Appendix D1 Surveys: Cyclist

**Survey** 

# 15th Street Cