfortable (6)	
bike luites.	\square_1	\square_2		\square_4	\square_5	\square_6	
22. Because of the Dearborn Street protected	bike lanes .						
	Decreased		Not	Increased	Increased	l No	
	a Lot	Somewhat	Changed	Somewhat	a Lot	Opinion	
the likelihood that I will choose to bicycle on Dearborn St. as opposed to other streets has	□₁	\square_2	\square_3	\square_4	□ 5	 9	
the time it takes me to bicycle on Dearborn Street has	\square_1	\square_2	\square_3	\square_4	\square_5	 9	
the usefulness of Dearborn Street for getting places I want to go has	□₁	\square_2	\square_3	\square_4	\square_5	\square_9	
how often I stop at shops and businesses on Dearborn Street has		\square_2	\square_3	\square_4	\square_5	□ 9	
drivers' awareness of bicyclists on Dearborn Street has		\square_2	\square_3	\square_4	\square_5	 9	
drivers' speeds on Dearborn Street have	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9	
how comfortable I feel when bicycling on Dearborn Street has	□₁	\square_2	\square_3	\square_4	\square_5	 9	
how often I ride a bicycle overall has	□₁	\square_2	\square_3	\square_4	\square_5	\square_9	
the difficulty of making a right-turn off of Dearborn St. while bicycling Northbound has	□₁	\square_2	\square_3	\square_4	\square_5	 9	
the difficulty of navigating around turning motor vehicles has	□₁	\square_2	\square_3	\square_4	\square_5	 9	
the difficulty of navigating around pedestrians has		\square_2	\square_3	\square_4	\square_5	 9	
23. In the past 30 days, how many days have you bicycled for transportation (i.e. not just for recreation/exercise)? days (Enter 0 if None)							
24. Did you fill out a separate online bicyclist sus recently?	urvey abou	it the Dea	rborn Str	eet prote	cted bike	lanes from	
\square_1 Yes \square_0 No							

About Walking on Dearborn Street								
25. Have you walked on this section of Dearborn St	treet sind	e the pro	otected b	ike laı	nes w	vere buil	lt?	
\square Yes (Proceed to Question 26) \square No (Skip t	to Questic	n 29)						
26. Because of the Dearborn Street protected	Decreased	Decreased	l Not	Incre	ased	Increased	No	
bike lanes	a Lot	Somewha	t Changed	Some	what	a Lot	Opinion	
drivers' speeds on Dearborn St. have generally	\square_1	\square_2	\square_3	[4	\square_5	\square_9	
the number of bicyclists riding on the sidewalk has		\square_2			l ₄	\square_5	 9	
my satisfaction with the walking environment on Dearborn Street has		\square_2			4	\square_5	 9	
my sense of safety when crossing Dearborn St. has	\square_1	\square_2	\square_3	[4	\square_5	\square_9	
27. These "Look Bikes" pavement markings were added at some crosswalks:	be at	effective warning				bicycle t	traffic?	
		ffective all				Very E	ffective	
			(2) (3)	(4)	(5)	(6)	
		7				r	7	
		□ 1	\square_2 \square_3	\square_4	\square_5	_	1 6	
28. Do you ever walk or jog in the protected bike la	28. Do you ever walk or jog in the protected bike lanes, rather than on the sidewalk?							
\square_0 No \square_1 Yes (Please explain why you choose the bikelane over the sidewalk in the space to the right)	e							
Nhout Visiting Pusinesses on Dearborn Street								
About Visiting Rusinesses on Dearborn Street 29. How many days per month do you spend mone at businesses on or near Dearborn Street?		None)	day	S				
30. How did you travel to get there?		Most of	the time	Some o	f the t	ime N	lever	
	r/truck/et		\beth_1		\square_2		\square_3	
	Walkin	· .	\beth_1		\square_2	- !	\square_3	
Public Tran	Bicyclin esportatio	· .	\beth_1		\square_2 \square_2		\square_3 \square_3	
Other (please specify):	ispoi tatio	_	⊐ 1 ⊐ 1		\square_2		\square_3	
31. What types of businesses in the area do you pa	tronize?				_	1	-	
☐ Grocery Store ☐ Restaurants ☐ Ba			□ Coffee □ Other	•				
32. When you visit this area, how many businesses to each time? (select the best response)					1 ₂ 2	□ ₃ 3 oı	more	
				Λ l ₌ ± '	loca !"	leah e		
33. Since the protected bike lanes were built, are y to visit a business on Dearborn Street?	ou more	or less li		No ch	what ange	kely less likel more like		

□₅ A lot more likely

Overall Impressions of the Dearborn Street protected bike lanes

34. What is the best thing about the protected bike lanes?	35. What is the worst thing about the protected bike lanes?
About You	
We have a few questions about you so that we mare respondents. We will keep this information confidence.	· ·
36. Do you have a current: Yes No Driver's license □₁ □₀	43. What is your age? years
Transit pass \square_1 \square_0 Bikeshare (Divvy) Membership \square_1 \square_0 Carshare Membership \square_1 \square_0	44. What is your gender? □₁ Male □₂ Female □₃
37. How many working motor vehicles does your household own or lease? (Do not include motorhomes) # Vehicles	45. What is your employment status? (Select all that apply) □ I work outside the home-> What is the zip code of your place of work? □ I go to school outside the home-> What is the zip
38. How many working adult bicycles does your household own? # Bicycles	code of your school?
39. INCLUDING YOURSELF, how many people live in your household? # Adults # Children	46. What is your annual household income? □₁ Less than \$25,000 □₂ \$25,000 to less than \$50,000 □₃ \$50,000 to less than \$75,000 □₄ \$75,000 to less than \$100,000
40. How long have you lived at this home?	\square_5 \$100,000 to less than \$200,000 \square_4 \$200,000 or more

completed? 42. Do you consider yourself: \square_1 Some high school or less (Select all that apply) □₂ High school diploma or GED

 \square_9 I prefer not to provide this information

47. What is the highest level of school you have

□₃ Some College ☐ American Indian or Alaska Native □₄ Trade/Vocational School ☐ Asian

□₅ Associate Degree ☐ Black or African American

□₆ Four-year college degree or more ☐ Hispanic or Latino/a □₉ Other:_____

☐ White or Caucasian ☐ Other:

Thank you for taking our survey! If you would like to be entered in a random drawing for one of three \$100 Amazon gift cards please enter your name and contact information on the raffle slip you received with the survey.

48. Is there anything else you'd like to tell us? (Use the space below)

Years ___

 \square_3 Other

41. Do you rent or own your home?

□₂ Own

□₁ Rent

RESIDENT: PORTLAND - NE MULTNOMAH ST.

Neighborhood	Complete this <u>paper survey</u> and the enclosed raffle slip. Return in the postage-paid envelope;
	OR OR
	Complete the online survey and raffle entry at: http://tinyurl.com/PDXstreetstudy To take the online survey, you will need to enter this code: P0019 Survey deadline 11/15/2013
About How You Cot Assured	Survey deadline 11/15/2013

About	How \	Vali (Get A	roun	h
ADUUL	IIIJVV	ıvu (35:L P	u van	u

About How You Get Around								
For each mode of transportation, please indicate your level of use:		Commute Trips (to/from work or school)			Other Trips (e.g. to the store, park, etc.)			
please mulcate your level of use:	Most Trips	Some Trips	No Trips		Most Trips	Some	Trips	No Trips
Car/truck/motor vehicle (including carpool)		\square_2	\square_3		\square_1		2	\square_3
Walking	\square_1	\square_2	\square_3		\square_1		2	\square_3
Bicycling		\square_2	\square_3		\square_1		2	\square_3
Public Transportation		\square_2	\square_3		\square_1		2	\square_3
Other (please specify):		\square_2	\square_3		\square_1		2	\square_3
2. Compared to two years ago, are you ta trips by each mode of transportation?	aking more	or fewer	More Trip	S	No Chan	ge	Few	er Trips
Car/truck/motor vehi	cle (includin	g carpool)	\square_1			į		\square_3
		Walking	\square_1		\square_2	:		\square_3
		Bicycling	\square_1		\square_2	į		\square_3
	Public Trans	sportation	\square_1		\square_2	Ì		\square_3
Other (please specify):			\square_1		\square_2			\square_3
About Your Neighborhood								
2 Over the past two years, changes to m	v	:	1		1		1	

3.	Over the past two years, changes to my neighborhood as a place for	Very Negativ	1	No Impact/ No Changes	Somewhat Positive	Very Positive
	walking have been	\square_1		\square_3	\square_4	\square_5
	driving have been	\square_1	\square_2	\square_3	\square_4	\square_5
	bicycling have been	\square_1	\square_2	\square_3	\square_4	\square_5
	taking public transportation have been	\square_1	\square_2	\square_3	\square_4	\square_5
4.	Overall, my level of satisfaction with transportat	ion	Very	Somewhat	Somewhat	Very
in my neighborhood is			Dissatisfied	Dissatisfied	Satisfied	Satisfied
	y neighbornood is		\square_1	\square_2	\square_3	\square_4

About People You Encounter on the Street

	licate if you agree or disagree with the statements:	0 3	Somewhat Disagree	Somewhat Agree	0 3	No Opinion
	Most drivers follow the rules of the road.		\square_2	\square_3	\square_4	\square_9
	Most drivers are predictable.	\square_1	\square_2	\square_3	\square_4	\square_9
>	Most bicyclists follow the rules of the road.	\square_1	\square_2	\square_3	\square_4	\square_9
Ø	Most bicyclists are predictable.	\square_1	\square_2	\square_3	\square_4	\square_9
*	Most pedestrians follow the rules of the road.	\square_1	\square_2	\square_3	\square_4	\square_9
*	Most pedestrians are predictable.	\square_1	\square_2	\square_3	\square_4	\square_9

About Bicycling

6. Please indicate whether you agree or disagree with the following statements about bicycling:	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Bicycling in my city is a convenient way to get places.		\square_2	\square_3	\square_4	\square_9
Bicycling in my neighborhood is safe.	\square_1	\square_2	\square_3	\square_4	\square_9
I am familiar with the bicycle lanes and other bicycle facilities in my neighborhood.	□₁	\square_2	 3	\square_4	 9
I would like to bicycle more often for transportation.	\square_1	\square_2	\square_3	\square_4	\square_9
I would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.	□₁	\square_2	□ ₃	\square_4	 9
Facilities that encourage bicycling for transportation are a good way to improve public health.		\square_2	\square_3	\square_4	 9

7 Whether or not you	currently ride a bicycle, plea	esa considar h	OW COR	nforta	hla voi		
would be riding a big		13C COHSIGER IN	UVV CGI	IIIOI ta	DIC YOU		
Š		Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
(A) On a path or trail separate from the street			\square_2	□₃	\square_4	\square_5	\square_6
(B) On a commercial street with two lanes of traffic in each direction, traffic speeds of 35 miles per hour, on-street car parking, and no bike lane			\square_2	□₃	\square_4	\square_5	\square_6
(C) On a similar street to (B), but with a striped bike lane added			\square_2	□₃	\square_4	\square_5	\square_6
(D) On a similar street to (B), but with a physically separated bike lane		□1	\square_2	\square_3	\square_4	\square_5	□6

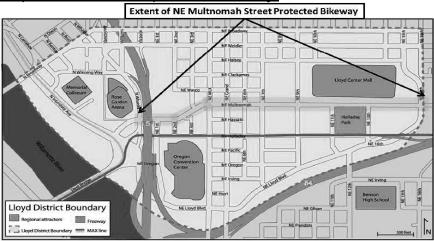
NE Multnomah Street Protected Bikeway

A protected bikeway was recently built on NE Multnomah Street from NE Wheeler Avenue to NE 16th Street. In most places, the number of standard traffic lanes was reduced to add a bicycle lane with a painted "buffer" area, plastic "flexposts," and planters that separate the bikeway from the motor vehicle traffic lanes (see pictures below).

NE Multnomah Street before and now:



Map of NE Multnomah protected bikeway:



About the NE Multnomah Street Protected Bikeway

3. Because of the NE Multnomah protected bikeway								
		Decreased Somewhat		Increased Somewhat		No Opinion		
the desirability of living in my neighborhood has	□₁	\square_2	\square_3	\square_4	\square_5			
the aesthetic appeal of NE Multnomah has		\square_2	\square_3	\square_4	\square_5	□ 9		
the safety of DRIVING on NE Multnomah has	\square_1	\square_2	\square_3	\square_4	\square_5	□ 9		
the safety of BICYCLING on NE Multnomah has	\square_1	\square_2	\square_3	\square_4	\square_5	□ 9		
the safety of WALKING on NE Multnomah has	\square_1	\square_2	\square_3	\square_4	\square_5	□ 9		
the number of people I see riding bikes on NE Multnomah has	\square_1	\square_2	\square_3	\square_4	\square_5			
how well the road works for all people has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9		

About the NE Multnomah Street Protected Bikeway, continued. 9. Please indicate whether you agree or disagree with the following statements about the effectiveness of the NE Multnomah protected bikeway: Strongly Somewhat Somewhat Strongly No Opinion Disagree Disagree Agree Agree The protected bike lanes' design makes it clear where cars \square_1 \square_2 \square_3 \square_4 \square_9 can be and where the designated bicycle lanes are. The buffer effectively separates bikes from cars. \square_4 \square_1 \square_2 \square_3 \square_9 The buffer does a good job at protecting bikes from cars. \square_1 \square_2 \square_3 \square_4 \square_9 The protected bike lanes improve the predictability \square_1 \square_2 \square_3 $\square_{\scriptscriptstyle A}$ \square_{9} of drivers and bicyclists. The protected bike lanes make it clear where \square_1 \square_2 \square_3 \square_{A} \square_{9} bicyclists and pedestrians should be. The protected bike lanes effectively \square_1 \square_4 \square_2 \square_3 \square_9 separate bicyclists from pedestrians. Enter response in this box 10. What do you think it means when the pavement is painted yellow along the street? What about where it is painted green? A Lot More 11. Over time, my opinion of the NE Somewhat No Somewhat A Lot More Negative Change More Positive More Positive Negative Multnomah protected bikeway has \square_1 \square_2 \square_5 \square_3 \square_4 become: 12. Please indicate whether you agree or disagree with the following statements about Strongly Somewhat Somewhat Strongly No protected bike lanes. Disagree Disagree Agree Agree Opinion I would support building more protected bike lanes at \square_1 \square_3 \square_4 \square_9 \square_2 other locations. Overall, I support separating bikes from cars. \square_1 \square_2 \square_3 \square_4 \square_9 About Driving on NE Multnomah Street

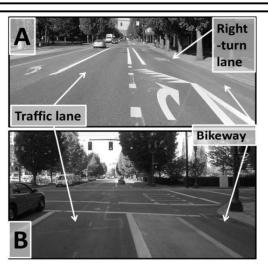
13. Have you driven a motor vehicle on this section of NE Multnomah since the protected bikeway was built?						
\square_1 Yes (Proceed to Question 14) \square_0 No (Skip to Question 16 on the next page)						
14. Since the NE Multnomah protected bikeway was built		Decreased Somewhat		Increased Somewhat	•	No Opinion
the number of bicyclists riding in the same lanes with cars on NE Multnomah has				\square_4	\square_5	 9
how safe and predictable bicyclists are acting has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
how safe and predictable drivers are acting has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the amount of time it takes me to drive on NE Multnomah has	□1			\square_4	□ ₅	 9

About Driving on NE Multnomah Street, continued.

15. The impact of the NE Multnomah protected bikeway on	Very Negative	Somewhat Negative	No Impact/ Neutral	Somewhat Positive	Very Positive
traffic congestion has been	\square_1	\square_2	\square_3	\square_4	\square_5
my ability to turn off of NE Multnomah at signalized intersections has been		\square_2	\square_3	\square_4	\square_5
my ability to turn off of NE Multnomah into driveways and parking lots has been	□₁	\square_2	\square_3	\square_4	\square_5
my ability to pull onto NE Multnomah from driveways and parking lots has been		\square_2	 3	\square_4	\square_5
my ability to find a parking spot on NE Multnomah has been		\square_2	\square_3	\square_4	\square_5
how stressful it is to park a car on NE Multnomah has been	□₁		\square_3	\square_4	\square_5

- **16.** To make a right turn off of NE Multnomah, there are different intersection designs:
 - At some intersections (PICTURE A) there is a lane where bicyclists and right-turning motorists mix (at these locations the protected bikeway ends prior to the intersection).
 - At other intersections (PICTURE B) motorists must turn across the bike lane as they turn right.

Please indicate whether you agree or disagree with the following statements about turning off NE Multnomah in situations like the two shown:



	0 3	Somewhat Disagree	Somewhat Agree	0,3		No Opinion
When drivers want to make a right turn off of NE Multnomah, it is generally clear where they should cross over the bike lane.	□₁	\square_2	\square_3	\square_4	\square_5	 9
At intersections like Picture A above: Before moving into the right-turn lane, drivers are able to adequately see any approaching bicyclists in the bike lane.	□₁	\square_2	\square_3	\square_4	\square_5	 9
The markings in Picture A indicate that motorists should yield to bicyclists when making a right turn.		\square_2	\square_3	\square_4	\square_5	 9
At intersections like Picture B above: When drivers want to turn right, they are able to adequately see any approaching bicyclists in the bike lane.	□₁	\square_2	\square_3	\square_4	\square_5	
The green dashed lines in the intersection like in Picture B have made drivers pay closer attention to bicyclists when turning right.	□₁	\square_2	\square_3	\square_4	\square_5	 9

17.	Do you avoid driving or	NE Multnomah bec	ause of the protected	bikeway?
-----	-------------------------	------------------	-----------------------	----------

4 Y 🔎	ς

About Bicycling in the NE Multnomah Street Protected Bikeway

18. Have you bicycled on this section of NE Mu	ıltnomah s	ince the p	rotected	bikeway v	vas built	?
\square_1 Yes (Proceed to Question 19) \square_0 No (Skip to Ques	ition 23)				
19. How comfortable do you feel when bicycling in the NE Multnomah protected bikeway?	Very Uncomfortab (1)	ole (2)	(3)	(4)	(5)	Very Comfortable (6)
Direction .	\square_1	\square_2	\square_3	\square_4	\square_5	\square_6
20. Because of the NE Multnomah protected b	ikeway					
		Decreased	Not	Increased	Increased	l No
		Somewhat	Changed	Somewhat	a Lot	Opinion
the likelihood that I will choose to bicycle on NE Multnomah as opposed to other streets has		\square_2	\square_3	\square_4	\square_5	 9
the time it takes me to bicycle on NE Multnomah has	□ 1	\square_2	\square_3	\square_4	\square_5	□ 9
how often I stop at shops and businesses on NE Multnomah has			\square_3	\square_4	\square_5	 9
drivers' awareness of bicyclists on NE Multnomah has		\square_2	\square_3	\square_4	\square_5	 9
drivers' speeds on NE Multnomah have	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
how comfortable I feel when bicycling on NE Multnomah has		\square_2	\square_3	\square_4	\square_5	□ 9
how often I ride a bicycle overall has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the difficulty of making a left turn off of NE Multnomah while bicycling has		 2	\square_3	\square_4	\square_5	 9
the difficulty of navigating around turning motor vehicles has	□ 1		\square_3	\square_4	\square_5	 9
the difficulty of navigating around pedestrians has		\square_2	\square_3	\square_4	\square_5	 9
drivers' understanding of how to make a right- turn when bicycles are going straight has		 2	\square_3	\square_4	 5	 9
21. In the past 30 days, how many days have y (i.e. not just for recreation/exercise)?22. Did you fill out a separate online bicyclist s	-		-	(Enter 0 if	•	wav
from us recently?	-,			1		- ,
□₁ Yes □₀ No						

About Walking on NE Multnomah Street 23. Have you walked on this section of NE Multnomah since the protected bikeway was built? \square_1 Yes (Proceed to Question 24) \square_0 No (Skip to Question 27) 24. How often do bicyclists in the bikeway stop Usually Sometimes Rarely Never for pedestrians at unsignalized intersections? \square_1 \square_2 \square_{A} 25. Because of the NE Multnomah protected Decreased Decreased Increased Increased Not No bikeway . . . Somewhat Changed Somewhat a Lot a Lot Opinion drivers' speeds on NE Multnomah have generally... \square_1 \square_2 \square_3 \square_{A} the number of bicyclists riding \square_1 \square_2 \square_{4} \square_3 \square_5 \square_{9} on the sidewalk has . . . my satisfaction with the walking environment \square_1 \square_2 \square_3 \square_4 \square_5 \square_9 on NE Multnomah has . . . my sense of safety when crossing \square_1 \square_2 \square_3 \square_4 \square_5 \square_9 NE Multnomah has . . . 26. Do you ever walk or jog in the protected bikeway, rather than on the sidewalk? □₀ No □₁ Yes (Please explain why you choose the bikeway over the sidewalk in the space to the right) \rightarrow About Visiting Businesses on NE Multnomah Street 27. How many days per month do you spend money at businesses on or near NE Multnomah? davs (Enter 0 if None) 28. How did you travel to get there? Most of the Some of the Never time time Car/truck/etc \square_1 \square_2 \square_3 Walking \square_1 \square_2 \square_3 Bicycling \square_3 \square_1 \square_2 Public Transportation \square_1 \square_2 \square_3 Other (please specify): _____ \square_1 29. What types of businesses in the area do you patronize? (check all that apply) □₁ Retail Shops \square_2 Banks \square_3 Restaurants □₄ Bars □₅ Coffee Shop □₆ Other -> _____ 30. When you visit this area, how many businesses do you typically go $\square_1 1$ $\square_2 2$ to each time? (select the best response) □₃ 3 or more □₁ A lot less likely 31. Since the protected bikeway was built, are you more or less likely □₂ Somewhat less likely to visit a business on NE Multnomah? □₃ No change □₄ Somewhat more likely □₅ A lot more likely

Overall Impressions of the NE Multnomah Protected Bikeway 32. What is the best thing about the protected 33. What is the worst thing about the protected bikeway? bikeway? **About You** We have a few questions about you so that we may understand the characteristics of our survey respondents. We will keep this information confidential and it is not linked to your name 34. Do you have a current: Yes No 41. What is your age? _____ years Driver's license \square_1 \square_{0} Transit pass \square_1 \square_{\cap} 42. What is your gender? Carshare Membership \square_1 \square 0 \square_1 Male \square_2 Female \square_3 35. How many working motor vehicles does 43. What is your employment status? your household own or lease? (Select all that apply) (Do not include motorhomes) ☐ I work outside the home-> What is the zip code of # Vehicles (Enter 0 if None) your place of work? ___ __ __ __ 36. How many working adult bicycles does your ☐ I go to school outside the home-> What is the zip code of your school? __ __ __ __ household own? ☐ I work from home # Bicycles _ ☐ Not employed at this time (Enter 0 if None) 37. INCLUDING YOURSELF, how many people 44. What is your annual household income? live in your household? □₁ Less than \$25,000 # Adults □₂ \$25,000 to less than \$50,000 # Children _ \square_3 \$50,000 to less than \$75,000 (Enter 0 if None) \square_4 \$75,000 to less than \$100,000 38. How long have you lived at this home? □₅ \$100,000 to less than \$200,000 □₆ \$200,000 or more # Years _____ □₉ I prefer not to provide this information 39. Do you rent or own your home? □₁ Rent □₂ Own \square_3 Other 45. What is the highest level of school you have completed? 40. Do you consider yourself: (Select all that apply) \square_1 Some high school or less □₂ High school diploma or GED

Thank you for taking our survey! If you would like to be entered in a random drawing for one of three \$100 Amazon gift cards please enter your name and contact information on the raffle slip you received with the survey.

□₃ Some College

□₉ Other:__

□₅ Associate Degree

□₄ Trade/Vocational School

□₆ Four-year college degree or more

46. Is there anything else you'd like to tell us? (Use the space below)

☐ American Indian or Alaska Native

☐ Black or African American

☐ Hispanic or Latino/a

☐ White or Caucasian

□ Asian

☐ Other:_

RESIDENT: SAN FRANCISCO – OAK AND FELL STREETS

Neighborhoo	od ,
Street Study	《一 大家》

$\overline{\Omega}$	Complete this <u>paper survey</u> and the enclosed raffle slip. postage-paid envelope;	Return in the
U	postage-paid envelope;	

OR

Complete the online survey and raffle entry at:

http://tinyurl.com/SFStreetStudy

To take the online survey, you will need to enter this code: F00012

ut H	low You Get Around				Please con	nplete the su	rvey by 10/	09/2013
	For each mode of transportation, please indicate your level of use:	Commute Trips (to/from work or school) Most Trips Some Trips No Trips Most Trips Some Trips No Trips Most Trips Some Trips No Trips Most Trips No Trips N						
	Car/truck/motor vehicle (including carpool)	•						
	Walking			:	\square_3		\square_2	\square_3
	Bicycling	\square_1		2	\square_3	\square_1	\square_2	\square_3
	Public Transportation			2	\square_3	\square_1	\square_2	\square_3
	Other (please specify):	\square_1		2	\square_3	\square_1	\square_2	\square_3
2.	Compared to two years ago, are you t fewer trips by each mode of transpor		e or	M	ore Trips	No Chang	e Fewe	er Trips
	Car/truck/motor ve	ehicle (includ	ing carp	ool)	\square_1	\square_2	[\beth_3
			Wall	king	\square_1	\square_2	1	\beth_3
			Bicyc	•	\square_1	\square_2	1	\beth_3
		Public Tra	•	i	\square_1	\square_2	1	\beth_3
	Other (please specif	ý):		<u> </u>	\square_1	\square_2		\beth_3
ıt Y	our Neighborhood							
3.	Over the past two years, changes to neighborhood as a place for	my	Very Negati	-	ewhat No ative No	•	mewhat Positive	Very Positive
	·	ve been			1 ₂		\square_4	\square_5
	driving ha	ve been			1 ₂	\square_3	\square_4	\square_5
	bicycling ha	ve been	\square_1		1 ₂	\square_3	\square_4	\square_5
	taking public transportation ha	ve been	\square_1		1 ₂	\square_3	\square_4	\square_5
4.	Overall, my level of satisfaction with in my neighborhood is	transport	ation	Very Dissatisfi □₁	ed Dissa		mewhat stisfied S	Very Satisfied □4
ıt P	eople You Encounter on the Stre	et						
5.	Please indicate if you agree or disagre following statements:	ee with the	:	Strongly Disagree	-	at Somewha e Agree	t Strongly Agree	No Opinion
	Most drivers follow th	ne rules of th	e road.	\square_1	\square_2	\square_3	\square_4	\square_9
•	Most driv	ers are pred	ictable.		\square_2	\square_3	\square_4	\square_9
	Most bicyclists follow th	ne rules of th	e road.			\square_3	\square_4	\square_9
Ċ	Most bicycl	ists are pred	ictable.					
`	▲ Most pedestrians follow th	•						
		IO I GIOS OI LII	Cibau.	⊔ 1	–	□ 3	L	— 9

[page intentionally left blank]

About Bicycling

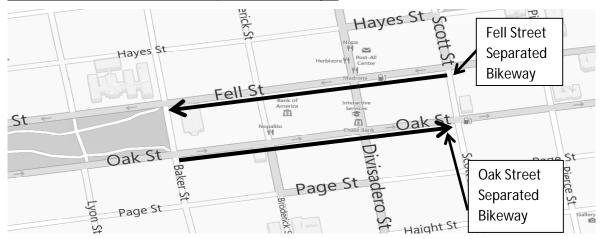
6. Please indicate whether you agree or disagree with the following statements about bicycling:	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Bicycling in my city is a convenient way to get places.	\square_1		\square_3	\square_4	 9
Bicycling in my neighborhood is safe.	\square_1	\square_2	\square_3	\square_4	\square_9
I am familiar with the bicycle lanes and other bicycle facilities in my neighborhood.	\square_1	\square_2	\square_3	\square_4	 9
I would like to bicycle more often for transportation.	\square_1	\square_2	\square_3	\square_4	\square_9
I would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.	\square_1	\square_2	\square_3	\square_4	 9
Facilities that encourage bicycling for transportation are a good way to improve public health.	\square_1	\square_2	\square_3	\square_4	□ 9

7. Whether or not you bicycle in each plac	currently ride a bicycle, ple e:	ase consider h	now co	mforta	ıble yo	u <i>wou</i>	ld be riding a
·		Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
(A) On a path or trail separate from the street		□ 1	\square_2	□₃	\square_4	\square_5	\square_6
(B) On a commercial street with two lanes of traffic in each direction, traffic speeds of 35 miles per hour, on-street car parking, and no bike lane		□ ₁	\square_2	\square_3	\square_4	\square_5	□,
(C) On a similar street to (B), but with a striped bike lane added		□ ₁	\square_2		\square_4	\square_5	 _6
(D) On a similar street to (B), but with a physically separated bike lane		- 1	\square_2	□₃	\square_4	\square_5	\square_6

Oak and Fell Street Separated Bikeways

Separated one-way bikeways (also known as a "cycle tracks") were recently built on Oak and Fell Streets between Baker and Scott Streets (see map below). The bikeways include a painted "buffer" area and plastic "flexposts" separating the separated bikeway from the standard traffic lane (see pictures below). The questions on the following pages are related to these bikeways.

Extent of Oak and Fell Street separated bikeways:



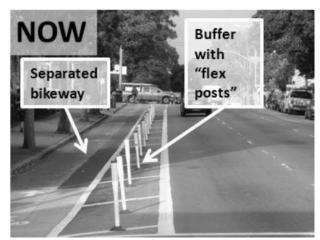
Oak Street:





Fell Street:





About the Oak and Fell Street Separated Bikeways

8.	Because of the Oak and Fell Street separ	ated bik	eways.					
]		Decreased Somewha		Increased I Somewhat		No Opinion
	the desirability of living neighborhood		\square_1	\square_2	\square_3	\square_4	\square_5	 9
	the aesthetic appeal of Oak and Fell Streets	has	\square_1	\square_2	\square_3	\square_4	\square_5	 9
	the safety of DRIVING on Oak and Fell Streets	has	\square_1	\square_2	\square_3	\square_4	\square_5	 9
	the safety of BICYCLING on Oak and Fell Streets	has	\square_1	\square_2	\square_3	\square_4	\square_5	 9
	the safety of WALKING on Oak and Fell Streets	has	\square_1	\square_2	\square_3	\square_4	\square_5	 9
	the number of people I see riding b on Oak and Fell Streets	-	\square_1	\square_2	\square_3	\square_4	\square_5	 9
	how well the streets work for all people	has	\square_1	\square_2	\square_3	\square_4		\square_9
9.	Please indicate whether you agree or dis of the Oak and Fell Street separated bike	•	vith the fo			at Somewha		
	The design of the bikeways makes it clear whe	ere cars ca	n be and			i	1	
	where the designated			\square_1	\square_2	\square_3	\square_4	\square_9
	The buffer effectively separates	bicycles fr	om cars.	\square_1	\square_2	\square_3	\square_4	\square_9
	The buffer does a good job at protecting	•		\square_1	\square_2	\square_3	\square_4	 9
		vers and b	oicyclists.	\square_1	\square_2	\square_3	\square_4	□ 9
	The separated bikeways' design ma bicyclists and pede	estrians sh	nould be.	\square_1	\square_2	 3	\square_4	□ 9
	The separated bi separate bicyclists	•		\square_1	\square_2	\square_3	\square_4	□ 9
						_		
10.	Over time, my opinion of the Oak and	A Lot Mo Negativ		newhat Negative N	lo Chango	Somewha More Posit	it A Lot M ive Positiv	
	Fell Street separated bikeways has become:		ve iviore					70
11.	Please indicate whether you agree or dis separated bikeways.		vith the f	<u>.</u>			<u> </u>	
ı			Stror Disag	0 3	newhat S agree	Somewhat Agree	Strongly Agree	No Opinion
	I would support building more separated bikewa	ays at othe location		1	\square_2	\square_3	\square_4	 9
	Overall, I support separating bicycle	es from car	rs. \square	1	\square_2	\square_3	\square_4	 9

About Intersections on Oak Street

The following lane and intersection designs were recently installed along <u>Oak Street</u>. Whether or not you are familiar with the locations, please answer the following questions about the designs in the photos below.

12. When traveling eastbound on Oak Street at the intersection	on of Broderick Street	• • •			
Please indicate whether you think the person should be	e in lane A or B for each sce (select all that ap		Α	В	
	A motorist turning should be in la				
AIB	A bicyclist conti straight should be in la				
	A bicyclist turning should be in la				
13. When traveling eastbound on Oak Street at the intersection	n of Divisadero				
Street					
Please indicate whether you think the person should be in lane A	(select all that apply) ->	Α	В	С	
	A motorist turning right should be in lane			\square_3	
	A bicyclist continuing straight should be in lane				
A/BIC	A bicyclist turning right should be in lane				
14. Do you think either of the above designs performs better at should be when approaching the intersection?	t making clear where o	driver	s and	d bicy	clist
\square_1 The first design is better \square_2 The second design is better	\square_3 Neither one is bett	er			

About Intersections on Fell Street

The following lane and intersection designs were recently installed along <u>Oak Street</u>. Whether or not you are familiar with the locations, please answer the following questions about the designs in the photos below.

15. When traveling westbound o	n Fell Street at the intersectio	n of Baker Street			
Please indicate whe	ether you think the person should be	in lane A or B for each scel (select all that app		Α	В
		A motorist turning left sh be in lan			
A	A bicyclist continuing str should be in lan				
		A bicyclist turning left sh be in lan			\square_2
4/ 14/1 1 12 11 1	5 HO H	(5)			
16. When traveling westbound o Street	n Fell Street at the Intersectio	n of Divisagero			
Please indicate whether you	ı think the person should be in lane A				
		(select all that apply) ->	Α	В	С
		A motorist turning left should be in lane	\square_1	\square_2	\square_3
	CIE	A bicyclist continuing straight should be in lane		\square_2	 3
AB		A bicyclist turning left should be in lane	\square_1		\square_3
					J
17. Do you think either of the abound be when approaching to		making clear where d	lriver	s and	d bicycli

Enter response in this box					
What do you think it means when the pavement is pa	ainted gre	en along t	he bikewa	y?	
t Driving on Oak Street and Fell Street					
t Driving on Oak Street and Fell Street Have you driven a motor vehicle on this section of Oableways were built? (Please refer to map and photos on pa		nd/or Fell	Street sin	ce the sep	parate
Have you driven a motor vehicle on this section of Oa	ge 3).		Street sin	ce the sep	oarate
Have you driven a motor vehicle on this section of Oabikeways were built? (Please refer to map and photos on pa \(\preced \) \(ge 3). Question 2 lease indi	¹ 6)			
Have you driven a motor vehicle on this section of Oabikeways were built? (Please refer to map and photos on pa □₁ Yes (Proceed to Question 21) □₀ No (Skip to Consider the intersections presented on pages 5-6. P	ge 3). <i>Question 2</i> lease indi gns:	6) cate whet	her you ag	gree or dis	agree
Have you driven a motor vehicle on this section of Oabikeways were built? (Please refer to map and photos on pa □₁ Yes (Proceed to Question 21) □₀ No (Skip to Consider the intersections presented on pages 5-6. P	ge 3). <i>Question 2</i> lease indi gns:	6) cate whet	her you ag	gree or dis	agree
Have you driven a motor vehicle on this section of Oabikeways were built? (Please refer to map and photos on pa	ge 3). Question 2 lease indicates: Strongly	cate whet	her you ag	gree or dis	No Opini
Have you driven a motor vehicle on this section of Oabikeways were built? (Please refer to map and photos on pa \(\preced \) \(\preced \) (Proceed to Question 21) \(\preced \) (No (Skip to Consider the intersections presented on pages 5-6. Pathe following statements about the intersection designates where I want to make a turn off of Oak or Fell Streets across the bikeway, it is clear where I should cross over the bike lane	ge 3). Question 2 lease indicates: Strongly Disagree	cate whet Somewhat Disagree	her you a g Somewhat Agree	gree or dis Strongly Agree	sagree No

About Driving on Oak Street and Fell Street, continued.

22. Since the separated bikeways were built							
			Decreased Somewhat			I Increased	d No Opinion
how safe and predictable <i>bicyclists</i> are acting has		□ ₁	\square_2		\square_4		
how safe and predictable <i>drivers</i> are acting has		\square_1	\square_2	\square_3	\square_4	\square_5	 9
the number of bicyclists riding in the same lanes with cars on <i>Oak</i> Street has		\square_1	\square_2	□ ₃	\square_4	\square_5	 9
the number of bicyclists riding in the same lanes with cars on <i>Fell</i> Street has		□ ₁	\square_2	 3	\square_4	\square_5	 9
the amount of time it takes me to drive on <i>Oak</i> Street has		\square_1	\square_2	 3	\square_4	\square_5	 9
the amount of time it takes me to drive on <i>Fell</i> Street has	• • • •	□ 1	\square_2	 3	\square_4	\square_5	 9
23. When driving on Oak and Fell Streets, the im	npac	r	<u>-</u>	ed bikev		mewhat :	Voru
		Very Negat	-	-			Very Positive
my ability to find parking on Oak and Fell Streets has been	١		\square_2	ı	\square_3	\square_4	\square_5
how stressful it is to park on Oak and Fell Streets has been	١	\square_1	\square_2	ı	\square_3	\square_4	\square_5
my ability to turn off of Oak and Fell Streets at signali intersections has been			\square_2	ı	□3	\square_4	\square_5
my ability to turn off of Oak and Fell Streets into all driveways, and parking lots has been		\square_1	\square_2	I	\square_3	\square_4	\square_5
my ability to pull onto Oak and Fell Streets from all driveways, and parking lots has been	3	\square_1	\square_2	I	\square_3	\square_4	\square_5
24. Do you avoid driving on Oak Street because □₁ Yes □₀ No 25. Do you avoid driving on Fell Street because of □₁ Yes □₀ No		•		٠			

About Bicycling in the Oak Street and Fell Street Separated Bikeways 26. Have you bicycled in the Oak or Fell separated bikeways since they were built? \square_1 Yes (Proceed to Question 27) \square_0 No (Skip to Question 32) Very Very 27. How comfortable do you feel when Uncomfortable Comfortable bicycling in the separated bikeway on (2) (3)(4) (5) (6) (1) Oak Street \square_1 \square_2 \square_3 \square_{A} \square_5 \square_6 Fell Street \square_1 \square_2 \square_3 \square_{Λ} \square_6 28. Because of the Oak Street Decreased Decreased Increased Increased Not No separated bikeway . . . a Lot Somewhat: Changed Somewhat: a Lot Opinion the likelihood that I will choose to bicycle on \square_1 \square_4 \square_5 \square_2 \square_3 Oak Street as opposed to other streets has . . . how often I stop at businesses on Oak Street has . . . \square_2 \square_3 \square_{Λ} \square_5 \square_1 \square_4 \square_5 drivers' awareness of bicyclists on Oak Street has . . . \square_1 \square_2 \square_3 how comfortable I feel bicycling on Oak Street has . . . \square_{A} \square_1 \square_2 \square_3 \square_5 the difficulty of making a left-turn off of Oak Street \square_1 \square_2 \square_{Λ} while bicycling has . . . the difficulty of navigating around turning motor \square_4 \square_1 \square_2 \square_3 \square_5 vehicles has . . . how often I ride a bicycle overall has . . . \square_1 \square_2 \square_3 \square_4 \square_5 29. Because of the Fell Street Decreased Decreased Not Increased Increased No separated bikeway . . . Somewhat Changed Somewhat Opinion a Lot a Lot the likelihood that I will choose to bicycle on \square_1 \square_2 \square_3 \square_{A} \square_5 \square_{g} Fell Street as opposed to other streets has . . . how often I stop at businesses on Fell Street has . . . \square_{A} \square_1 \square_2 drivers' awareness of bicyclists on Fell Street has . . . \square_1 \square_2 \square_3 \square_{A} \square_5 how comfortable I feel bicycling on Fell Street has . . . \square_1 \square_2 \square_3 \square_{A} \square_5 the difficulty of making a right turn off of Fell Street \square_9 \square_1 \square_2 \square_3 \square_4 \square_5 while bicycling has . . . the difficulty of navigating around \square_1 \square_{A} \square_5 \square_2 \square_3 turning motor vehicles has . . . how often I ride a bicycle overall has . . . : \square_2 \square_{3} \square_{Λ} 30. In the past 30 days, how many days have you bicycled for transportation (i.e. not just for recreation/exercise)? days 31. Did you fill out a separate online bicyclist survey about the Oak and Fell Street separated bikeways

□₀ No

□₁ Yes

recently?

32. Have you walked on this section of Oak and						
	d/or Fell St	reets sind	e the sep	parated bi	ikeways v	were bu
\square_1 Yes (Proceed to Question 33) \square_0 No (Skip	to Questio	n 35)				
33. Because of the Oak and Fell Street separated bikeways	Decreased a Lot	Decreased Somewhat	1	Increased Somewhat	Increased a Lot	No Opinion
drivers' speeds on Oak and Fell Street have generally				\square_4	\square_5	 9
the number of bicyclists riding on the sidewalk has		\square_2	 3	\square_4	\square_5	 9
my satisfaction with the walking environment on Oak and Fell Streets has	\square_1	\square_2	\square_3	\square_4	\square_5	 9
my sense of safety when crossing Oak and Fell Streets has	□₁	\square_2	□ ₃	\square_4	\square_5	 9
34. Do you ever walk or jog in the separated bi □₀ No □₁ Yes (Please explain why you choose the bike		ther than	on the si	dewalk?		
over the sidewalk in the space to the righ	-					
35. How many days per month do you spend n at businesses on or near Oak and Fell Stree	noney	treets				
at basinossos on or noar oak ana ron ou ou	ts?	days				
	ts?	(Enter 0 if None)		Some of the	ne : Neve	er
		(Enter 0 if None)	lost of the	1		
	Car/tı	(Enter 0 if None)	lost of the time	time	Neve	
36. How did you travel to get there?	Car/tı	(Enter 0 if None)	lost of the time	time	Neve □ ₃	
36. How did you travel to get there?	Car/ti E Public Transpo	CENTER 0 IF None) N TUCK/etc Walking Bicycling ortation	lost of the time	time	Neve □ ₃ □ ₃	
36. How did you travel to get there?	Car/ti E Public Transpo	CENTER 0 IF None) N TUCK/etc Walking Bicycling ortation	lost of the time	time \Box_2 \Box_2 \Box_2	Neve	
36. How did you travel to get there?	Car/tı E Public Transpo	ruck/etc Walking Bicycling ortation	lost of the time 1 1 1 1 1 1 1	time 22222	Neve □3 □3 □3 □3	
36. How did you travel to get there? Other (please specify): 37. What types of businesses in the area do you	Car/ti E Public Transpo u patroniz Restaurants	ruck/etc Walking Bicycling ortation e? (check a	lost of the time 1 1 1 1 1 1 1	time 22222	Neve □3 □3 □3 □3	
36. How did you travel to get there? Provided the specify of the specify of the specify of the specify of the specify of the specify of the specify of the specific of the s	Car/tr Evublic Transpo u patroniz Restaurants	(Enter 0 if None) Victorial None Vi	lost of the time 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	time 2 2 2 2 2 2 y)	Neve □3 □3 □3 □3	

Overall Impressions of the Oak and Fell Street separated bikeways

bikeways?	i	eways?
About You	_	
We have a few questions about you so that we mespondents. We will keep this information confi	•	
42. Do you have a current: Driver's license		49. What is your age? years
Transit pass \square	_	50. What is your gender?
Carshare Membership 🔲		\square_1 Male \square_2 Female \square_3
43. How many working motor vehicles does you household own or lease? (Do not include motorhomes)	r	51. What is your employment status? (Select all that apply)
· · · · · · · · · · · · · · · · · · ·	(Enter 0 if None)	☐ I work outside the home-> What is the zip code of your place of work?
44. How many working adult bicycles does your household own?	☐ I go to school outside the home-> What is the zip code of your school?	
	Cles (Enter 0 if None)	☐ I work from home ☐ Not employed at this time
45. INCLUDING YOURSELF, how many people live in your household?		52. What is your annual household income?
# Ac	dren(Enter 0 if None)	☐ ₁ Less than \$25,000 ☐ ₂ \$25,000 to less than \$50,000 ☐ ₃ \$50,000 to less than \$75,000
46. How long have you lived at this home?		□ ₄ \$75,000 to less than \$100,000

40. What is the best thing about the congrated 41. What is the worst thing about the congrated

Years ___

47. Do you rent or own your home?

□₁ Rent □₂ Own \square_3 Other

48. Do you consider yourself:

(Select all that apply)

☐ American Indian or Alaska Native

☐ Asian

☐ Black or African American

☐ Hispanic or Latino/a

☐ White or Caucasian

Other:___

□₅ \$100,000 to less than \$200,000

 \Box_6 \$200,000 or more

 \square_9 I prefer not to provide this information

53. What is the highest level of school you have completed?

 \square_1 Some high school or less

□₂ High school diploma or GED

 \square_3 Some College

□₄ Trade/Vocational School

□₅ Associate Degree

□₆ Four-year college degree or more

□₀ Other:

Thank you for taking our survey! If you would like to be entered in a random drawing for one of three \$100 Amazon gift cards please enter your name and contact information on the raffle slip you received with the survey.

54. Is there anything else you'd like to tell us? (Use the space below)

RESIDENT: WASHINGTON DC - L STREET

Neighborhoo	od ,
Street Study	《一入》

Complete this <u>paper survey</u> and the enclosed raffle slip. Return in the postage-paid envelope;

OR
Complete the online survey and raffle entry at: http://bit.ly/dc-streets
To take the online survey, you will need to enter this code: D00013
Survey deadline extended to 06/18/2013

About	t How	You Get	Around
ADUU	LIIVVV	I OU OCL	AI UUIIU

Abc	out How You Get Around					ou. roy u	iouumio oxto		77 107 2010
1.	For each mode of transportation, please indicate your level of use:	Commute Trip (to/from work or s Most Trips Some Trips					Other Trips (e.g. to the store, park, et Most Trips Some Trips No Tr		
С	car/truck/motor vehicle (including carpool)								
	Walking		. ⊏	1 ₂		3		\square_2	\square_3
	Bicycling			2		3	\square_1	\square_2	\square_3
Public Transportation		□₁	₁ \square_2		\square_3		\square_1	\square_2 \square_3	
Ot	ther (please specify):			l ₂		3	\square_1	\square_2	\square_3
2.	2. Compared to two years ago, are you taking more or fewer trips by each mode of transportation?				More	e Trips	No Change	Fewe	r Trips
	Car/truck/motor vehicle (including carpo			ool)		\square_1 \square_2		\square_3	
	Walk			~ ;			\square_2		\beth_3
	Bicyc			~ i		\square_1 \square_2		\square_3	
	Public Transportat			tion	•			•	
	Other (please specify):						2		
Abc	out Your Neighborhood								
3.	3. Over the past two years, changes to my neighborhood as a place for Very Negative Negative No Changes Positive Positive							Very Positive	
	walking have been 🔲						\square_3 \square_4		\square_5
	driving have been			•		į	\square_3	\square_4	\square_5
	bicycling have been □			L	\square_2		\square_3 \square_4		\square_5
	taking public transportation have been \square_1 \square_2 \square_3 \square_4 \square_5							\square_5	
4.	4. Overall, my level of satisfaction with transportation in my neighborhood is Very Somewhat Somewhat Very Dissatisfied Dissatisfied Satisfied					atisfied			
About People You Encounter on the Street									
5.	5. Please indicate if you agree or disagree with the following statements:			Strong Disagr		Somewhat Disagree	Somewhat Agree		No Opinion
	Most drivers follow the rules of the		road.	\square_1		\square_2	\square_3	\square_4	\square_9
	Most drivers are predict		table.			\square_2	\square_3	\square_4	\square_9
	Most bicyclists follow the rules of the road.					\square_2	\square_3	\square_4	\square_9
	Most bicyclists are predictable.								\square_9
	Most pedestrians follow the rules of the road.					\square_2			
	Most pedestrians are predictable.					\square_2			

About Bicycling

6. Please indicate whether you agree or disagree with the following statements about bicycling:	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Bicycling in my city is a convenient way to get places.		\square_2	\square_3	\square_4	\square_9
Bicycling in my neighborhood is safe.	\square_1	\square_2	\square_3	\square_4	\square_9
I am familiar with the bicycle lanes and other bicycle facilities in my neighborhood.	□₁	\square_2	 3	\square_4	 9
I would like to bicycle more often for transportation.	\square_1	\square_2	\square_3	\square_4	\square_9
I would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.	□₁	\square_2	□ ₃	\square_4	\square_9
Facilities that encourage bicycling for transportation are a good way to improve public health.		\square_2	\square_3	\square_4	 9

7. Whether or not you riding a bicycle in ea	currently ride a bicycle, plea	ase consider h	ow coi	mforta	ble you	ı woul	<i>d</i> be
	·	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
(A) On a path or trail separate from the street			\square_2	□₃	\square_4	\square_5	\square_6
(B) On a commercial street with two lanes of traffic in each direction, traffic speeds of 35 miles per hour, on-street car parking, and no bike lane			\square_2	□₃	\square_4	\square_5	\square_6
(C) On a similar street to (B), but with a striped bike lane added			\square_2	□₃	\square_4	\square_5	\square_6
(D) On a similar street to (B), but with a physically separated bike lane			\square_2	□₃	\square_4	\square_5	\square_6

L Street Cycle Track

A separated eastbound bikeway, also known as a "cycle track," was recently built on L Street NW from New Hampshire Avenue to 12th Street. In most places, a standard traffic lane was converted to a bicycle lane with a painted "buffer" area and plastic "flexposts" separating the bike lane from the motor vehicle traffic lanes (see pictures below). The questions on the following pages are related to this cycle track.

L Street before and now:



Extent of L Street cycle track:



About the L Street Cycle Track

		Decreased Somewhat	-	Increased Somewhat		No Opinion
the desirability of living in my neighborhood has	□₁	\square_2	\square_3	\square_4	\square_5	 9
the aesthetic appeal of L Street has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the safety of DRIVING on L Street has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the safety of BICYCLING on L Street has	\square_1	\square_2	\square_3	\square_4	\square_5	□ ₉
the safety of WALKING on L Street has	\square_1	\square_2	\square_3	\square_4	\square_5	\square_9
the number of people I see riding bikes on L Street has	□₁	\square_2		\square_4	\square_5	 9
how well the road works for all people has		\square_2	\square_3	\square_4	\square_5	\square_9

About the L Street Cycle Track, cont.

the number of bicyclists riding in the same lanes

how safe and predictable bicyclists are acting has ...

how safe and predictable drivers are acting has ...

the amount of time it takes me to drive

with cars on L Street has . . .

on L Street has . . .

effectiveness of the L Street cycle track:									
			Stron Disag		Somewh Disagre		Somewha Agree	at Strong Agree	· !
The cycle track design makes it clear where cars can where the designated bicycle				1	\square_2		\square_3	\square_4	 9
The buffer effectively separates bikes f				1	\square_2		\square_3	\square_4	\square_9
The buffer does a go protecting bikes f	-			1	\square_2		\square_3	\square_4	\square_9
The cycle track improves the pre- of drivers and		-		1	\square_2		\square_3	\square_4	 9
The cycle track makes it clear where bicyclists and pedestrians should be.				1	\square_2		\square_3	\square_4	\square_9
The cycle track e separates bicyclists from pe				1	\square_2	!	\square_3	\square_4	 9
Negative More Negative No Change More Positive Positive 11. Please indicate whether you agree or disagree with the following statements about cycle tracks. Strongly Somewhat Somewhat Strongly No									
I would support the District in building more cy tracks at other location		Disaç	:		agree □ ₂		gree □₃	Agree \square_4	Opinion
Overall, I support separating bikes from ca	ars.] 1		\square_2		\square_3	\square_4	 9
About Driving on L Street 12. Have you driven a motor vehicle on this section of L Street since the cycle track was built?									
	tion	of L S	Street	sinc	e the c	ycle	track v	vas built)
12. Have you driven a motor vehicle on this sec			Street to Que			ycle	track v	vas built	•

 \square_1

 \square_1

 \square_1

 \square_1

 \square_2

 \square_2

 \square_2

 \square_2

9. Please indicate whether you agree or disagree with the following statements about the

 \square_9

 \square_9

 \square_9

 \square_9

 \square_4

 \square_4

 \square_4

 \square_4

 \square_5

 \square_5

 \square_5

 \square_5

 \square_3

 \square_3

 \square_3

 \square_3

About Driving on L Street, cont.

14. The impact of the L Street cycle track on	Very	Somewhat	No Impact/	Somewhat	Very
14. The impact of the Lott eet cycle track off	Negative	Negative	Neutral	Positive	Positive
traffic congestion has been	\square_1	\square_2	\square_3	\square_4	\square_5
my ability to turn off of L Street at signalized intersections has been	\square_1	\square_2	 3	\square_4	\square_5
my ability to turn off of L Street into alleys, driveways, and parking garages has been		\square_2	\square_3	\square_4	\square_5
my ability to pull onto L Street from alleys, driveways, and parking garages has been	\square_1	\square_2		\square_4	\square_5
my ability to find a parking spot on L Street has been	\square_1	\square_2	\square_3	\square_4	\square_5
how stressful it is to park a car on L Street has been	\square_1	\square_2	\square_3	\square_4	\square_5

15. At many intersections on L Street, drivers must merge across the bike lane through a "mixing zone," and into a left-turn lane in order to complete a left turn (see picture).

Please indicate whether you agree or disagree with the following statements about the mixing zone:



	Strongly	Somewhat	Somewhat	Strongly	No			
	Disagree	Disagree	Agree	Agree	Opinion			
When I want to make a left turn, I am able to adequately see if there are any approaching bicyclists in the cycle track.	□ 1		\square_3	\square_4	□ 9			
The designated mixing zone for left-turning vehicles provides me adequate time/space to move into the left-turn lane.	□ 1	\square_2	\square_3	\square_4	□ 9			
When attempting to turn left off of L Street, I am sometimes unable to move into the designated left-turn lane, and forced to turn from another lane.	□ 1	\square_2	\square_3	\square_4	□ 9			
16. How often do you encounter delivery vehicles p		•		ft-turn lar	ne?			
\square_1 Never \square_2 Rarely \square_3 Some	times	□ ₄ Usual	ly					
17. Do you avoid driving on L Street because of the cycle track?								
\square_1 Yes \square_0 No								

About Bicycling on the L Street Cycle Track

18. Have you bicycled on this section of L Stree	t since the	cycle trac	k was bu	ilt?					
\square_1 Yes (Proceed to Question 19) \square_0 No (S	Skip to Ques	tion 23)							
19. How comfortable do you feel when bicycling in the L Street cycle track?	Very Uncomfortab (1) □₁	le (2) □2	(3) □ ₃	(4) □ ₄	(5)	Very Comfortable (6)			
20. Because of the L Street cycle track									
	Decreased a Lot			Increased Somewhat	•	No Opinion			
the likelihood that I will choose to bicycle on L Street as opposed to other streets has	□₁	\square_2	\square_3	\square_4	\square_5	 9			
the time it takes me to bicycle on L Street has		\square_2	\square_3	\square_4	\square_5	 9			
the usefulness of L Street for getting places I want to go has	□₁	\square_2	\square_3	\square_4	\square_5	 9			
how often I stop at shops and businesses on L Street has	□₁	\square_2	\square_3	\square_4	\square_5	 9			
drivers' awareness of bicyclists on L Street has		\square_2	\square_3	\square_4	\square_5	\square_9			
drivers' speeds on L Street have	\square_1	\square_2	\square_3	\square_4	\square_5	 9			
how comfortable I feel when bicycling on L Street has	□₁	\square_2	\square_3	\square_4	\square_5	 9			
how often I ride a bicycle overall has	\square_1	\square_2	\square_3	\square_4	\square_5	 9			
the difficulty of making a right-turn off of L Street while bicycling has	□₁	\square_2	\square_3	\square_4	\square_5	 9			
the difficulty of navigating around turning motor vehicles has		\square_2	\square_3	\square_4	\square_5	 9			
the difficulty of navigating around pedestrians has	□₁	\square_2	\square_3	\square_4	\square_5	\square_9			
21. In the past 30 days, how many days have you bicycled for transportation (i.e. not just for recreation/exercise)? 22. Did you fill out a separate online bicyclist survey about the L Street cycle track from us recently? □₁ Yes □₀ No									

About Walking on L Street 23. Have you walked on this section of L Street since the cycle track was built? \square Yes (Proceed to Question 24) \square ₀ No (Skip to Question 26) Decreased Decreased Not Increased Increased No 24. Because of the L Street cycle track . . . Somewhat Changed Somewhat a Lot a Lot Opinion drivers' speeds on L Street have generally . . . \square_1 \square_2 \square_3 \square_4 \square_5 \square_9 the number of bicyclists riding \square_1 \square_2 \square_3 \square_4 \square_5 \square_{9} on the sidewalk has . . . my satisfaction with the walking environment \square_2 \square_3 \square_{Λ} \square_5 on L Street has . . . my sense of safety when crossing L Street has . . . \square_1 \square_2 \square_3 \square_{Λ} \Box_{\circ} 25. Do you ever walk or jog in the cycle track, rather than on the sidewalk? \square_0 No \square_1 Yes (Please explain why you choose the cycle track over the sidewalk in the space to the right) \rightarrow **About Visiting Businesses on L Street** 26. How many days per month do you spend money at businesses on or near L Street? days (Enter 0 if None) Most of the Some of the 27. How did you travel to get there? time time Never Car/truck/etc \square_1 \square_2 \square_3 Walking \square_1 \square_2 \square_3 Bicycling \square_1 \square_2 \square_3 Public Transportation \square_1 \square_2 \square_3 Other (please specify): __ \square_2 28. What types of businesses in the area do you patronize? (check all that apply) □₁ Grocery Store □₃ Restaurants □₅ Banks □₇ Coffee Shop □₂ Retail Shops \square_4 Bars □₆ Post Office □₈ Other -> _ 29. When you visit this area, how many businesses do you typically go $\square_1 1$

to each time? (select the best response)

business on L Street?

30. Since the cycle track was built, are you more or less likely to visit a

 $\square_2 2$

 \square_3 3 or more

□₃ No change

□₁ A lot less likely
□₂ Somewhat less likely

□₄ Somewhat more likely □₅ A lot more likely

Overall Impressions of the L Street Cycle Track 32. What is the worst thing about the cycle track? 31. What is the best thing about the cycle track? **About You** We have a few questions about you so that we may understand the characteristics of our survey respondents. We will keep this information confidential and it is not linked to your name 33. Do you have a current: Yes No 40. What is your age? _____ years \square Driver's license \square_1 Transit pass \square_1 \square_{\cap} 41. What is your gender? Bikeshare Membership \square_1 \square_0 \square_1 Male \square_2 Female \square_3 Carshare Membership \square_1 \square_0 42. What is your employment status? 34. How many working motor vehicles does (Select all that apply) your household own or lease? ☐ I work outside the home-> What is the zip code of (Do not include motorhomes) your place of work? ___ __ _ # Vehicles ☐ I go to school outside the home-> What is the zip (Enter 0 if None) code of your school? __ __ __ __ 35. How many working adult bicycles does your □ I work from home household own? ☐ Not employed at this time # Bicycles _ (Enter 0 if None) 43. What is your annual household income? 36. INCLUDING YOURSELF, how many people \square_1 Less than \$25,000 live in your household? \square_2 \$25,000 to less than \$50,000 # Adults ___ \square_3 \$50,000 to less than \$75,000 # Children □₄ \$75,000 to less than \$100,000 (Enter 0 if None) \square_5 \$100,000 to less than \$200,000 37. How long have you lived at this home? \Box_6 \$200,000 or more \square_9 I prefer not to provide this information # Years _____ 38. Do you rent or own your home? 44. What is the highest level of school you have □₂ Own □₁ Rent □₃ Other completed? 39. Do you consider yourself: \square_1 Some high school or less (Select all that apply)

Thank you for taking our survey! If you would like to be entered in a random drawing for one of three \$100 Amazon gift cards please enter your name and contact information on the raffle slip you received with the survey.

□₂ High school diploma or GED

 \square_6 Four-year college degree or more

□₄ Trade/Vocational School

□₃ Some College

□₀ Other:

□₅ Associate Degree

45. Is there anything else you'd like to tell us? (Use the space below)

☐ American Indian or Alaska Native

☐ Black or African American

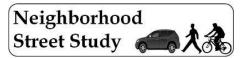
☐ Hispanic or Latino/a

☐ White or Caucasian

☐ Asian

□ Other:

BICYCLIST: AUSTIN - BARTON SPRINGS



Default Question Block

Dear Bicyclist,

My name is Chris Monsere and I am a faculty member at Portland State University in the Department of Civil and Environmental Engineering. I am the principal investigator on a project researching separated bicycle lanes in six cities across the country.

Hearing from bicyclists like yourself is a very important part of this study. We are only sampling a select number of bicyclists near the Bluebonnet Lane cycle track. Therefore, every response is very important and we hope you will participate. We will share our findings with the City of Austin and hope that the results will help in future plans for improving bicycling in cities around the United States.

The survey, which starts on the next page, should take about 10-20 minutes. Your participation in the study is voluntary and you may stop taking the survey at any time with no consequences.

The postcard that you received has a unique number that only identifies where and when we handed you the postcard. We will protect the confidentiality of your individual survey responses. None of your responses will be linked to your name or other identifying personal information.

To say thank you, all people who complete their survey by July 5, 2013 will be entered into a drawing for one of three \$100 Amazon.com gift cards. You will be asked to enter your name and a way to contact you at the end of the survey – this information is voluntary and will not be connected to your survey data.

If you have concerns or problems about your participation in this study or your rights as a research subject, please contact the Human Subjects Research Review Committee, Office of Research and Strategic Partnerships, Market Center Building Suite 620, Portland State University, (877-480-4400). If you have questions about the study itself, please contact our research team directly at streets@pdx.edu or 503-725-2875.

Sincerely,

Christopher M. Monsere, Ph.D., P.E., Associate Professor & Associate Chair Civil and Environmental Engineering Portland State University

Do you agree to participate in this survey?

No

Yes		

When you received the postcard for this survey, where were you . . .

	Place			Can you provide an address or closest intersection to this place?			
	Home	Work	School	Shopping / Errands	Just out riding	Other	Address/Intersection
coming FROM on your bicycle?			0				
going TO on your bicycle?							

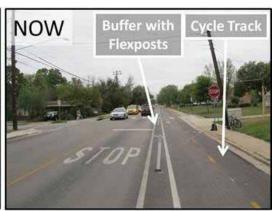
If you s	lected other, please explain:	

Bluebonnet Lane Cycle Track

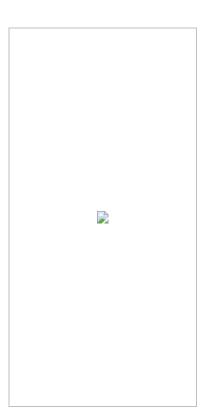
A separated two-way bikeway, also known as a "cycle track," was recently built on Bluebonnet Lane from Rabb Glenn Street to Rabb Road. To do this, the parking/bike lane that existed before on the west side of the road was converted to a two-way bicycle lane with a painted "buffer" area and plastic "flexposts" separating the cycle track from the standard traffic lane (see pictures below). The questions on the following pages are related to this cycle track.

Bluebonnet Lane before and now:





Extent of Bluebonnet Lane cycle track:



How often do you ride a bicycle on this part of Bluebonnet Lane?

- This was my first time
- Less than once a month
- A few times a month
- A few times a week
- Daily

	(1) Very Uncomfortable					
	(2)					
	(3)					
	(d)					
	(5)					
	(6) Very Comfortable					
	(c) vary commences					
	comfortable do you feel when bicycosts (i.e. northbound)?	ling in the Bluebonne	t Lane cycle track in the la	ne closest to the standard t	traffic lanes and the pla	stic
	(1) Very Uncomfortable					
	(2)					
	(3)					
	(4)					
	(5)					
	(6) Very Comfortable					
Since	the Bluebonnet Lane cycle track w	as built, do you travel	on this route:			
	Less frequently					
	More frequently					
	About the same					
	This is my first time on this route					
When	bicycling on Bluebonnet Lane, ho	w often do you ride on	the following:			
		Always	Most of the time	Some of the time	Never	
	Cycle track	0	0	0	0	
	Standard traffic lanes		0			
	Sidewalk					
	I					
Consi	der the trip you were making when	you were handed the	postcard. Before the Blue	bonnet Lane cycle track wa	as built, how would you	
Consi have	der the trip you were making when made this trip?	you were handed the	postcard. Before the Blue	bonnet Lane cycle track wa	as built, how would you	
Consi have	der the trip you were making when made this trip?		postcard. Before the Blue	bonnet Lane cycle track wa	as built, how would you	
Consi have	made this trip?	е		bonnet Lane cycle track wa	as built, how would you	
Consi have	made this trip? By bicycle, using this same route	е		bonnet Lane cycle track wa	as built, how would you	
Consi have	made this trip? By bicycle, using this same route	е		bonnet Lane cycle track wa	as built, how would you	
Consi have	made this trip? By bicycle, using this same route By bicycle, using another route -	е		bonnet Lane cycle track wa	as built, how would you	
Consi have	made this trip? By bicycle, using this same route By bicycle, using another route -	е		bonnet Lane cycle track wa	as built, how would you	
Consi have	made this trip? By bicycle, using this same route By bicycle, using another route - By foot By public transportation	е		bonnet Lane cycle track wa	as built, how would you	
Consi have	made this trip? By bicycle, using this same route By bicycle, using another route - By foot By public transportation By car	е		bonnet Lane cycle track wa	as built, how would you	

About Changes due to the Cycle Track

Because of the Bluebonnet Lane cycle track . . .

	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
I feel the safety of bicycling on Bluebonnet Lane has	0	0	0	0	0	0
the time it takes me to bicycle on Bluebonnet Lane has						
the usefulness of Bluebonnet Lane for getting to places I want to go has	0	0	0	0		0
how comfortable I feel when bicycling on Bluebonnet Lane has	0					
drivers' awareness of people biking on Bluebonnet Lane has	0					
drivers' speeds on Bluebonnet Lane have	0					
how often I ride a bicycle overall has	0					
the difficulty of navigating around pedestrians has						
the difficulty of turning across Bluebonnet Lane while bicycling has	0					
how comfortable I feel bicycling with my kids has						
how safe I feel bicycling with my kids has	0					

Your Opinions about the Cycle Track

Please indicate if you agree or disagree with the following statements about the cycle track:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I would go out of my way to ride on Bluebonnet Lane compared to other streets.	0	0	0	0	0
Taking Bluebonnet Lane is the most direct bicycle route to my destination.	0				
The buffer and flexposts between the traffic lanes and the cycle track make me feel safe.	0				
Leaves and debris in the cycle track are worse than other places I ride.	0				
The cycle track is wide enough for me to ride comfortably.	0				
The cycle track is wide enough for one bicyclist to pass another.					
The cycle track is wide enough for two people to comfortably ride side-by-side.	0				0
If I am bicycling with another adult, I would prefer to ride side-by-side.	0				
The cycle track is safer than other bike lanes in Austin.	0				
The cycle track is wide enough for me to be comfortable when passing by a bicyclist going in the opposite direction	0				0

Please indicate if you disagree or agree with the following statements about the effectiveness of the Bluebonnet Lane cycle track:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The cycle track makes it clear where cars can be and where the designated bicycle lanes are.	0	0	0	0	0
The intersection signs and street markings make it clear who has the right-of-way at intersections.	0	0	0	0	0
The buffer and flexposts effectively separate bikes from cars.					
The buffer and flexposts do a good job at protecting bikes from cars.	0	0	0	0	
The cycle track makes drivers and bicyclists more predictable.			0		
The cycle track makes it clear where bicyclists and pedestrians should be.	0				

The cycle track design effectively separates bicyclists from pedestrians.

About What You Encounter in the Cycle Track

Please indicate how often you have observed the following on your rides in the Bluebonnet Lane cycle track, AND whether you think this is a problem that needs to be addressed

	How often do you encounter the following IN the CYCLE TRACK?				How much	n of a proble	em is this?
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major problem
Cars parking	0				0		
Cars loading or unloading passengers	0				0		
Buses loading or unloading passengers	0		0		0	0	0
Taxis					0		
Cars/trucks driving					0		
Cars/trucks waiting to make turns OFF of Bluebonnet Lane	0			0	0		0
Cars/trucks waiting to pull ONTO Bluebonnet Lane	0			0	0		
People walking in the cycle track	0		0		0	0	0
People standing in the cycle track while waiting to cross the street	0		0	0	0	0	•
Bicyclists traveling in the WRONG direction	0			0	0	0	0

While riding on the Bluebonnet Lane cycle track,	have you ever had collisions or	near-collisions with other neonle	or objects on the road?
wille fiding on the bluebolinet Lane cycle track,	nave you ever naa <u>combions</u> or	near-comisions with other people	or objects on the road.

Yes	а	col	lision

Yes, a near-collision

No, neither

If you have been involved in a collision or near-collision, please indicate what other people or objects were involved.

Check all that apply.

	Collision	Near Collision
Another bicyclist		
A pedestrian		
A <u>turning</u> car		
A <u>parking</u> car		
A <u>parked</u> car		
A delivery truck		
A bus		
One of the cycle track's plastic flexposts		
Other stationary object (please describe).		

	Qualtrics Survey Softwa	are
Something else (please describe).		
Please provide a brief description of the collis	sion(s) you were involved in while riding	a bicycle in the cycle track.
Overall Impressions of the Cycle Track What is the best thing about the cycle track?	2	
What should be improved about the cycle trac	>k?	
About Zilker Elementary School		
Do you have a child (or children) that attends	Zilker Elementary School?	
○ No		
Yes (If yes, what age(s)):		

We would like to know about if your child walks or bikes to Zilker Elementary School.

My child or children . . .

	How often do your children bike or walk to school?			Do they bike or walk (Select all that apply)		
	Never	Some of the time	Most of the time	With an adult	With other children	Alone
bike(s) to school	0	0	0			
walk(s) to school	0					

Does your child or children bike or walk on Bluebonnet Lane?

Yes,	bikes

Yes, walks

Yes, walks and bikes

No

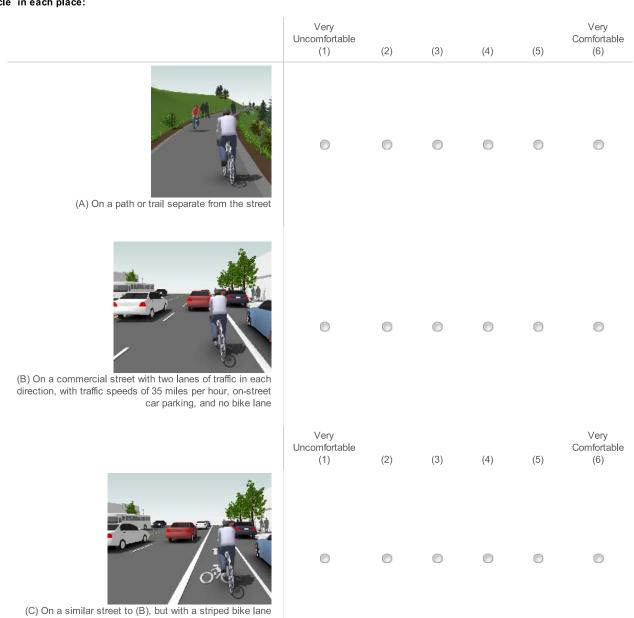
Please indicate your level of agreement with the following statements:

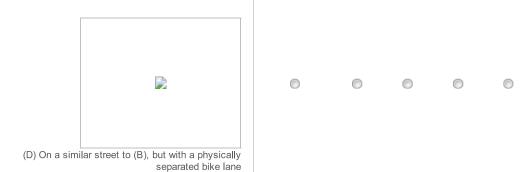
Since the cycle track on Bluebonnet Lane was built:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
My children are biking to school more often.	0	0	0	0	0
My children are walking to school more often.	0				
Biking on Bluebonnet Lane is safer for children now.	0				
Walking on Bluebonnet Lane is safer for children now.	0				
The cycle track is an important reason for why I allow my child to bike on Bluebonnet Lane.	0		0		0
The cycle track is an important reason for why I allow my child to walk on Bluebonnet Lane.	0				

About Bicycling and Comfort:

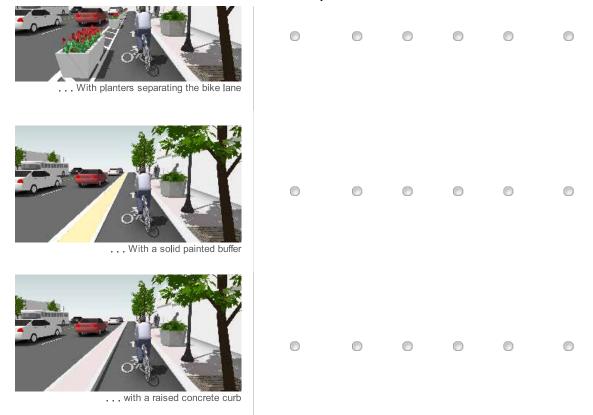
Whether or not you currently bicycle in all the following situations, we would like you to consider how comfortable you would be riding a bicycle in each place:





How comfortable would you feel bicycling on a commercial street with two lanes of traffic in each direction, with traffic speeds of 35 miles per hour (Situation D above), but with the following types of separation from traffic:





About People You Encounter on the Street:

Please indicate if you agree or disagree with the following statements:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Most drivers follow the rules of the road.			0		
Most drivers are predictable.					
Most bicyclists follow the rules of the road.					
Most bicyclists are predictable.					
Most pedestrians follow the rules of the road.					
Most pedestrians are predictable.		0	0	0	0

About You

We have a few questions about you so t hat we may understand the characteristics of our survey respondents.

Do you have a current:

	Yes	No
Driver's License	0	•
Transit Pass	0	•
Car-share Membership	©	

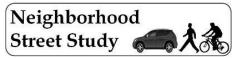
How many working motor vehicles does your household own or lease? (Do not include motorhomes).

(Enter 0 if None)	
How many working adult bicycles does your househol	d own?
now many working addit bioyotes does your nodes no	d own.
# Bicycles	
(Enter 0 if None)	
What is your home zip code?	
5 digit zip code:	
INCLUDING YOURSELF, how many people live in your	household?
# Adults:	
# Children:	
What is your gender?	
Male	Female
©	
What is your age?	
, ,	
Years:	
Do you consider yourself: (select all that apply)	
Do you consider yourself: (select all that apply)	
Do you consider yourself: (select all that apply) American Indian or Alaska Native	
American Indian or Alaska NativeAsian	
American Indian or Alaska NativeAsianBlack or African American	
American Indian or Alaska NativeAsianBlack or African AmericanHispanic or Latino/a	
American Indian or Alaska NativeAsianBlack or African American	
American Indian or Alaska NativeAsianBlack or African AmericanHispanic or Latino/a	
 American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian 	
 American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian 	
 American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian 	
American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian Other (specify)	
 American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian 	y)
American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian Other (specify) What is your employment status? (Select all that apple)	
American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian Other (specify)	
American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian Other (specify) What is your employment status? (Select all that apple)	
American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian Other (specify) What is your employment status? (Select all that apple)	e of your place of work?
American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian Other (specify) What is your employment status? (Select all that apple) I work outside the home -> What is the zip code	e of your place of work?
American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian Other (specify) What is your employment status? (Select all that apple) I work outside the home -> What is the zip code	e of your place of work?
American Indian or Alaska Native Asian Black or African American Hispanic or Latino/a White or Caucasian Other (specify) What is your employment status? (Select all that apple) I work outside the home -> What is the zip code	e of your place of work?

What is you	ur annual household income?				
	Less than \$25,000				
	\$25,000 to less than \$50,000				
	\$50,000 to less than \$75,000				
	\$75,000 to less than \$100,000				
	\$100,000 to less than \$200,000				
	\$200,000 or more				
0	I prefer not to provide this information				
How many	years of school have you completed	?			
0	Some high school or less				
	High school diploma or GED				
	Some College				
	Trade/Vocational School				
	Associate Degree				
	Four-year college degree or more				
	Other (please specify):				
ls there an	ything else that you would like to tell	l us?			
hat's all th	he questions we have. Would you lik	ke to be entered into a di	awing for one of three \$	100 gift cards to Amazo	n.com?
	Yes, I would like to be entered in the dra	awing (I'll enter my name or	the next page).		
	No thanks. I will complete my survey by				
		Ü			
	name and some way for us to get a l gift card. This information will not be			ion to contact you if yo	ur entry is selected to
Na	ame				
Ph	none or email				

Thanks for taking the survey - please make sure to click the ">>" button below to submit your entry and close the survey!

BICYCLIST: AUSTIN - RIO GRANDE



Default Question Block

Dear Bicyclist,

My name is Chris Monsere and I am a faculty member at Portland State University in the Department of Civil and Environmental Engineering. I am the principal investigator on a project researching separated bicycle lanes in six cities across the country.

Hearing from bicyclists like yourself is a very important part of this study. We are only sampling a select number of bicyclists near the Rio Grande Street cycle track. Therefore, every response is very important and we hope you will participate. We will share our findings with the City of Austin and hope that the results will help in future plans for improving bicycling in cities around the United States.

The survey, which starts on the next page, should take about 10-20 minutes. Your participation in the study is voluntary and you may stop taking the survey at any time with no consequences.

The postcard that you received has a unique number that only identifies where and when we handed you the postcard. We will protect the confidentiality of your individual survey responses. None of your responses will be linked to your name or other identifying personal information.

To say thank you, all people who complete their survey by July 5, 2013 will be entered into a drawing for one of three \$100 Amazon.com gift cards. You will be asked to enter your name and a way to contact you at the end of the survey – this information is voluntary and will not be connected to your survey data.

If you have concerns or problems about your participation in this study or your rights as a research subject, please contact the Human Subjects Research Review Committee, Office of Research and Strategic Partnerships, Market Center Building Suite 620, Portland State University, (877-480-4400). If you have questions about the study itself, please contact our research team directly at streets@pdx.edu or 503-725-2875.

Sincerely,

Christopher M. Monsere, Ph.D., P.E., Associate Professor & Associate Chair Civil and Environmental Engineering Portland State University

Do	you	agree	to	participate	in	this	survey?	,

O No

Yes

When you received the postcard for this survey, where were you . . .

				Place			Can you provide an address or closest intersection to this place?
	Home	Work	School	Shopping / Errands	Just out riding	Other	Address/Intersection
coming FROM on your bicycle?	0		\circ		0		
going TO on your bicycle?	0		\bigcirc		\circ	\circ	

lf١	/OII	selected	other	nlease	explain.
11 1	/Ou	Selected	ouiei,	piease	expiaiii.

Rio Grande Cycle Track

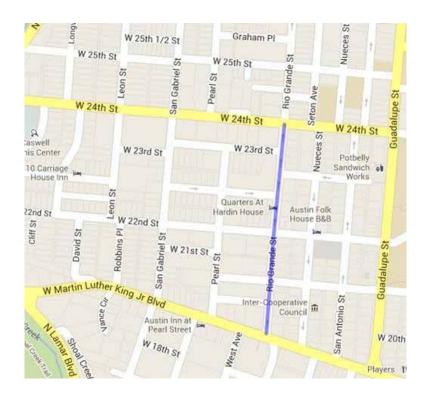
A separated two-way bikeway, also known as a "cycle track," was recently built on Rio Grande Street from Martin Luther King Jr. Boulevard to 24th Street. To do this, the left-side parking/travel lane that existed before was converted to a two-way bicycle lane with a painted "buffer" area and plastic "flexposts" separating the cycle track from the standard traffic lane (see pictures below). The questions on the following pages are related to this cycle track.

Rio Grande Street before and now:





Extent of Rio Grande Street cycle track:



How often do you ride a bicycle on this part of Rio Grande Street?

- This was my first time
- Less than once a month
- A few times a month
- A few times a week
- Daily

How co	omfortable do you feel when bicycl	ing in the Rio Grande	Street cycle track in the I	ane closest to the sidewalk	(i.e. southbound)?
	(1) Very Uncomfortable				
	(2)				
	(3)				
	(4)				
	(5)				
	(6) Very Comfortable				
	omfortable do you feel when bicycl sts (i.e. northbound)?	ling in the Rio Grande	Street cycle track in the I	ane closest to the standard	traffic lanes and plastic
	(1) Very Uncomfortable				
	(2)				
	(3)				
	(4)				
	(5)				
	(6) Very Comfortable				
Since	the Rio Grande Street cycle track w	as built, do you trave	I on this route:		
	 Less frequently 				
	More frequently				
	About the same				
	$\ \bigcirc$ This is my first time on this route				
When followi	bicycling on Rio Grande Street bet ng:	ween Martin Luther K	ing Jr. Boulevard and 24th	n Street, please indicate how	w often you ride on the
		Always	Most of the time	Some of the time	Never
	Cycle track	0	0	0	<u> </u>
	Standard traffic lanes			0	
	Sidewalk				
	I				
	er the trip you were making when	you were handed the	postcard. Before the Rio	Grande Street cycle track w	as built, how would you
nave n	nade this trip?				
	 By bicycle, using this same route 				
	By bicycle, using another route -	(Please specify which re	oute):		
	By foot				
	 By public transportation 				
	O By car				
	By taxi				
	I would NOT have taken this trip				
	Other (please specify below)				
	Other (please specify below)				

About Changes due to the Cycle Track

Because of the Rio Grande Street cycle track . . .

	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
I feel the safety of bicycling on Rio Grande Street has	0	0	0	0	0	0
the time it takes me to bicycle on Rio Grande Street has	0	\bigcirc				
the usefulness of Rio Grande Street for getting to places I want to go has	0					0
how often I stop at shops and businesses on Rio Grande Street has	0		\circ			0
how comfortable I feel when bicycling on Rio Grande Street has	0	\bigcirc		\bigcirc		
drivers' awareness of people biking on Rio Grande Street has	0	\bigcirc				
drivers' speeds on Rio Grande Street have	0	\bigcirc	\bigcirc	\bigcirc	\bigcirc	
how often I ride a bicycle overall has	0	\bigcirc	\bigcirc	\bigcirc		
the difficulty of navigating around pedestrians has	0	\bigcirc	\bigcirc	\bigcirc		\bigcirc
the difficulty of turning across Rio Grande Street while bicycling has	0					
how comfortable I feel bicycling with my kids has	0	\bigcirc		\bigcirc	\circ	
how safe I feel bicycling with my kids has					\bigcirc	\bigcirc

Your Opinions about the Cycle Track

Please indicate if you agree or disagree with the following statements about the cycle track:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I would go out of my way to ride on Rio Grande Street					
compared to other streets.	0		\circ	\circ	
Taking Rio Grande Street is the most direct bicycle route to my destination.	0	0	0		
The buffer and flexposts between the traffic lanes and the cycle track make me feel safe.	0		\bigcirc		
Leaves and debris in the cycle track are worse than other places I ride.	0		\circ		
The cycle track is wide enough for me to ride comfortably.	0				
The cycle track is wide enough for one bicyclist to pass another.	0		\circ	0	
The cycle track is wide enough for two people to comfortably ride side-by-side.	0		\circ	0	
If I am bicycling with another adult, I would prefer to ride side-by-side.	0		\circ		
The cycle track is safer than other bike lanes in Austin.	0		\circ		
The cycle track is wide enough for me to be comfortable passing by a bicyclist going in the opposite direction	0		\circ		

Please indicate if you disagree or agree with the following statements about the effectiveness of the Rio Grande Street cycle track:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The cycle track makes it clear where cars can be and where the designated bicycle lanes are.	0		0	0	
The intersection signals, signs, and street markings make it clear who has the right-of-way at intersections.			0		

Qualtrics Survey Software

The buffer and flexposts effectively separate bikes from cars.					
The buffer and flexposts do a good job at protecting bikes from cars.	0	\circ	\circ		
The cycle track makes drivers and bicyclists more predictable.	0	0	\circ		
The cycle track makes it clear where bicyclists and pedestrians should be.		\circ		0	0
The cycle track design effectively separates bicyclists from pedestrians.	0	\circ	0		0
	I .				

About What You Encounter in the Cycle Track

Please indicate how often you have observed the following on your rides in the Rio Grande Street cycle track, AND whether you think this is a problem that needs to be addressed

	How often do you encounter the following IN the CYCLE TRACK?				How mucl	n of a proble	em is this?
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major Problem
Cars parking			0			0	0
Cars loading or unloading passengers		\circ	\circ	\circ			
Delivery vehicles loading or unloading		\circ		\circ			
Taxis							
Cars/trucks driving					0		
Cars/trucks waiting to make turns OFF of Rio Grande Street		0	0	0			0
Cars/trucks waiting to pull out ONTO Rio Grande Street		\circ		\circ			0
People walking in the cycle track	0	\circ		\circ	0		0
People standing in the cycle track while waiting to cross the street	0	0	0	0	0	0	0
Bicyclists traveling in the WRONG direction	0	0					0

While riding on the Rio Gra	ande Street cycle track have	you ever had collisions or n	ear-collisions with other i	people or objects on the road?

Yes,	а	col	lision
------	---	-----	--------

If you have been involved in a collision or near-collision, please indicate what other people or objects were involved.

Check all that apply.

	Collision	Near Collision
Another bicyclist		
A pedestrian		
A <u>turning</u> car		
A <u>parking</u> car		
A <u>parked</u> car		

Yes, a near-collision

No, neither

Qualtrics Survey Software

A delivery truck	
A bus	
A taxi	
One of the cycle track's plastic flexposts	
A stationary object (please describe).	
Something else (please describe).	

Please provide a brief description of the collision(s) you were involved in while riding a bicycle in the cycle track.

About the MLK Intersection

A designated bicycle lane for bicyclists traveling northbound (toward the cycle track) on Rio Grande Street has been striped through the Martin Luther King Jr. Boulevard intersection (see picture below). The following questions are about this intersection.



Have you ridden through this intersection in this direction since the cycle track was built?

- Yes
- No

When riding northbound through this intersection (toward the cycle track - as shown in the photo), I ride in the . . .

	Always	Most of the time	Some of the time	Never
Bike Lane			0	
Crosswalk			\circ	

How comfortable do you feel bicycling through this intersection in the bike lane?

- (1) Very Uncomfortable
- (2)
- (3)
- (4)
- **(5)**
- (6) Very Comfortable

How satisfied are you with . . .

	Very Dissatisfied	Somewhat Dissatisfied	Somewhat Satisfied	Very Satisfied
The amount of time you have to wait for the signal to turn green	0	0	0	0
How long the signal stays green while you are crossing	\circ		0	

A bicycle signal has been put in place for bicyclists traveling southbound (away from the cycle track) in the Rio Grande Street cycle track when crossing Martin Luther King Jr. Boulevard (see picture below). The following questions are about this intersection.



Qualtrics Survey Software
s direction since the cycle track was built?

Yes No How comfortable do you feel bicycling through this intersection in this direction? (1) Very Uncomfortable (2) (3) (4) (5) (6) Very Comfortable How often do you wait for the bicycle signal to turn green before crossing MLK? Always Most of the time Some of the time Never I did not know there was a bicycle signal there How satisfied are you with . . . Very Dissatisfied Somewhat Dissatisfied Somewhat Satisfied Very Satisfied The amount of time you have to wait for the bicycle signal to turn green How long the bicycle signal stays green while you are crossing

How often are the following blocking your way through the intersection when the bicycle signal is green:

	Never	Some of the time	Most of the time	Always
Cars/trucks				0
Pedestrians			0	

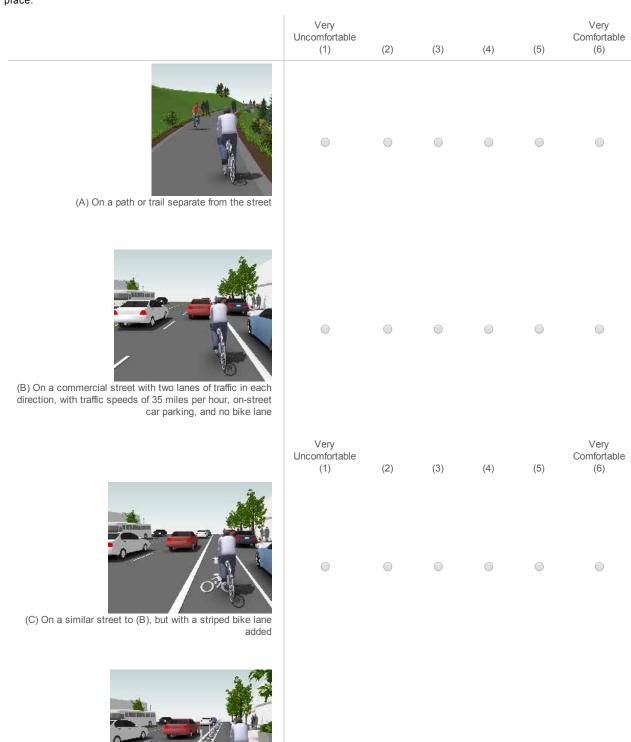
Overall Impressions of the Cycle Track

What is the best thing about the cycle track?

What should be improved about the cycle track?

About Bicycling and Comfort

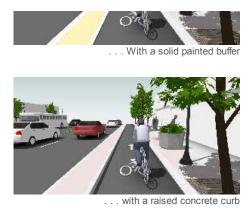
Regardless of whether you currently bicycle in all the following situations, please consider how comfortable you would be riding a bicycle in each place:





How comfortable would you feel bicycling on a commercial street with two lanes of traffic in each direction, with traffic speeds of 35 miles per hour (Situation D above), but with the following types of separation from traffic:

	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortab (6)
With a painted buffer and parked cars			•	•		
With a 2-3 foot buffer and plastic flexposts			0	•	•	
With a painted 2-3 foot buffer						
	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortab (6)
With planters separating the bike lane			•	•		
			0	0	0	•



About People you Encounter on the Street

Please indicate if you agree or disagree with the following statements:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Most drivers follow the rules of the road.	0	0			0
Most drivers are predictable.					
Most bicyclists follow the rules of the road.					
Most bicyclists are predictable.					
Most pedestrians follow the rules of the road.	0				
Most pedestrians are predictable.					

About You

We have a few questions about you so that we may understand the characteristics of our survey respondents.

Do you have a current:

	Yes	No
Driver's License	•	
Transit Pass		
Car-share Membership		

I	How	many working	motor	vehicles	does your	household	own	or	lease?
((Do r	not include mot	orhom	es).					

Vehicles (Enter 0 if None)

How many working adult bicycles does your household own?

Adult bicycles (Enter 0 if None)

What is your home zip code?

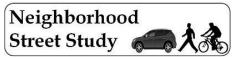
5 digit zip code:		
INCLUDING YOURSELF, how many people live	e in your household?	
# Adults		
# Children:		
# Critical (Enter 0 if None)		
What is your gender?		
Male	Female	
What is your age?		
Years		
Do you consider yourself: (select all that apply	y)	
American Indian or Alaska Native		
Asian		
Black or African AmericanHispanic or Latino/a		
White or Caucasian		
Other (specify)		
Other (specify)		
What is your employment status? (Select all the	hat apply)	
☐ I work outside the home -> What is the	e zip code of your place of work?	
☐ I go to school outside the home -> What	at is the zin code of your school?	
☐ I work from home		
Not at this time		
What is your annual household income?		
Less than \$25,000\$25,000 to less than \$50,000		
\$50,000 to less than \$75,000		
\$75,000 to less than \$100,000		
\$100,000 to less than \$200,000		
\$200,000 or more		

i preiei noi to provide triis iniormation

How many years of school have you completed?	
 Some high school or less 	
 High school diploma or GED 	
Some College	
 Trade/Vocational School 	
 Associate Degree 	
 Four-year college degree or more 	
Other (please specify):	
Is there anything else that you would like to tell us	?
That's all the questions we have. Would you like	to be entered into a drawing for one of three \$100 gift cards to Amazon.com?
Yes, I would like to be entered in the drawing	ng (I'll enter my name on the next page).
 No thanks. I will complete my survey by cli 	cking the ">>" button
	of you below. We will only use this information to contact you in the event that your entry is ill not be associated to any of your survey responses.
actioned to receive a gift sura. Time information w	in not be deconated to diff of your carry, responded.
Name	
Phone or email	
Fhorie or email	

Thanks for taking the survey - please make sure to click the ">>" button to submit your entry and close the survey!

BICYCLIST: CHICAGO - MILWAUKEE AVE.



Default Question Block

Dear Bicyclist,

My name is Chris Monsere and I am a faculty member at Portland State University in the Department of Civil and Environmental Engineering. I am the principal investigator on a project researching separated bicycle lanes in six cities across the country.

Hearing from bicyclists like yourself is a very important part of this study. We are only sampling a select number of bicyclists near the Milwaukee Avenue protected bike lanes. Therefore, every response is very important and we hope you will participate. We will share our findings with the Chicago Department of Transportation and hope that the results will help in future plans for improving bicycling in cities around the United States.

The survey, which starts on the next page, should take about 10-20 minutes. Your participation in the study is voluntary and you may stop taking the survey at any time with no consequences.

The postcard that you received has a unique number that only identifies where and when we handed you the postcard. We will protect the confidentiality of your individual survey responses. None of your responses will be linked to your name or other identifying personal information.

To say thank you, all people who complete their survey by 10/10/13 will be entered into a drawing for one of three \$100 Amazon.com gift cards. You will be asked to enter your name and a way to contact you at the end of the survey – this information is voluntary and will not be connected to your survey data.

If you have concerns or problems about your participation in this study or your rights as a research subject, please contact the Human Subjects Research Review Committee, Office of Research and Strategic Partnerships, Market Center Building Suite 620, Portland State University, (877-480-4400). If you have questions about the study itself, please contact our research team directly at streets@pdx.edu or 503-725-2875.

Sincerely,

Christopher M. Monsere, Ph.D., P.E., Associate Professor & Associate Chair Civil and Environmental Engineering Portland State University

Do you	agree	to	participate	in	this	survey?	

NoYes

When you received the postcard for this survey, where were you . . .

	Place				Can you provide an address or closest intersection to this place?		
	Home	Work	School	Shopping / Errands	Just out riding	Other	Address/Intersection
coming FROM on your bicycle?	0			0	0		
going TO on your bicycle?							

If you se	elected other, please explain:		

What type of bicycle were you riding when you received the postcard?

- Personal Bicycle
- Diwy (Bike Share) Bicycle
- Rental Bicycle
- Other (please specify):

Milwaukee Avenue Protected Bike Lanes

A separated bikeway was recently built on North Milwaukee Avenue between North Elston Avenue and West Kinzie Street. Bike lanes were separated from other traffic lanes by a combination of a striped "buffer" zone, plastic "flexposts" or by moving parked cars away from the curb to provided a protected lane (see picture below).



Extent of the Milwaukee Avenue protected bike lanes:





How often do you ride a bicycle on this part of Milwaukee Avenue?

Thie	was	mv	firet	time
HHIS	was	IIIV	IIISL	1111111

- Less than once a month
- A few times a month
- A few times a week
- Daily

How comfortable do you feel when bicycling in (different sections of) the Milwaukee Avenue protected bike lanes?

	(1) Very Uncomfortable	(2)	(3)	(4)	(5)	(6) Very Comfortable
In sections with parked cars between the bike lane and moving traffic	0	0	0	0	0	0
In sections with plastic flexposts marking the separation between the bike lane and moving traffic	0	0	•	0	0	
In sections with a painted area separating the bike lane and moving traffic	0	0	•	0	0	•

Since the Milwaukee Avenue protected bike lanes were built, do you travel on this route:

- Less frequently
- More frequently
- About the same
- This is my first time on this route

When bicycling on Milwaukee Avenue between Elston Avenue and Kinzie Street, how often you ride on the following:

	Always	Most of the time	Some of the time	Never
Protected bike lanes	0	0	0	0
Standard traffic lanes	0	0	0	
Sidewalk	0		©	

Consider the trip you were making when you were handed the postcard. Before the Milwaukee Avenue protected bike lanes were built, how would you have made this trip?

- By bicycle, using this same route
- By bicycle, using another route (Please specify which route):

By foot

- By public transportation
- By car

	By taxi
0	I would NOT have taken this trip
0	Other (please specify below)

About Changes due to the Protected Bike Lanes

Because of the Milwaukee Avenue protected bike lanes . . .

	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
I feel the safety of bicycling on Milwaukee Avenue has	0	0	0	0	0	0
the time it takes me to bicycle on Milwaukee Avenue has	0					
the usefulness of Milwaukee Avenue for getting to places I want to go has	0	0	0	0		0
how often I stop at shops and businesses on Milwaukee Avenue has	0	0		0	0	0
how comfortable I feel when bicycling on Milwaukee Avenue has	0					
drivers' awareness of people biking on Milwaukee Avenue has	0					
drivers' speeds on Milwaukee Avenue have	0					
how often I ride a bicycle overall has	0					
the difficulty of navigating around turning motor vehicles has \ldots	0					
the difficulty of navigating around pedestrians has	0					

Your Opinions about the Protected Bike Lanes

Please indicate if you agree or disagree with the following statements about the Milwaukee Avenue protected bike lanes:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I would go out of my way to ride on Milwaukee Avenue compared to other streets.	0	0	0	0	0
Taking Milwaukee Avenue is the most direct bicycle route to my destination.	0			0	0
The <u>buffer section with parked cars</u> between the traffic lanes and the bike lanes makes me feel safe.	0		0	0	0
The <u>buffer section with plastic flexposts</u> between the traffic lanes and the bike lanes makes me feel safe.	0			0	0
	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The <u>buffer section with a painted/striped buffer</u> between the traffic lanes and the bike lanes makes me feel safe.	0		0		0
Leaves and debris in the protected bike lanes are worse than other places I ride.	0			0	0
Puddles and standing water are worse than other places I ride.	0			0	0
The protected bike lanes are wide enough for me to ride comfortably.	0			0	0
	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The protected bike lanes are wide enough for one bicyclist to pass another.	0			0	0
The protected bike lanes are wide enough for two people to comfortably ride side-by-side.	0	0	0	0	0
If I am bicycling with another adult, I would prefer to ride side-by-side.	0	0	0		0

0		

Please indicate if you disagree or agree with the following statements about the effectiveness of the Milwaukee Avenue protected bike lanes are:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The protected bike lanes make it clear where cars can be and where the designated bicycle lanes are.	0	0	0	0	0
The intersection signals, signs, and street markings make it clear who has the right-of-way at intersections.	0	0			0
The buffer effectively separates bikes from cars.	0				
The buffer does a good job at protecting bikes from cars.	0				0
The protected bike lanes make drivers and bicyclists more predictable.	0	0	0		0
The protected bike lanes make it clear where bicyclists and pedestrians should be.	0	0	0	0	0
The protected bike lanes' design effectively separates bicyclists from pedestrians.	0	0	0		0

What do you think it means when the pavement is painted green along the bikeway?						

About What You Encounter in the Protected Bike Lanes

Please indicate <u>how often you have observed the following</u> on your rides in the Milwaukee Avenue protected bike lanes, <u>AND whether you think this is a problem</u> that needs to be addressed

	How often do you encounter the following IN the Protected Bike Lanes?				How mucl	n of a proble	em is this?
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major Problem
Cars parking	0		0		0	0	0
Cars loading or unloading passengers	0				0		
Delivery vehicles loading or unloading	0				0		
Taxis							
Cars/trucks driving where they are not supposed to (in the bike lanes)	0	0	0	0	0	0	0
Cars/trucks waiting to make turns OFF of Milwaukee Avenue	0	0		0	0	0	0
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major Problem
Cars/trucks waiting to pull out ONTO Milwaukee Avenue	0	0	0	0	0	0	0
People walking in the bike lane	0	0	0	0	0		
People standing in the bike lane while		0	©	0			0

Qualtrics	Surve	√Software
-----------	-------	-----------

waiting to cross the street	_	_	_	J	_	_	_
Bicyclists traveling in the WRONG direction	0	0		0		0	0
Buses loading and unloading passengers	0	0	0	0		0	

While riding in the Milwaukee Avenue protected bike lanes, have you had <u>collisions</u> or <u>near-collisions</u> with other people or objects on the road?

Yes, a collision

Yes, a near-collision

No, neither

If you have been involved in a collision or near-collision, please indicate what other people or objects were involved.

Check all that apply.

	Collision	Near Collision
Another bicyclist		
A pedestrian		
A <u>turning</u> car		
A parking car		
A <u>parked</u> car		
A delivery truck		
A bus		
A taxi		
One of the plastic flexposts		
Other stationary object (please describe).		
Something else (please describe).		

Please provide a brief description of the collision(s) you were involved in while riding a bicycle in the protected bike lanes.

Intersection of N. Milwaukee Avenue with Desplaines/Kinzie

As you ride toward downtown Chicago (southeast) to the intersection of North Milwaukee Avenue with N. Desplaines and N. Kinzie, there is a bike lane on either side of the standard traffic lane - the green lane to the left directs bicyclists east onto Kinzie, while the bike lane to the right directs cyclists south onto Desplaines (see picture below).





How often have you bicycled through this intersection in the direction of downtown Chicago and made the following turns?

	Often	Sometimes	Never
Turning left from N. Milwaukee Avenue onto Kinzie Street	•	•	
Turning right from N. Milwaukee Avenue onto Desplaines Street		•	

Intersection of N. Milwaukee Avenue with Desplaines/Kinzie



Consider the times you turn onto Kinzie from Milwaukee:

Because of the green lane to the left of the standard traffic lane on Milwaukee \dots

	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
how easy it is to merge across the standard traffic lane (and into position to turn onto Kinzie) has	0	0		0	0	0
the amount of time I have to merge across the standard traffic lane has	0	0		0		0
the amount of attention motorists pay to people on bicycles has	0	0				0

	Do '	you ride through	this intersection	differently	now than v	ou did before	the changes were	made'
--	------	------------------	-------------------	-------------	------------	---------------	------------------	-------

	Yes
()	1 03

No

How have you changed how you ride through the intersection?

How comfortable do you feel when riding a bicycle through this intersection?

	(1) Very Uncomfortable	(2)	(3)	(4)	(5)	(6) Very Comfortable	Not applicable
Turning left from N. Milwaukee Avenue onto Kinzie Street	0	0			0	0	0
Turning right from N. Milwaukee Avenue onto Desplaines Street	0						

Intersection of N. Milwaukee Avenue and N. Elston Avenue

As you travel north on Milwaukee (out of downtown), a new bicycle signal has been installed at the intersection of Milwaukee Avenue and North Elston Avenue (see picture below). Previously, there was no bike signal and the bike lane was to the left of the right-turn lane.



Have you bicycled through this intersection travelling north since the bicycle signal was installed?

(Υ	es

No

When riding North through this intersection, do you most often:

Proceed straight through the intersection and continue on N. Milwaukee Avenu							
	Proceed straight	through the	e intersection	and continue	on N	Milwaukee	Avenue

Turn right onto N. Elston Avenue

When riding North through this intersection, do you most often:

Ride in the bike lane

Move out into the standard travel lane

Because of the changes to the intersection:

	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
how safe I feel bicycling through this intersection has	0		0	0		0

Qualtrics	Survey	√Software
-----------	--------	-----------

intersection is has		0	0		
how long I have to wait for a signal to get through the intersection has		0	0	0	0
how likely I am wait for the signal to turn green before crossing has		0	0		

How comfortable do you feel bicycling through this intersection?

	(1) Very Uncomfortable	(2)	(3)	(4)	(5)	(6) Very Comfortable	N/A
When continuing STRAIGHT on Milwaukee	0	0		0	0	0	0
When turning RIGHT onto Elston	0	0		0	0	0	

Overall Impressions of the Protected Bike Lanes

What is the best thing about the protected bike lanes?

	La contraction of the contractio
What sk	nould be improved about the protected bike lanes?
wiiat si	iodia be improved about the protected blike failes:

About Bicycling and Comfort

Regardless of whether you currently bicycle in all the following situations, please consider how comfortable you would be riding a bicycle in each place:

	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
(A) On a path or trail separate from the street			•	•	•	
	•	•	•	•	•	0

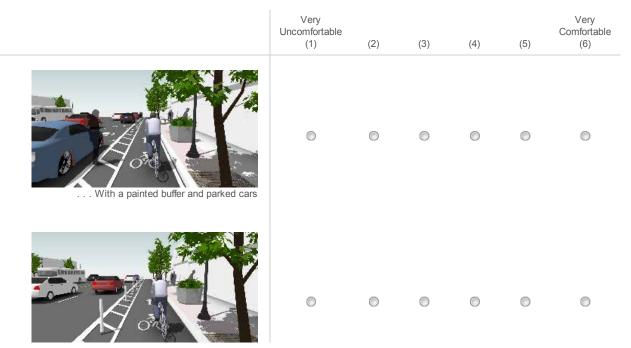
(B) On a commercial street with two lanes of traffic in each direction, with traffic speeds of 35 miles per hour, on-street car parking, and no bike lane

	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
(C) On a similar street to (B), but with a striped bike lane added	©	•	•	•		•



(D) On a similar street to (B), but with a physically separated bike lane

How comfortable would you feel bicycling on a commercial street with two lanes of traffic in each direction, with traffic speeds of 35 miles per hour (Situation D above), but with the following types of separation from traffic:





About People you Encounter on the Street

Please indicate if you agree or disagree with the following statements:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Most drivers follow the rules of the road.	0	0			0
Most drivers are predictable.		0	0	0	

About You

We have a few questions about you so that we may understand the characteristics of our survey respondents.

Do you have a current:

	Yes	No
Driver's License	•	0
Transit Pass	•	0
Diwy (Bike-share) Membership	•	•
Car-share Membership	0	0

How many working motor veh	cles does your household own or leas	se?
(Do not include motorhomes)		

Vehicles (Enter 0 if None)

How many working adult bicycles does your household own?

Adult bicycles (Enter 0 if None)

INCLUDING YOURSELF, how many people live in your household?

Adults

Children: (Enter 0 if None)

What is your home zip code?

5 digit zip code:

What is your gender?

Male Female

What is your age?

Years

Do you consider yourself: (select all that apply)
American Indian or Alaska Native
Asian
Black or African American
Hispanic or Latino/a
White or Caucasian
Other (specify)
What is your employment status? (Select all that apply)
I work outside the home -> What is the zip code of your place of work?
I go to school outside the home -> What is the zip code of your school?
☐ I work from home
Not employed at this time
What is your annual household income?
·
Less than \$25,000
\$25,000 to less than \$50,000
\$50,000 to less than \$75,000
\$75,000 to less than \$100,000
\$100,000 to less than \$200,000
\$200,000 or more
I prefer not to provide this information
How many years of school have you completed?
 Some high school or less
High school diploma or GED
Some College
Associate Degree
Four-year college degree or more
Other (please specify):

Is there anything else that you would like to tell us?

That's all the questions we have.	Would you like to be entered into a drawi	na for one of three \$100	gift cards to Amazon.com?

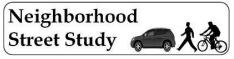
- Yes, I would like to be entered in the drawing (I'll enter my name on the next page).
- No thanks. I will complete my survey by clicking the ">>" button

Enter your name and some way for us to get a hold of you below. We will only use this information to contact you in the event that your entry is selected to receive a gift card. This information will not be associated to any of your survey responses.

Name	
Phone or email	

Thanks for taking the survey - please make sure to click the ">>" button to submit your entry and close the survey!

BICYCLIST: CHICAGO – DEARBORN AVE.



Default Question Block

Dear Bicyclist,

My name is Chris Monsere and I am a faculty member at Portland State University in the Department of Civil and Environmental Engineering. I am the principal investigator on a project researching separated bicycle lanes in six cities across the country.

Hearing from bicyclists like yourself is a very important part of this study. We are only sampling a select number of bicyclists near the Dearborn Street protected bike lanes. Therefore, every response is very important and we hope you will participate. We will share our findings with the Chicago Department of Transportation and hope that the results will help in future plans for improving bicycling in cities around the United States.

The survey, which starts on the next page, should take about 10-20 minutes. Your participation in the study is voluntary and you may stop taking the survey at any time with no consequences.

The postcard that you received has a unique number that only identifies where and when we handed you the postcard. We will protect the confidentiality of your individual survey responses. None of your responses will be linked to your name or other identifying personal information.

To say thank you, all people who complete their survey by 10/10/13 will be entered into a drawing for one of three \$100 Amazon.com gift cards. You will be asked to enter your name and a way to contact you at the end of the survey – this information is voluntary and will not be connected to your survey data.

If you have concerns or problems about your participation in this study or your rights as a research subject, please contact the Human Subjects Research Review Committee, Office of Research and Strategic Partnerships, Market Center Building Suite 620, Portland State University, (877-480-4400). If you have questions about the study itself, please contact our research team directly at streets@pdx.edu or 503-725-2875.

Sincerely,

Christopher M. Monsere, Ph.D., P.E., Associate Professor & Associate Chair Civil and Environmental Engineering Portland State University

Do	you	agree	to	participate	ın	tnis	survey'	•

No

Yes

When you received the postcard for this survey, where were you . . .

	Place					Can you provide an address or closest intersection to this place?	
	Home	Work	School	Shopping / Errands	Just out riding	Other	Address/Intersection
coming FROM on your bicycle?	0		0		0	0	
going TO on your bicycle?	0				0		

If you selected other, please explain:

What type of bicycle were you riding when you received the postcard?

Personal	Dio	10	
reisonai	DIC	<i>y</i>	1

Diwy (Bike Share) Bicycle

Rental Bicycle

Other (please specify):

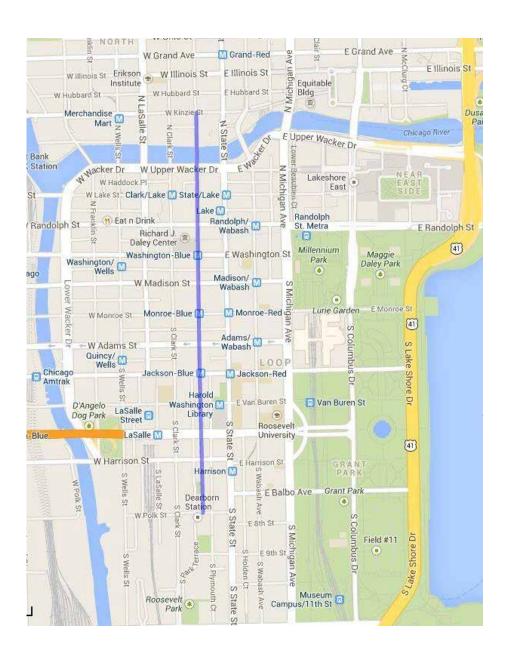
Dearborn Street Protected Bike Lanes

A two-way protected bikeway was recently built on Dearborn Street between West Kinzie Street and West Polk Street. Bike lanes were separated from other traffic lanes by a combination of a striped "buffer" zone, plastic "flexposts" and by moving parked cars away from the curb to provided a protected lane (see picture below). Bicycle signals and left-turn signals were added at many intersections as well.





Extent of Dearborn Street protected bike lanes:



How often do you ride a bicycle on this part of Dearborn Street?

This was my first time

- Less than once a month
- A few times a month
- A few times a week
- Daily

How comfortable do you feel when bicycling SOUTHBOUND in the Dearborn Street protected bike lanes (in the lane closest to the sidewalk)?

(1) very Uncumuntable

NORTHBOUND in	the Dearborn Street protec	cted bike lanes (in the lane	closest to the standar
NORTHBOUND in	the Dearborn Street protec	cted bike lanes (in the lane	closest to the standar
NORTHBOUND in	the Dearborn Street protec	cted bike lanes (in the lane	closest to the standar
NORTHBOUND in	the Dearborn Street protec	cted bike lanes (in the lane	closest to the standar
NORTHBOUND in	the Dearborn Street protec	cted bike lanes (in the lane	closest to the standar
NORTHBOUND in	the Dearborn Street protec	cted bike lanes (in the lane	closest to the standar
es were built, do y	you travel on this route:		
Kinzie and Polk, I			
Always	Most of the time	Some of the time	Never
		0	
	0		
	Kinzie and Polk, I Always	Always Most of the time	Kinzie and Polk, how often do you ride on the following: Always Most of the time Some of the time

About Changes due to the Protected Bike Lanes

	Decreased a Lot		Not Changed	Increased Somewhat	Increased a Lot	No Opinion
I feel the safety of bicycling on Dearborn Street has	0	0	0	0	0	0
the time it takes me to bicycle on Dearborn Street has	0					
the usefulness of Dearborn Street for getting to places I want to go has \dots .	0			0		0
how often I stop at shops and businesses on Dearborn Street has	0					
how comfortable I feel when bicycling on Dearborn Street has	0					
drivers' awareness of people biking on Dearborn Street has	0					
drivers' speeds on Dearborn Street have	0					
how often I ride a bicycle overall has	0					
the difficulty of navigating around turning motor vehicles has	0		0			0
the difficulty of navigating around pedestrians has	0					

Your Opinions about the Protected Bike Lanes

Please indicate if you agree or disagree with the following statements about the Dearborn Street protected bike lanes:

, , ,			•		
	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I would go out of my way to ride on Dearborn Street compared to other streets.	0	0	0	0	0
When bicycling SOUTHBOUND, I prefer the protected bike lanes on Dearbon Street to riding south on Clark Street.	0	0	0	0	0
Taking Dearborn Street is the most direct bicycle route to my destination.	0		0	0	0
The <u>buffer section with parked cars</u> between the traffic lanes and the bike lane makes me feel safe.				0	0
The <u>buffer section with plastic flexposts</u> between the traffic lanes and the bike lane makes me feel safe.	0			0	0
	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
During the winter, snow is quickly removed from the protected bike lanes.	0		0	0	0
Leaves and debris in the protected bike lanes are worse than other places I ride.	•			0	0
Puddles and standing water are worse than other places I ride.	•			0	0
The protected bike lanes are wide enough for me to ride comfortably.				0	0
The protected bike lanes are wide enough for one bicyclist to pass another in the same direction.	0			0	0
	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The protected bike lanes are wide enough for two people to comfortably ride side-by-side in the same direction.	0			0	0
If I am bicycling with another adult, I would prefer to ride side-by-side.				0	0
The protected bike lanes are safer than other bike lanes in Chicago.	0	0	0	0	0
During rush hour the bike lanes get congested with	0	0		0	
bicyclists.					

Please indicate if you disagree or agree with the following statements about the effectiveness of the Dearborn Street protected bike lanes:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The protected bike lanes make it clear where cars can be and where the designated bicycle lanes are.	0	0	0	0	0
The intersection signals, signs, and street markings make it clear who has the right-of-way at intersections.	0	0	0	0	0
Motorists know not to turn across the bike lanes at intersection when the bicycle signal is green (and the turn arrow for cars is red)	•	0	0		0
The buffer effectively separates bikes from cars.					0
The buffer does a good job at protecting bikes from cars.					0
The protected bike lanes make drivers and bicyclists more predictable.			0	0	0
The protected bike lanes make it clear where bicyclists and pedestrians should be.	0	0	0	0	0
The protected bike lanes' design effectively separates bicyclists from pedestrians.	0	0	0	0	0

What do you think it means when the pavement is painted green along the bikeway?								
	la de la companya de							

About What You Encounter in the Protected Bike Lanes

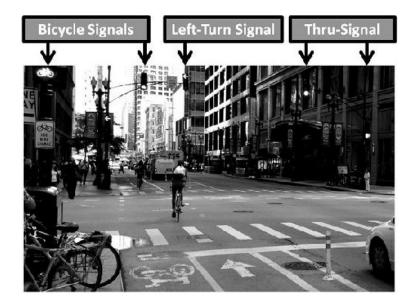
Please indicate <u>how often you have observed the following</u> on your rides in the Dearborn Street protected bike lanes, <u>AND whether you think</u> this is a problem that needs to be addressed

	How often do you encounter the following IN the Protected Bike Lanes?			How much of a problem is this?			
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major Problem
Cars parking	0	0	0	0	0	0	0
Cars loading or unloading passengers	0	0	0	0	0	0	0
Delivery vehicles loading or unloading		0		0	0		0
Taxis					0		
Cars/trucks driving where they are not supposed to (in the bike lanes)	0	0	0	0	0	0	0
Cars/trucks waiting to make turns OFF of Dearborn Street	0	0		0	0		0
Cars/trucks waiting to pull out ONTO Dearborn Street	0	0		0	0	0	0
People walking in the bike lanes	0	0		0	0	0	0
People standing in the bike lanes while waiting to cross the street	0	0	0	0	0	0	0

Yes, a collision		
Yes, a near-collision		
No, neither		
have been involved in a collision or near-c	ollision, please indicate what other peo	ople or objects were involved.
all that apply.		
	Collision	Near Collision
Another bicyclist		
A pedestrian		
A <u>turning</u> car		
A <u>parking</u> car		
A <u>parked</u> car		
A delivery truck		
A bus		
A taxi		
One of the plastic flexposts		
Other stationary object (please describe).		
Something else (please describe).		

About Intersections

At many intersections along Dearborn Street, new bicycle signals were added, along with a left-turn signal for motor vehicles in the left-turn lane (see picture).



How comfortable do you feel bicycling through these intersections on Dearborn Street?

	(1) Very Uncomfortable	(2)	(3)	(4)	(5)	(6) Very Comfortable
When traveling SOUTHBOUND	0					
When traveling NORTHBOUND						

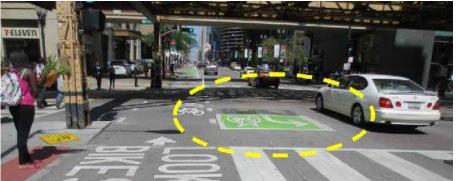
Please indicate if you agree or disagree with the following statements:

	Strongly disagree	Somewhat disagree	Neither Agree nor Disagree	Somewhat Agree	Strongly Agree	No Opinion
The bicycle signal stays green long enough for me to ride through the intersection comfortably.	0	0	0	0	0	0
Motorists generally understand to folllow left turn signals at these intersections.		0			0	0
I often see motorists making left turns when the bicycle signal is green (and the left turn signal is red).	0	0			0	0
I generally feel safe when bicycling through the intersection.		0			0	0
I often encounter pedestrians waiting in the bike lanes	0	0				0
when the bicycle signal is green.						
Its generally not worth my time to wait for the bicycle signal to turn green on Dearborn Street.	0					

How often are the following blocking your pathway through the intersection when the bicycle signal is green:

	Never	Some of the time	Most of the time	Always
Cars/trucks	0	0	0	0
Pedestrians				0

the protected bike lanes and across the traffic lanes (see picture)



1	
Have	you ever waited to cross Dearborn in one of these green boxes when bicycling?
	Yes, I have
	No - I've never had the opportunity
	No - I've chosen not to wait in one of these boxes
Compa	ared to crossing Dearborn WITHOUT a green queue box, waiting in this green box is
Compa	
	 A lot LESS convenient Somehwat LESS convenient
	No Difference
	Somewhat MORE convenient
	A lot MORE convenient
Compa	ared to crossing Dearborn WITHOUT a green queue box, waiting in this green box makes me feel
	A lot LESS comfortable
	Somehwat LESS comfortable
	No Difference
	O Somewhat MORE comfortable
	A lot MORE comfortable
Overa	ıll Impressions of the Protected Bike Lanes
	s the best thing about the protected bike lanes?
What s	hould be improved about the protected bike lanes?

About Bicycling and Comfort

Regardless of whether you currently bicycle in all the following situations, please consider how comfortable you would be riding a bicycle in each place:

	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
(A) On a path or trail separate from the street		•	•	•		0
(B) On a commercial street with two lanes of traffic in each direction, with traffic speeds of 35 miles per hour, on-street car parking, and no bike lane			•	•		
	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
(C) On a similar street to (B), but with a striped bike lane added			•			•
	•	•	•	•	•	•

(D) On a similar street to (B), but with a physically separated bike lane

How comfortable would you feel bicycling on a commercial street with two lanes of traffic in each direction, with traffic speeds of 35 miles per hour (Situation D above), but with the following types of separation from traffic:

	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
With a painted buffer and parked cars		•	•	•	•	©
With a 2-3 foot buffer and plastic flexposts		•	•	•	•	0
			•	•		
With a painted 2-3 foot buffer	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
With planters separating the bike lane	•	•	0	0	•	

Qualtrics 9	Survey Software
-------------	-----------------

With a solid painted buff	er
with a raised concrete cu	

0	0	0	0	0	0

About People you Encounter on the Street

Please indicate if you agree or disagree with the following statements:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Most drivers follow the rules of the road.	0	0	0	0	0
Most drivers are predictable.					
Most bicyclists follow the rules of the road.					
Most bicyclists are predictable.					
Most pedestrians follow the rules of the road.					
Most pedestrians are predictable.					

About You

We have a few questions about you so that we may understand the characteristics of our survey respondents.

Do you have a current:

	Yes	No
Driver's License	©	©
Transit Pass	•	0
Diwy (Bike-share) Membership		0
Car-share Membership	0	©

How many working motor v	ehicles	does your	household	own	or I	ease?
(Do not include motorhome	:s)					

# Vehicles	
(Enter 0 if None)	

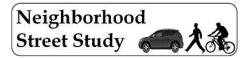
How many working adult bicycles does your household	own?	
# Adult bicycles (Enter 0 if None)		
INCLUDING YOURSELF, how many people live in your h	nousehold?	
# Adults	7	
# Children: (Enter 0 if None)		
What is your home zip code?		
5 digit zip code:		
What is your gender?		
Male	Female	
©		0
What is your age?		
at 10 year ago:		
Years		
Do you consider yourself: (select all that apply)		
American Indian or Alaska Native		
Asian		
Black or African American		
Hispanic or Latino/a		
White or Caucasian		
Other (specify)		
What is your employment status? (Select all that apply))	
I work outside the home -> What is the zip code	of your place of work?	
	or your place or noine.	
I go to school outside the home -> What is the zi	ip code of your school?	
□ I work from home		
Not employed at this time		

What is your annual household income?

	Less than \$25,000		
0	\$25,000 to less than \$50,000		
0	\$50,000 to less than \$75,000		
	\$75,000 to less than \$100,000		
	\$100,000 to less than \$200,000		
	\$200,000 or more		
	I prefer not to provide this information		
How man	y years of school have you completed	?	
0	Some high school or less		
	High school diploma or GED		
	Some College		
0	Trade/Vocational School		
	Associate Degree		
	Four-year college degree or more		
0	Other (please specify):		
Is there a	nything else that you would like to tell	lus?	
			7
			6
That's all	the questions we have. Would you lik	ke to be entered into a drawing for one of three \$100 gift cards to Ama	zon com?
			2011.00111 :
		awing (I'll enter my name on the next page).	
	No thanks. I will complete my survey by	clicking the ">>" button	
		hold of you below. We will only use this information to contact you in ion will not be associated to any of your survey responses.	the event that your entry
Ν	Name		
-	Phone or email		
-	HORE OF CITIAL		

Thanks for taking the survey - please make sure to click the ">>" button to submit your entry and close the survey!

BICYCLIST: PORTLAND - NE MULTNOMAH ST.



Default Question Block

Dear Bicyclist,

My name is Chris Monsere and I am a faculty member at Portland State University in the Department of Civil and Environmental Engineering. I am the principal investigator on a project researching protected bikeways (also called "cycle tracks") in six cities across the country.

Hearing from bicyclists like yourself is a very important part of this study. We are only sampling a select number of bicyclists near the NE Multnomah Street protected bikeway. Therefore, every response is very important and we hope you will participate. We will share our findings with the Portland Bureau of Transportation and hope that the results will help in future plans for improving bicycling in cities around the United States.

The survey, which starts on the next page, should take about 10-20 minutes. Your participation in the study is voluntary and you may stop taking the survey at any time with no consequences

The postcard that you received has a unique number that only identifies where and when we handed you the postcard. We will protect the confidentiality of your individual survey response. None of your responses will be linked to your name or other identifying personal information

To say thank you, all people who complete their survey by October 17, 2013 will be entered into a drawing for one of three \$100 Amazon.com gift cards. You will be asked to enter your name and a way to contact you at the end of the survey – this information is voluntary and will not be connected to your survey data.

If you have concerns or problems about your participation in this study or your rights as a research subject, please contact the Human Subjects Research Review Committee, Office of Research and Strategic Partnerships, Market Center Building Suite 620, Portland State University, (877-480-4400). If you have questions about the study itself, please contact our research team directly at streets@pdx.edu or 503-725-2875.

Sincerely,

Christopher M. Monsere, Ph.D., P.E., Associate Professor & Associate Chair Civil and Environmental Engineering Portland State University

Do you agree to participate in this survey?

No

Ye

When you received the postcard for this survey, where were you . . .

				Place			Can you provide an address or closest intersection to this place?
	Home	Work	School	Shopping / Errands	Just out riding	Other	Address/Intersection
coming FROM on your bicycle?	0		0	0	0	0	
going TO on your bicycle?	0						

If you selected other, please explain:

NE Multnomah Protected Bikeway

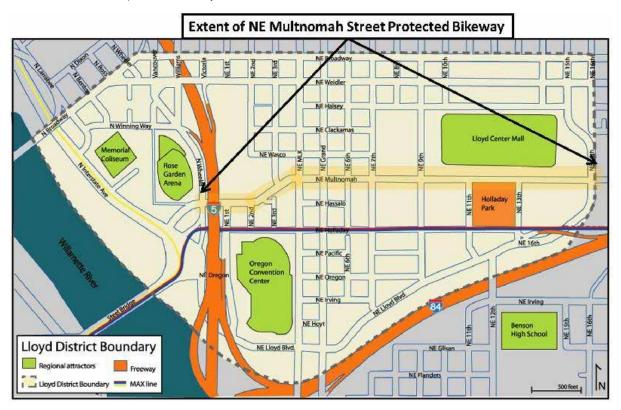
A protected bikeway, also known as a "cycle track," was recently built on NE Multnomah Street from NE Wheeler Avenue to NE 16th Street. In most places, the number of standard traffic lanes was reduced to add a bicycle lane with a painted "buffer" area, plastic "flexposts," and planters that separate the bikeway from the motor vehicle traffic lanes (see pictures below). The following questions are related to this protected bikeway.

NE Multnomah before and now:





Extent of NE Multnomah protected bikeway



How often do you ride a bicycle on this part of NE Multnomah Street?

- This was my first time
- Less than once a month
- A few times a month
- A few times a week
- Daily

How comfortable do you feel when bicycling in the NE Multnomah protected bikeway?

- (1) Very Uncomfortable
- (2)
- (3)
- (4)
- (5)
- (6) Very Comfortable

Since the NE Multnomah protected bikeway was built, do you travel on this route:

Less irequently
More frequently
About the same
This was my first time on this route

When bicycling on NE Multnomah Street between NE Wheeler Avenue and NE 16th Avenue, how often do you ride on the following:

	Always	Most of the time	Some of the time	Never	
Protected bikeway, including the mixing area at intersections	0	0	0	0	
Standard traffic lanes	0		0		
Curb Area			0		
Sidewalk			0		

Consider the trip you were making when you were handed the postcard. Before the NE Multnomah protected bikeway was built, how would you have made this trip?

By bicycle, using this same route						
by bioyolo, doing the came loads						
By bicycle, using another route - (Please specify which route)						
By foot						
By public transportation						
By car						
By taxi						
I would NOT have taken this trip						
Other (please specify below)						

About Changes due to the Protected Bikeway

Because of the NE Multnomah protected bikeway . . .

	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
I feel the safety of bicycling on NE Multnomah Street has	0	0	0	0	0	0
the time it takes me to bicycle on NE Multnomah has	0					
the usefulness of NE Multnomah for getting to places I want to go has \dots	0					0
how often I stop at shops and businesses on NE Multnomah has						
	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
how comfortable I feel when bicycling on NE Multnomah Street has	0					
drivers' awareness of people biking on NE Multnomah has	0					
drivers' speeds on NE Multnomah have	0					
how often I ride a bicycle overall has	0					
	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
the difficulty of navigating around turning motor vehicles has	0					
the difficulty of navigating around pedestrians has						
the difficulty of making a right off of NE Multnomah Street while bicycling has						

Your Opinions about the Protected Bikeway

Please indicate if you agree or disagree with the following statements about the protected bikeway:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I would go out of my way to ride on NE Multnomah Street compared to other streets.	0	0	0	0	0
Taking NE Multnomah is the most direct bicycle route to my destination.	0		0	0	0
When bicycling on NE Multnomah, I always ride in the protected bikeway.	0	0	0		0
The <u>buffer section with planters</u> between the traffic lanes and the bikeway makes me feel safe.	0	0	0		0
	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The <u>buffer section with plastic flexposts</u> between the traffic lanes and the bikeway makes me feel safe.	0		0		0
The <u>buffer section with a painted/striped buffer</u> between the traffic lanes and the bikeway makes me feel safe.	0			0	0
Leaves and debris in the protected bikeway are worse than other places I ride.	0			0	0
The protected bikeway is wide enough for me to ride comfortably.	0			0	0
	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The protected bikeway is wide enough for one bicyclist to pass another.	0		0		0
The protected bikeway is wide enough for two people to comfortably ride side-by-side.	0		0		0
If I am bicycling with another adult, I would prefer to ride side-by-side.	0	0	0		0
The protected bikeway is safer than other bikeways in Portland.	0	0	0		0

Please indicate if you disagree or agree with the following statements about the effectiveness of the NE Multnomah protected bikeway:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The protected bikeway makes it clear where cars can be and where the designated bicycle lanes are.	0	0	0	0	0
The intersection signals, signs, and street markings make it clear who has the right-of-way at intersections.	0	0	0	0	
The buffer, flexposts, and planters effectively separate bikes from cars.	0	0		0	0
The buffer, flexposts, and planters do a good job at protecting bikes from cars.	0	0	0		0
The protected bikeway makes drivers and bicyclists more predictable.	0	0	0		0
The protected bikeway makes it clear where pedestrians and bicyclists should be.	0	0	0		0
The protected bikeway design effectively separates bicyclists from pedestrians.	0	0	0		0

What do you think it means when the pavement is painted green along the bikeway? (Please enter your response in the box below.)

	lo you think it means when the pavement is painted yellow ("beeswax") along the bikeway? (Please enter your	response in the box
elow.)		•

About What you Encounter in the Protected Bikeway

Please indicate <u>how often you have observed the following</u> on your rides in the NE Multnomah protected bikeway, <u>AND whether you think this is a problem</u> that needs to be addressed.

			encounter the for	How mucl	n of a proble	em is this?	
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major Problem
Cars parking	0	0	0	0	0	0	0
Cars loading or unloading passengers	0				0		
Delivery vehicles loading or unloading	0				0		
Taxis							
Cars/trucks driving where they are not supposed to (in the protected bikeway)	0	0	0	0	0	0	0
Cars/trucks waiting to make turns OFF of NE Multnomah Street	0	0		0	0	0	0
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major Problem
Cars/trucks waiting to pull out ONTO NE Multnomah Street	0	0		0	0	0	0
People walking in the protected bikeway	0				0		
People standing in the protected bikeway while waiting to cross the street	0	0	0	0	0	0	0
Bicyclists traveling in the WRONG direction	0				0		
Buses loading and unloading passengers	0				0		

About What You Encounter in the Protected Bikeway

At certain points along the NE Multnomah protected bikeway, the buffer is discontinued for a short distance and buses pull over to the curb to load and unload (see photo below).





If you encountered this bus stopped in front of you, what would you do:

	Stop and wait for the bus to move
0	0

- Go around the bus on the left
- Go up onto the sidewalk to go around
- Other (please describe)

While riding on the NE Multnomah protected bikeway, have you ever had collisions or near-collisions with other people or objects on the road?

- Yes, a collision
- Yes, a near-collision
- No, neither

If you have been involved in a collision or near-collision, please indicate what other people or objects were involved? (Check all that apply)

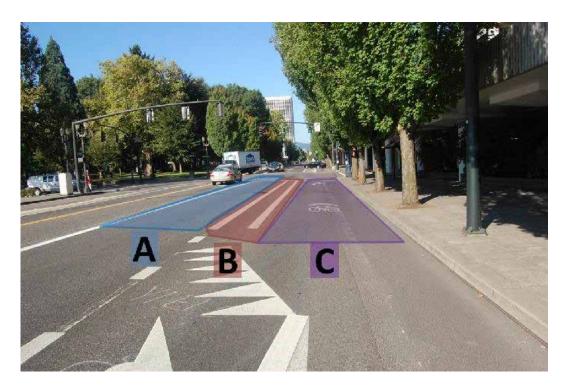
	Collision	Near Collision
Another bicyclist		
A pedestrian		
A <u>turning</u> car		
A <u>parking</u> car		
A parked car		
A delivery truck		
A bus		
A taxi		
One of the concrete planters		
One of the protected bikeway plastic flexposts		
Other stationary object (please describe).		
Something else (please describe).		

Please provide a brief description of the collision(s) you were involved in while riding a bicycle in the protected bikeway.

	l,

About Intersections

At some intersections along NE Multnomah Street, the buffer ends as the bikeway approaches the intersection (see photo below).



Please indicate whether you think the person should be in the space designated by A, B, or C for each scenario (select all that apply) . . .

	А	В	С
A motorist turning right should be in			
A bicyclist continuing straight should be in			
A bicyclist turning right should be in			

Referring to the photo above, please indicate your level of agreement with the following statements:

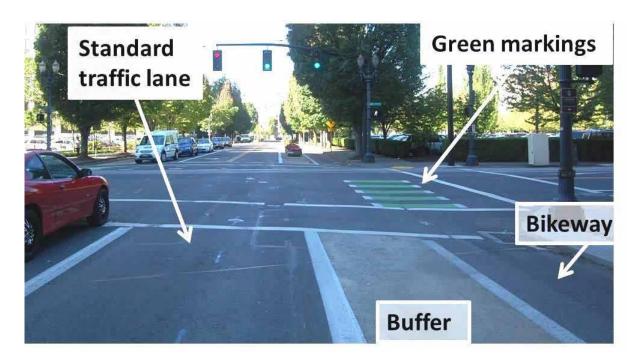
	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I understand where I am supposed to ride when approaching the intersection.	0	0	0	0	0
Right-turning motorists generally yield to bicyclists who are continuing straight.	0		0	0	
Motorists generally understand how to make right turns at these intersections.	0		0	0	
Right-turning cars rarely block my pathway when I am					

1/10/14	
---------	--

Qualities out vey software					
going straight.					
often see motorists making right turns from the lanes to the left of bicyclists.	0	0	•	0	0
I generally feel safe when bicycling through the intersections like this one.		0			0

About Intersections (continued)

At some intersections along NE Multnomah Street, the painted buffer continues to the intersection and right-turning motor vehicles make their right turns from the standard traffic lane to the left of the buffer. There are green painted markings in the intersection. (See picture below).



Indicate your level of agreement with the following statements

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Turning motorists generally yield to bicyclists when bicyclists are going straight and cars are turning right.	0	0	0	0	0
Motorists generally understand how to make right turns at these intersections.	0		0	0	0
Cars rarely block my pathway through these intersections.	0		0	0	
I generally feel safe when bicycling straight at these intersections when cars are turning right.	0		0	0	0

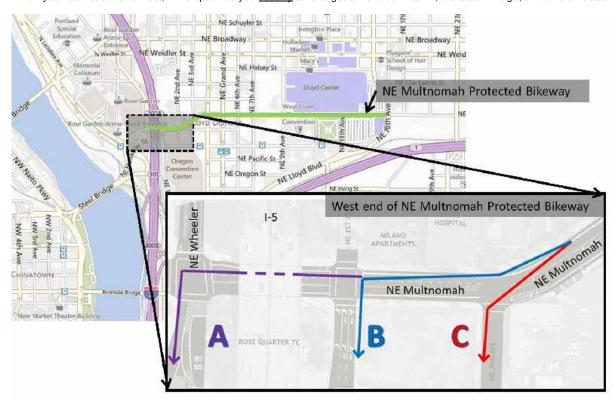
Do you ever use the NE Multnomah protected bikeway to head south and west (e.g. to get downtown, to the Steel Bridge, and/or the Eastbank Esplanade)?

Yes

No

I'm not sure

When you head south and west, which path do you usually take to get toward downtown, the Steel Bridge, and/or the Eastbank Esplanade?



- O I continue on NE Multnomah and go left at NE Wheeler (Path A)
- I go left at 1st Avenue (Path B)
- I merge out of the protected bikeway and go left at 2nd Avenue (Path C)
- Other (please describe)

Loading and Drop-Off Zone

At one mid-block location between 6th and 7th Avenues, there is a pull-out for vehicles to load and unload and to access the metered parking spots. (See photo below)





Please indicate if you agree or disagree with the following statements about the loading zone:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I often encounter motor vehicles pulling into or out of this location.	0	0	0	0	0
Stopped vehicles at this loading zone usually pull all the way into the pull-out and allow enough space for bicyclists to pass on the left.	0	0	0		0
Most motorists pay attention to bicyclists when entering and exiting the loading zone area.	0			0	0
I feel comfortable bicycling around vehicles in the loading zone.	0				

Overall Impressions of the Protected Bikeway

What is the best thing about the protected bikeway?						
		1				
,						
What should be improved about the protected bikeway?						

About Bicycling and Comfort

Regardless of whether you currently bicycle in all of the following situations, please consider how comfortable you would be riding a bicycle in each place:

Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
	0	•	0	©	•



(A) On a path or trail separate from the street



(B) On a commerciaNE Multnomah Street with two lanes of traffic in each direction, with traffic speeds of 35 miles per hour, on-street car parking, and no bikeway



(C) On a similar street to (B), but with a striped bikeway



(D) On a similar street to (B), but with a physically separated bikeway

 Very
 Very

 Uncomfortable
 Comfortable

 (1)
 (2)
 (3)
 (4)
 (5)
 (6)

How comfortable would you feel bicycling on a commercial street with two lanes of traffic in each direction, with traffic speeds of 35 miles per hour (Situation D above), but with the following types of separation from traffic:

Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
•	0	0	0	0	•

... With a painted buffer and parked cars



. . . With a 2-3 foot buffer and plastic flexposts



. . . With a painted 2-3 foot buffer



. . . With planters separating the bikeway



. . . With a solid painted buffer



. . . with a raised concrete curb

•	0	0	0	•	0
•	0	•	•	•	0
Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
•				•	0
•	©	©	©	0	0

Indicate if you agree or disagree with the following statements:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Most drivers follow the rules of the road.	0	0	0	0	0
Most drivers are predictable.	0		0		
Most bicyclists follow the rules of the road.					
Most bicyclists are predictable.					
Most pedestrians follow the rules of the road.			0		
Most pedestrians are predictable.	0				

_						
Δ	h	٦H	ıt	v	ΩU	1

We have a few questions about you so that we may understand the characteristics of our survey respondents.

Do you	ı have	а	curre	nt:
--------	--------	---	-------	-----

	Yes	No
Driver's License	0	0
Transit Pass	0	0
Car-share membership	©	0

How many working motor vehicles does your household own or lease? (Do not include motorhomes).

•

How many working adult bicycles does your household own?

•

What is your home zip code?

5	diait	zin	code.		

INCLUDING YOURSELF, how many people live in your household?

# Adults:	
# Children:	

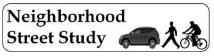
What is your gender?

What is your age?
Years
Do you consider yourself: (select all that apply)
American Indian or Alaska Native
Asian
Black or African American
Hispanic or Latino/a
White or Caucasian
Other:
What is your employment status? (Select all that apply)
I work outside the home -> What is the zip code of your place of work?
1 work outside the nome -> what is the 21p code of your place of work:
I go to school outside the home -> What is the zip code of your school?
□ I work from home
Not employed at this time
What is your annual household income?
Less than \$25,000
\$25,000 to less than \$50,000
\$50,000 to less than \$75,000
\$75,000 to less than \$100,000
\$100,000 to less than \$200,000
\$200,000 or more
I prefer not to provide this information
What is the highest level of school you havecompleted?
Some high school or less
0
High school diploma or GED
Some College
Trade/Vocational School
Associate Degree Four year callege degree or more.
Four-year college degree or moreOther (please specify):
entile (pieces specify).

IT	Qualities out vey software
Is there anything else that you would I	te to tell us?
That's all the questions we have. Wou	d you like to be entered into a drawing for one of three \$100 gift cards to Amazon.com?
Yes, I would like to be entered	n the drawing (I'll enter my name on the next page).
No thanks. I will complete my	urvey by clicking the ">>" button below
Enter your name and some way for us	o get a hold of you below. We will only use this information to contact you if your entry is selected t
	Il not be associated with any of your survey responses.
Name	
Phone or email	

Thanks for taking the survey - please make sure to click the ">>" button below to submit your entry and close the survey!

BICYCLIST: SAN FRANCISCO - OAK AND FELL STREETS



Default Question Block

Dear Bicyclist,

My name is Chris Monsere and I am a faculty member at Portland State University in the Department of Civil and Environmental Engineering. I am the principal investigator on a project researching separated bikeways in six cities across the country.

Hearing from bicyclists like yourself is a very important part of this study. We are only sampling a select number of bicyclists near the Oak and Fell Street separated bikeways (also known as "cycle tracks"). Therefore, every response is very important and we hope you will participate. We will share our findings with the City of San Francisco and hope that the results will help in future plans for improving bicycling in cities around the United States.

The survey, which starts on the next page, should take about 20 minutes. Your participation in the study is voluntary and you may stop taking the survey at any time with no consequences.

The postcard that you received has a unique number that only identifies where and when we handed you the postcard. We will protect the confidentiality of your individual survey responses. None of your responses will be linked to your name or other identifying personal information.

To say thank you, all people who complete their survey by 09/09/2013 will be entered into a drawing for one of three \$100 Amazon.com gift cards. You will be asked to enter your name and a way to contact you at the end of the survey – this information is voluntary and will not be connected to your survey data.

If you have concerns or problems about your participation in this study or your rights as a research subject, please contact the Human Subjects Research Review Committee, Office of Research and Strategic Partnerships, Market Center Building Suite 620, Portland State University, (877-480-4400). If you have questions about the study itself, please contact our research team directly at streets@pdx.edu or 503-725-2875.

Sincerely,

Christopher M. Monsere, Ph.D., P.E. Associate Professor & Associate Chair Civil and Environmental Engineering Portland State University

Dο	VOII	agree	to	narticinate	in	this	survey?

- No
- Yes

When you received the postcard for this survey, where were you \ldots

				Place			Can you provide an address or closest intersection to this place?
	Home	Work	School	Shopping / Errands	Just out riding	Other	Address/Intersection
coming FROM on your bicycle?	0		0	0			
going TO on your bicycle?	0			0		0	

,	, p		

When	you received	I the postcard	d for this survey.	were vo	u riding on

Oak Street

If you selected other, please explain:

- Fell Street
- Other

What type of bicycle were you riding when you received the postcard?

- Personal Bicycle
- Bike Share Bicycle
- Rental Bicycle
- Other (please specify):

Oak Street Separated Bikeway

A separated bikeway, also known as a "cycle track", was recently built on Oak Street between Baker Street and Scott Street. Bike lanes are separated from other traffic lanes by a combination of a striped "buffer" zone and plastic "flexposts" (see picture below).





The next set of questions is about the Oak Street separated bikeway.

Have you ridden a bicycle in the Oak Street separated bikeway since it was installed?

- Yes
- No

How often do you ride a bicycle on this part of Oak Street?

- This was my first time
- Less than once a month
- A few times a month
- A few times a week
- Daily

How comfortable do you feel when bicycling in the Oak Street separated bikeway?

- (1) Very Uncomfortable
- A (0)

(3)
(4)
(5)
(6) Very Comfortable
Since the Oak Street separated bikeway was built, do you travel on this ro

Less frequently More frequently

(2)

- About the same
- This was my first time on this route

When bicycling on Oak Street between Baker Street and Scott Street, how often you ride on the following:

	Always	Most of the time	Some of the time	Never
Separated bikeway	0	0	0	0
Standard traffic lanes	0		0	
In the gutter, near the curb	0		0	
Sidewalk	0			

Consider the trip you were making when you were handed the postcard. Before the Oak Street separated bikeway was built, how would you have made this trip?

By bicycle, using this same route
By bicycle, using another route - (Please specify which route):
By foot
By public transportation
By car
By taxi
I would NOT have taken this trip
Other (please specify below)

About Changes Due to the Separated Bikeway

Because of the Oak Street separated bikeway . . .

	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
I feel the safety of bicycling on Oak Street has	0	0	0	0	0	0
the time it takes me to bicycle on Oak Street has	0					
the usefulness of Oak Street for getting to places I want to go has	0					
how often I stop at shops and businesses on Oak Street has	0					
how comfortable I feel when bicycling on Oak Street has	0					
drivers' awareness of people biking on Oak Street has	0					
drivers' speeds on Oak Street have	0					
how often I ride a bicycle overall has	0					
the difficulty of navigating around turning motor vehicles has	0					
the difficulty of navigating around pedestrians has	0					

Please indicate if you agree or disagree with the following statements about the Oak Street separated bikeway:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I would go out of my way to ride on Oak Street compared to other streets.	0	0	0	0	0
Taking Oak Street is the most direct bicycle route to my destination.			0	0	
The buffer with the striped paint and plastic flexposts between the traffic lanes and the bikeway makes me feel safe.	0	0	0	0	0
Leaves and debris in the separated bikeway are worse than other places I ride.		0	0	0	
The separated bikeway is wide enough for me to ride comfortably.	0		0	0	0
The separated bikeway is wide enough for one bicyclist to pass another.	0	0	0	0	0
The separated bikeway is wide enough for two people to comfortably ride side-by-side.			0	0	
If I am bicycling with another adult, I would prefer to ride side-by-side.		0	0	0	
The separated bikeway is safer than other bike lanes in San Francisco.	0	0	0	0	

Please indicate if you agree or disagree with the following statements about the effectiveness of the Oak Street separated bikeway:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The separated bikeway makes it clear where cars can be and where the designated bicycle lanes are.	0	0	0	0	0
The intersection signals, signs, and street markings make it clear who has the right-of-way at intersections.	0	0	0	0	
The buffer effectively separates bikes from cars.	0		0		
The buffer does a good job at protecting bikes from cars.	0				
The separated bikeway makes drivers and bicyclists more predictable.	0	0	0	0	
The separated bikeway makes it clear where bicyclists and pedestrians should be.	0	0		0	
The separated bikeways' design effectively separates bicyclists from pedestrians.	0	0	0	0	

Intersection of Oak Street and Divisadero Street

At the intersection of Oak Street and Divisadero Street, the bikeway shifts out toward the motor vehicle traffic lane and right-turning motor vehicles cross the bike lane to complete their turns. This area is called a "mixing zone" (See picture below). Sometimes the green-marked bike lane is called an "advisory lane."





Indicate your level of agreement with the following statements

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I understand where I am supposed to ride when approaching the intersection.	0	0	0	0	0
I usually follow the bicycle lane marking and move over to the left (into the green marked bike lane) when approaching the intersection.	0	•	0	0	0
Turning motorists generally yield to bicyclists when moving through the mixing zone and into the right-turn lane.	0	0	0	0	0
Motorists generally understand how to make right turns at these intersections.	0		0	0	
Cars rarely block my pathway through the mixing zone.	0				
I often see motorists making right turns from the wrong lane (i.e. the lanes to the left of the cycle track rather	•	0	0	0	
than the right-tum lane).					
I generally feel safe when bicycling through the mixing zone.	0	0	0	0	
I generally feel safe when I am in the green marked lane next to the right-turn lane.	0		0		

Intersection of Oak Street and Broderick Street

At the intersection of Oak Street and Broderick Street, the separated bikeway becomes a "mixing zone" and right-turning motor vehicles cross the bike lane to complete their turns. The mixing zone at this intersection uses white bicycle markings on a green background. There is also a "bike box" at the intersection. (See picture below).





Indicate your level of agreement with the following statements

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I understand where I am supposed to ride when approaching the intersection.	0	0	0	0	0
Turning motorists generally yield to bicyclists when moving through the mixing zone to take a right turn.	0			0	
Motorists generally understand how to make right turns at these intersections.	0	0	0	0	
Cars rarely block my pathway through the mixing zone.	0				
I often see motorists making right turns from the wrong lane (i.e. the lanes to the left of the mixing zone rather than the right-turn lane).	0	0	0	0	0
I generally feel safe when bicycling through the mixing zone.	0	0	0	0	
When the traffic light is red, I use the bike box to wait for a green light.	0	0	0	0	
It is easy for me to make my way into the bike box when the traffic light is red and there are cars stopped in the right-turn lane in front of me.	0	0	0	0	0

Bicycle Signal: Intersection of Oak Street and Broderick Street

As you travel east on Oak Street (toward downtown), a new bicycle signal has been installed at the intersection of Oak Street and Broderick Street (see picture below). Previously, there was no bike signal. Now there are bicycle signals on the near and far side of the intersection with Broderick Street.





	① Yes
	○ No
	I have never noticed the bike signal
When r	ding on Oak Street, do you most often
	Follow the standard traffic signals (stop on the red, go on the green)
	Follow the bicycle signals (stop on bike red, go on bike green)
	Other (please explain)

Have you bicycled through this intersection travelling east since the bicycle signal was installed?

Because of the changes to this intersection:

	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
how safe I feel bicycling through this intersection has	0	0	0	0	0	0
how stressful bicycling through this intersection is has	0	0	0	0	0	0
how long I have to wait for a green signal to get through the intersection has	0	0				
how likely I am to wait for the signal to turn green has	0	0	0			0

How	comfortable	do vou	feel	bicyclina	through	this inter	section?

	(1) Very Uncomfortable
	(2)
	(3)
	(4)
	(5)

(6) Very Comfortable

Do you ride through this intersection differently now than you did before the changes were made?

Yes

No

How have you changed how you ride through th	e intersection?		
Consider when you are traveling the whole leng	th of Oak Street between Bake	become more difficult	No opinion/don't know
Since the installation of the bicycle signal, hitting most or all green lights on Oak Street has	0	0	0
<u>_eft Turns</u> When you bicycle on the Oak Street separated b	oikeway, do you ever make left	turns off of Oak Street?	
Yes	,, ,		
No, I don't ever need to			
No, I'm not comfortable making left turns	out of the cycle track		
How do you make your left turn from the separa	ted bikeway?		
I leave the separated bikeway before the	intersection and ride over to the le	oft lane to make my turn	
I ride to the intersection and cross in the	crosswalk when the light is red		
Other (please describe)			

About What You Encounter in the Separated Bikeway

Please indicate how often you have observed the following on your rides in the Oak Street separated bikeway, AND whether you think this is a problem that needs to be addressed

	How often do you encounter the following IN the Protected Bikeway?				How mucl	n of a proble	em is this?
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major Problem
Cars parking	0	0	0	0	0	0	0
Cars loading or					0		
unloading passengers							
Delivery vehicles loading or unloading					0		
Taxis					0		
Cars/trucks driving where they are not supposed to (in the bikeway)	0	0	0	0	0	0	0
Cars/trucks waiting to make turns OFF of Oak Street		0		0	0	0	0
Cars/trucks waiting to pull out ONTO Oak Street		0		0	0	0	0
People walking in the bikeway		0	0	0	0	0	0
People standing in the bikeway while	-	-	_				_

Ouglitrian	Curs ou Coffings	
Qualifics	Survey Software	

waiting to cross the street	0	0		0	0	
Bicyclists traveling in the WRONG direction	0		0			

While riding in the Oak Street separated bikeway, have you had collisions or near-coll	

Yes, a collision

Yes, a near-collision

No, neither

If you have been involved in a collision or near-collision, please indicate what other people or objects were involved.

Check all that apply.

	Collision	Near Collision
Another bicyclist		
A pedestrian		
A turning car		
A <u>parking</u> car		
A <u>parked</u> car		
A delivery truck		
A bus		
A taxi		
One of the plastic flexposts		
Other stationary object (please describe).		
Something else (please describe).		

Please provide a brief description of the collision(s) you were involved in while riding a bicycle in the bikeway.

	ı

Fell Street Separated Bikeway

A separated bikeway, also known as a "cycle track", was recently built on the left side of Fell Street between Scott Street and Baker Street. Bike lanes are separated from other traffic lanes by a combination of a striped "buffer" zone and plastic "flexposts" (see picture below).





The next set of questions are about the Fell Street separated bikeway.

Have you ridden a bicycle in the Fell Street separated bikeway since it was installed?

- Yes
- No

How often do you ride a bicycle on this part of Fell Street?

- This was my first time
- Less than once a month
- A few times a month
- A few times a week
- Daily

How comfortable do you feel when bicycling in the Fell Street separated bikeway?

- (1) Very Uncomfortable
- (2)
- (3)
- (4)
- (5)
- (6) Very Comfortable

Since the Fell Street separated bikeway was built, do you travel on this route:

- Less frequently
- More frequently

(100)	About	tho	came

This is my first time on this route

When bicycling on Fell Street between Scott Street and Baker Street, how often you ride on the following:

	Always	Most of the time	Some of the time	Never
Separated bikeway	0	0	0	0
Standard traffic lanes	0	0		
In the gutter area, near the curb	0	0		
Sidewalk				

Consider the trip you were making when you were handed the postcard. Before the Fell Street separated bikeway was built, how would you have made this trip?

By bicycle, using this same route	
By bicycle, using another route - (Please specify which route):	
O By foot	
By public transportation	
By car	
O By taxi	
I would NOT have taken this trip	
Other (please specify below)	
	1

About Changes due to the Separated Bikeway

Because of the FeII Street separated bikeway \ldots

	Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
I feel the safety of bicycling on Fell Street has	0	0	0	0	0	0
the time it takes me to bicycle on Fell Street has	0					
the usefulness of Fell Street for getting to places I want to go has	0					
how often I stop at shops and businesses on Fell Street has	0					
how comfortable I feel when bicycling on Fell Street has	0					
drivers' awareness of people biking on Fell Street has	0					
drivers' speeds on Fell Street have	0					
how often I ride a bicycle overall has	0					
the difficulty of navigating around turning motor vehicles has	0					
the difficulty of navigating around pedestrians has						

Your Opinions About the Separated Bikeway

Please indicate if you agree or disagree with the following statements about the Fell Street separated bikeway:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I would go out of my way to ride on Fell Street compared to other streets.	0	0	0	0	0
Taking Fell Street is the most direct bicycle route to my destination.		0	0	0	0
The buffer with the striped buffer and plastic flexposts between the traffic lanes and the bikeway makes me feel safe.	0		0	0	0
Leaves and dehris in the senarated hikeway are worse					

Qualtrics Survey Software						
than other places I ride.	0					
The separated bikeway is wide enough for me to ride comfortably.	0	0	0	0	0	
The separated bikeway is wide enough for one bicyclist to pass another.	0	0	0	0	0	
The separated bikeway is wide enough for two people to comfortably ride side-by-side.	0	0	0	0	0	
If I am bicycling with another adult, I would prefer to ride side-by-side.	0	0	0	0	0	
The separated bikeway is safer than other bike lanes in San Francisco.	0	0				

Please indicate if you disagree or agree with the following statements about the effectiveness of the Fell Street separated bikeway:

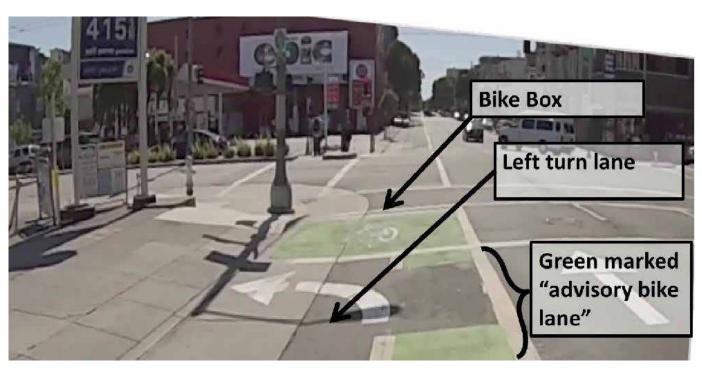
	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The separated bikeway makes it clear where cars can be and where the designated bicycle lanes are.	0	0	0	0	0
The intersection signals, signs, and street markings make it clear who has the right-of-way at intersections.	0	0	0	0	
The buffer effectively separates bikes from cars.					
The buffer does a good job at protecting bikes from cars.	0				
The separated bikeway makes drivers and bicyclists more predictable.	0	0	0	0	0
The separated bikeway makes it clear where bicyclists and pedestrians should be.	0	0	0	0	
The separated bikeways' design effectively separates bicyclists from pedestrians.	0	0	0	0	0

Intersection of Fell Street and Divisadero Street

At the intersection of Fell Street and Divisadero Street, the separated bikeway shifts out toward the motor vehicle traffic lane and left-turning motor vehicles cross the bike lane to complete their turns. This area is called a "mixing zone" (See picture below). Sometimes the green-marked bike lane is called an "advisory lane."

The second photo is the same intersection, closer to the intersection.





Indicate your level of agreement with the following statements

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I understand where I am supposed to ride when approaching the intersection.	0	0	0	0	0
I usually follow the bicycle lane marking and move over to the right (into the green marked bike lane) when approaching the intersection.	0	0	0	0	0
Turning motorists generally yield to bicyclists when moving through the mixing zone and into the left-turn lane.	0	0	0	0	0
Motorists generally understand how to make left turns at these intersections.	0		0	0	0
Cars rarely block my pathway through the mixing zone.	0				
I often see motorists making left turns from the wrong lane (i.e. the lanes to the right of the cycle track rather than the left-turn lane).	0	0	0	0	0
I generally feel safe when bicycling through the mixing zone.	0		0	0	0
I generally feel safe when I am in the green marked lane next to the left-turn lane.	0	0		0	0
When the traffic light is red, I use the bike box to wait for a green light.	0	0	0	0	0

It is easy for me to make my way into the bike box when the traffic light is red and there are cars stopped in the left-turn lane in front of me.

Intersection of Fell Street and Broderick Street

At the intersection of Fell Street and Broderick Street, the separated bikeway becomes a "mixing zone" for bicycles and left-turning motor vehicles. The mixing zone at this intersection uses green painted bars across the lane (See picture below).



Indicate your level of agreement with the following statements

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I understand where I am supposed to ride when approaching the intersection.	0	0	0	0	0
Turning motorists generally yield to bicyclists when moving through the mixing zone to take a left turn.	0	0	0	0	0
Motorists generally understand how to make left turns at these intersections.	0		0	0	0
Cars rarely block my pathway through the mixing zone.	0				
I often see motorists making left turns from the wrong lane (i.e. the lanes to the right of the mixing zone rather than the lane with the mixing zone).	0	0	0	0	
I generally feel safe when bicycling through the mixing zone.	0	0	0	0	0

Right Turns

When you bicycle on the Fell Street separated bikeway, do you ever make right turns off of Fell Street?

- Yes
- No, I don't ever need to
- $\bigcirc\hspace{0.1cm}$ No, I'm not comfortable making left turns out of the cycle track

How do yo	ou make your right turn from the separated bikeway?
	I leave the separated bikeway before the intersection and ride over to the right lane to make my turn
	I ride to the intersection and cross in the crosswalk when the light is red
	Other (please describe)

About What You Encounter in the Cycle Track

Please indicate how often you have observed the following on your rides in the Fell Street separated bikeway, AND whether you think this is a problem that needs to be addressed

	How often do you encounter the following IN the Protected Bikeway?			How mucl	n of a proble	em is this?	
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major Problem
Cars parking	0	0	0	0	0	0	0
Cars loading or unloading passengers	0				0		
Delivery vehicles loading or unloading	0	0			0	0	0
Taxis	0						
Cars/trucks driving where they are not supposed to (in the bikeway)	0	0	0	0	0	0	
Cars/trucks waiting to make turns OFF of Fell Street	0	0		0	0	0	0
Cars/trucks waiting to pull out ONTO Fell Street	0	0		0	0	0	0
People walking in the bikeway	0	0			0	0	
People standing in the bikeway while waiting to cross the street	0	0	•	0	0	0	
Bicyclists traveling in the WRONG direction	0	0		0	0	0	

While riding in the Fell Street separated bikeway, have you had collisions or near-collisions with other people or objects on the road?

Yes	а	col	lision	

If you have been involved in a collision or near-collision, please indicate what other people or objects were involved.

Check all that apply.

	Collision	Near Collision
Another bicyclist		
A pedestrian		
A <u>turning</u> car		
A <u>parking</u> car		
A parked car		
A delivery truck		
A bus		
A taxi		
One of the plastic flexposts		

Yes, a near-collision

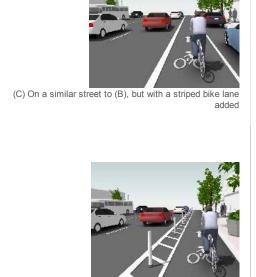
No, neither

Other stationary o	bject (please describe).		
Something	else (please describe).		
Please provide a brief des	cription of the collision(s	s) you were involved in while riding	a bicycle in the bikeway.
			A
Overall Impressions o	f the Separated Bike	<u>way</u>	
What is the best thing abo	ut the separated bikeway	y?	
What should be improved	about the senarated bike	away?	
What should be improved	about the separated bike	zway :	

About Bicycling and Comfort

Regardless of whether you currently bicycle in all the following situations, please consider how comfortable you would be riding a bicycle in each place:



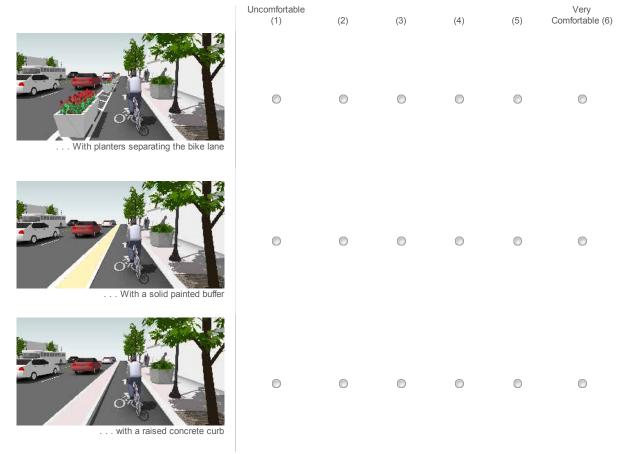


(D) On a similar street to (B), but with a physically separated bike lane

0	0	0	0	0

How comfortable would you feel bicycling on a commercial street with two lanes of traffic in each direction, with traffic speeds of 35 miles per hour (Situation D above), but with the following types of separation from traffic:

	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
With a painted buffer and parked cars		0	•	•	•	•
With a 2-3 foot buffer and plastic flexposts		•	•	•	•	•
With a painted 2-3 foot buffer		0	•	•	•	•



About People you Encounter on the Street

Please indicate if you agree or disagree with the following statements:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Most drivers follow the rules of the road.	0		0		0
Most drivers are predictable.	0				
Most bicyclists follow the rules of the road.	0				
Most bicyclists are predictable.	0				
Most pedestrians follow the rules of the road.	0				
Most pedestrians are predictable.	0				

About You

We have a few questions about you so that we may understand the characteristics of our survey respondents.

Do you have a current:

	Yes	No
Driver's License	©	•
Transit Pass	©	©
Bike-share Membership	©	©
Car-share Membership		

How many working motor vehicles does your household own or lease? (Do not include motorhomes).

# Vehicles (Enter 0 if None)		
How many working adult bicycles does your house	shold own?	
# Adult bicycles (Enter 0 if None)		
INCLUDING YOURSELF, how many people live in y	our household?	
# Adults		
# Children: (Enter 0 if None)		
What is your home zip code?		
E digit zin onder		
5 digit zip code:		
What is your gender?		
What is your genuer:		
Male ©	Female	©
9		
What is your age?		
Years		
Do you consider yourself: (select all that apply)		
American Indian or Alaska Native		
Asian		
Black or African American		
Hispanic or Latino/a		
White or Caucasian Other (specify)		
Other (specify)		
What is your employment status? (Select all that a	apply)	
$\hfill \blacksquare$ I work outside the home -> What is the zip	code of your place of work?	
_		
I go to school outside the home -> What is	the zip code of your school?	
I work from home		
Not at this time		

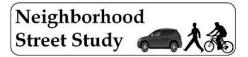
What is your annual household income?

Less than \$25,000

\$25,000 to less than \$50,000		
\$50,000 to less than \$75,000		
\$75,000 to less than \$100,000		
\$100,000 to less than \$200,000		
\$200,000 or more		
 I prefer not to provide this information 		
How many years of school have you completed?		
Some high school or less		
High school diploma or GED		
Some College		
Trade/Vocational School		
Associate Degree		
 Four-year college degree or more 		
Other (please specify):		
le thous equities also that you would like to tall yet	2	
Is there anything else that you would like to tell us?	<i>t</i>	
		1
	<i>h</i>	
That's all the questions we have. Would you like to	o be entered into a drawing for one of three \$100 gift cards to Amaz	on.com?
Yes, I would like to be entered in the drawing	g (I'll enter my name on the next page).	
No thanks. I will complete my survey by click	king the ">>" button	
Enter your name and some way for us to get a hold receive a gift card. This information will not be ass	d of you below. We will only use this information to contact you in a sociated to any of your survey responses.	the event that your entry is selected to
Name		
Phone or email		

Thanks for taking the survey - please make sure to click the ">>" button to submit your entry and close the survey!

BICYCLIST: WASHINGTON DC - L STREET



Default Question Block

Dear Bicyclist,

My name is Chris Monsere and I am a faculty member at Portland State University in the Department of Civil and Environmental Engineering. I am the principal investigator on a project researching separated bicycle lanes in six cities across the country.

Hearing from bicyclists like yourself is a very important part of this study. We are only sampling a select number of bicyclists near the L Street cycle track. Therefore, every response is very important and we hope you will participate. We will share our findings with the District Department of Transportation and hope that the results will help in future plans for improving bicycling in cities around the United States.

The survey, which starts on the next page, should take about 10-20 minutes. Your participation in the study is voluntary and you may stop taking the survey at any time with no consequences

The postcard that you received has a unique number that only identifies where and when we handed you the postcard. We will protect the confidentiality of your individual survey response. None of your responses will be linked to your name or other identifying personal information

To say thank you, all people who complete their survey by June 30, 2013 will be entered into a drawing for one of three \$100 Amazon.com gift cards. You will be asked to enter your name and a way to contact you at the end of the survey – this information is voluntary and will not be connected to your survey data.

If you have concerns or problems about your participation in this study or your rights as a research subject, please contact the Human Subjects Research Review Committee, Office of Research and Strategic Partnerships, Market Center Building Suite 620, Portland State University, (877-480-4400). If you have questions about the study itself, please contact our research team directly at streets@pdx.edu or 503-725-2875.

Sincerely,

Christopher M. Monsere, Ph.D., P.E., Associate Professor & Associate Chair Civil and Environmental Engineering Portland State University

DO	you	agree	το	participate	ın	tnis su	rvey?

No

Yes

When you received the postcard for this survey, where were you \dots

				Place			Can you provide an address or closest intersection to this place?
	Home	Work	School	Shopping / Errands	Just out riding	Other	Address/Intersection
coming FROM on your bicycle?	0	0	0	0	0	0	
going TO on your bicycle?	0						

lf y	ou se	lected	l other,	please	exp	a	in:
------	-------	--------	----------	--------	-----	---	-----

What type of bicycle were you riding when you received the postcard?

- Personal Bicycle
- Bike Share Bicycle
- Rental Bicycle
- Other (please specify):

L Street Cycle Track

A separated eastbound bikeway, also known as a "cycle track," was recently built on L Street NW from New Hampshire Avenue to 12th Street. In most places, a standard traffic lane was converted to a bicycle lane with a painted "buffer" area and plastic "flexposts" separating the bike lane from the motor vehicle traffic lanes (see pictures below). The following questions are related to this cycle track.

L Street before and now:





How often do you ride a bicycle on this part of L Street?

- This was my first time
- Less than once a month
- A few times a month
- A few times a week
- Daily

How comfortable do you feel when bicyo	cling in the L Street cycle track?						
(1) Very Uncomfortable							
(2)							
(3)							
(4)							
(5)							
(6) Very Comfortable							
Since the L Street cycle track was built,	do you travel on this route:						
Less frequently							
More frequently							
About the same							
This is my first time on this route							
When bicycling on L Street between Nev	w Hampshire Avenue and Massach	usetts Avent	ue, how ofte	n do you	ride on the	following) :
	Always Most	of the time	Som	e of the tin	ne	Never	
Cycle track, including the mixing area at intersections	0	0		0		0	
Standard traffic lanes	0			0			
Curb Area		0		0		0	
Sidewalk		0		0		0	
Glacwain							
Consider the trip you were making when this trip?	you were handed the postcard. B	efore the L \$	Street cycle	track was	s built, how	would yo	u have mad
 By bicycle, using this same rout 	е						
By bicycle, using another route -	(Please specify which route)						
By foot							
 By public transportation 							
By car							
By taxi							
I would NOT have taken this trip							
Other (please specify below)							
About Changes due to the Cycle 1	<u> Frack</u>						
Because of the L Street cycle track							
		Decreased a Lot	Decreased Somewhat	Not Changed	Increased Somewhat	Increased a Lot	No Opinion
I feel the saf	ety of bicycling on L Street has	0	0	(i)	0	0	©
	s me to bicycle on L Street has	0	0	0	0	0	0

the usefulness of L Street for getting to places I want to go has \dots

how often I stop at shops and businesses on L Street has . . .

how comfortable I feel when bicycling on L Street has			
drivers' awareness of people biking on L Street has			
drivers' speeds on L Street have			
how often I ride a bicycle overall has			
the difficulty of navigating around turning motor vehicles has			
the difficulty of navigating around pedestrians has			
the difficulty of making a right off of L Street while bicycling has			

Your Opinions about the Cycle Track

Please indicate if you agree or disagree with the following statements about the cycle track:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I would go out of my way to ride on L Street compared to other streets.	0	0	0	0	0
Taking L Street is the most direct bicycle route to my destination.	0	0			
When bicycling on L Street, I always ride in the cycle track.	0	0			
The buffer between the traffic lanes and the cycle track makes me feel safe.	0	0			
During the winter, snow is quickly removed from the cycle track.	0	0			
Leaves and debris in the cycle track are worse than other places I ride.	0	0			
The cycle track is wide enough for me to ride comfortably.	0				
The cycle track is wide enough for one bicyclist to pass another.	0	0			
The cycle track is wide enough for two people to comfortably ride side-by-side.	0	0			
If I am bicycling with another adult, I would prefer to ride side-by-side.	0	0			
The cycle track is safer than other bike lanes in DC.	0				

Please indicate if you disagree or agree with the following statements about the effectiveness of the L Street cycle track:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
The cycle track makes it clear where cars can be and where the designated bicycle lanes are.		0	0	0	0
The intersection signals, signs, and street markings make it clear who has the right-of-way at intersections.		0	0		
The buffer and flexposts effectively separate bikes from cars.		0	0		0
The buffer and flexposts do a good job at protecting bikes from cars.				0	
The cycle track makes drivers and bicyclists more predictable.					
The cycle track makes it clear where pedestrians and bicyclists should be.		0			
The cycle track design effectively separates bicyclists from pedestrians.	0	0	0		0

ADOUT WHAT YOU ENCOUNTED IN THE CYCLE TRACK

Please indicate how often you have observed the following on your rides in the L Street cycle track, AND whether you think this is a problem that needs to be addressed

	How of		encounter the fo	ollowing	How mucl	How much of a problem is this?			
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major Problem		
Cars parking	0				0				
Cars loading or unloading passengers	0						0		
Delivery vehicles loading or unloading	0	0			0		0		
Taxis					0				
Cars/trucks driving where they are not supposed to (in the cycle track)	0	0	0	0		•			
	Never	Rarely	Sometimes	Often	Not a problem	Minor problem	Major Problem		
Cars/trucks waiting to make turns OFF of L Street	0	0	•		0		0		
Cars/trucks waiting to pull out ONTO L Street	0		•						
People walking in the cycle track	0	0			0		0		
People standing in the cycle track while waiting to cross the street	0	0	•	0	0	0			
Bicyclists traveling in the WRONG direction	0	0		0	0	0			

While riding	on the L Street	cycle track, have	you ever had collision	ons or near-collisions	with other peopl	le or obiects on the road?

Yes	а	CO	lision

If you have been involved in a collision or near-collision, please indicate what other people or objects were involved?

(Check all that apply)

	Collision	Near Collision
Another bicyclist		
A pedestrian		
A <u>turning</u> car		
A <u>parking</u> car		
A <u>parked</u> car		
A delivery truck		
A bus		
A taxi		
One of the cycle track plastic flexposts		
Other stationary object (please describe).		

Yes, a near-collision

No, neither

Something	g else	(please	describe).	

Diagon .	nravida a	briof doco	iption of the	collision(s)		involved in	while ridin	a a bia	vala in the	avala t	ماه مد
Tease	pioviue a	Dilei desci	ipuon oi uie	CONTISION(S)	you were	IIIVOIVEU III	wille Hull	y a bic	ycie ili ule	cycle i	.ı ack

		/

About Intersections

At intersections along L Street, the cycle track shifts out toward the motor vehicle traffic lane and left-turning motor vehicles are permitted to cross the bike lane to complete their turns. This area is called a "mixing zone" (See picture below).



Indicate your level of agreement with the following statements

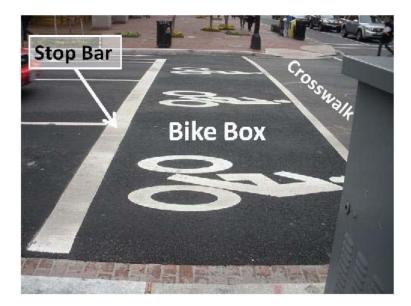
	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I understand where I am supposed to ride when approaching the intersection.	0	0	0	0	0
I usually follow the bicycle lane marking and move over to the right (into the green marked bike lane) when approaching the intersection.	0		0	0	0
Turning motorists generally yield to bicyclists when moving through the mixing zone and into the left-turn lane.	0	0	0	0	
Motorists generally understand how to make left turns at these intersections.			0	0	
Cars rarely block my pathway through the mixing zone.					
I often see motorists making left turns from the wrong lane (i.e. the lanes to the right of the cycle track rather than the left turn lane).	0	0	0	0	
I generally feel safe when bicycling through the mixing zone.	0		0		0
I generally feel safe when I am in the green marked lane next to the left-turn lane.			0	0	

Right Turns:

When you bicycle on L Street, do you ever make right turns off of the cycle track?

- Yes
- No, I don't ever need to
- No, I'm not comfortable making right turns out of the cycle track

At some intersections on L Street, there is a "bike box" area with bike stencils between the "stop bar" and crosswalk (see picture).



IF you do make right turns off of L Street when bicycling, how do you make right turns? (select all that apply)

When the light is red, and traffic is stopped . . .

- I use the bike box to cross in front of stopped motor vehicles and make my turn.
- l use the crosswalk to cross in front of stopped motor vehicles and make my turn.
- Prior to the intersection, I move over to the right lane on L Street and complete the turn from there
- Other (please describe):
- I don't ever make right turns off of L Street

When the light is green, and traffic is moving . . .

- I wait in the bike lane for a red light or gap in traffic, and then cross to the right side of the street
- Il move onto the sidewalk and wait for a red light or gap in traffic, and then cross to the right side of the street
- Prior to the intersection, I move over to the right lane on L Street and complete the turn from there
- Other (please describe):
- I don't ever make right turns off of L Street

If you selected more than one option above, please explain how you determine which option to use?						

Loading or Drop-Off Zones

At some mid-block locations, such as at hotel loading zones, bike lane markings direct bicyclists to move slightly away from the curb, and then back (see picture below).



Please indicate if you agree or disagree with the following statements about the loading zone:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
I often encounter motor vehicles stopped in these loading zones.	0	0	0	0	0
Stopped cars at these loading zones usually allow enough space for bicyclists to pass on the right.	0			0	
Most motorists pay attention to bicyclists when entering and exiting the loading zone area.	0				
I feel comfortable bicycling around cars in the loading zones.	0		0		0

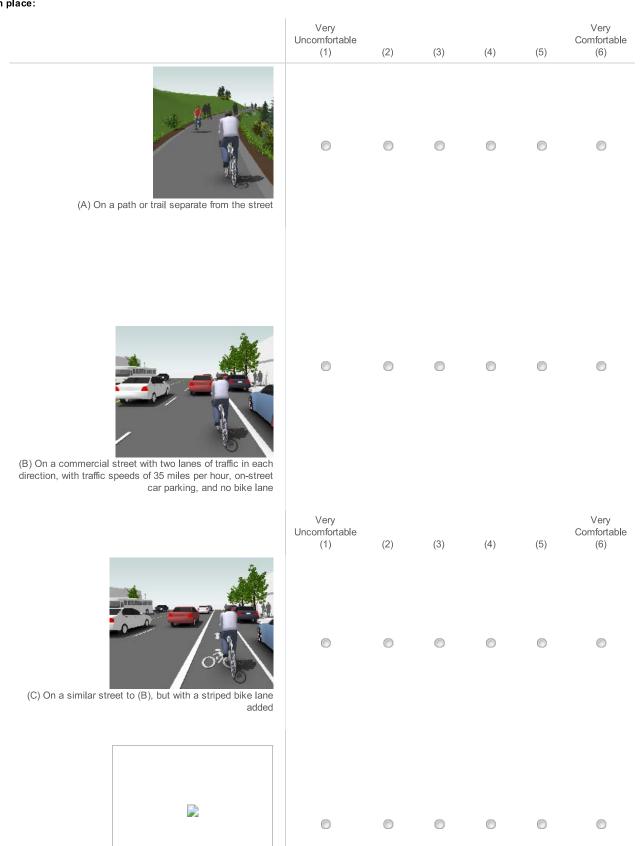
Overall Impressions of the Cycle Track

What is the best thing about the cycle track?						

What should be improved about the cycle track?

About Bicycling and Comfort

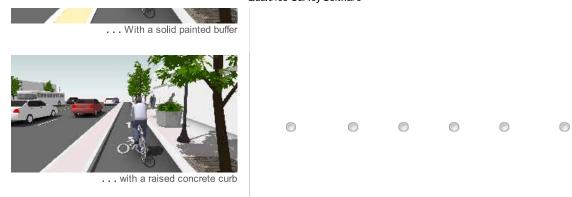
Regardless of whether you currently bicycle in all of the following situations, please consider how comfortable you would be riding a bicycle in each place:



(D) On a similar street to (B), but with a physically separated bike lane

How comfortable would you feel bicycling on a commercial street with two lanes of traffic in each direction, with traffic speeds of 35 miles per hour (Situation D above), but with the following types of separation from traffic:

	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
With a painted buffer and parked cars		(-)	(v)			(-)
With a 2-3 foot buffer and plastic flexposts			•	•	•	•
With a painted 2-3 foot buffer		•	•	•	•	
	Very Uncomfortable (1)	(2)	(3)	(4)	(5)	Very Comfortable (6)
With planters separating the bike lane	•	•	•	•	•	•
		•	•	•	•	•



About People you Encounter on the Street

Indicate if you agree or disagree with the following statements:

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	No Opinion
Most drivers follow the rules of the road.	0	0	0	0	0
Most drivers are predictable.			0		
Most bicyclists follow the rules of the road.					0
Most bicyclists are predictable.					
Most pedestrians follow the rules of the road.					
Most pedestrians are predictable.			0		0

About You

We have a few questions about you so that we may understand the characteristics of our survey respondents.

Do	vou	have	а	current:
	,	114 10	•	ourront.

	Yes	No
Driver's License	0	0
Transit Pass	•	•
Bike-share membership	•	•
Car-share membership		

How many working motor veh	icles does you	r household	own or	·lease?
(Do not include motorhomes).				

# Vehicles	
(Enter 0 if None)	

How many working adult bicycles does your household own?

# Bicycles	
(Enter 0 if None)	

5 digit zip code:		
Ç .		
INCLUDING YOURSELF, how many people live	in your household?	
# Adults:		
# Children:		
What is your gender?		
Male	Female	
0	0	0
What is your age?		
Years		
Do you consider yourself: (select all that apply	1	
	,	
American Indian or Alaska Native		
Asian		
Black or African American		
Hispanic or Latino/a		
White or Caucasian		
Other:		
What is your employment status? (Select all the	hat apply)	
I work outside the home -> What is the	zip code of your place of work?	
_		
I go to school outside the home -> Wha	at is the zip code of your school?	
☐ I work from home		
Not at this time		
What is your annual household income?		
Less than \$25,000		
\$25,000 to less than \$50,000		
\$50,000 to less than \$75,000		
\$75,000 to less than \$100,000		
\$100,000 to less than \$200,000		
\$200,000 or more		
I prefer not to provide this information		

What is the highest level of school you haveco	mpleted?	
 Some high school or less 		
High school diploma or GED		
Some College		
Trade/Vocational School		
Associate Degree		
 Four-year college degree or more 		
Other (please specify):		
Is there anything else that you would like to tel	ll us?	
That's all the questions we have. Would you li	ke to be entered into a drawing for one of thre	ee \$100 gift cards to Amazon com?
•	-	- · · · · · · · · · · · · · · · · · · ·
	awing (I'll enter my name on the next page).	
No thanks. I will complete my survey by	/ clicking the ">>" button below	
Enter your name and some way for us to get a receive a gift card. This information will not be		mation to contact you if your entry is selected to s.
Name		
Phone or email		

Thanks for taking the survey - please make sure to click the ">>" button below to submit your entry and close the survey!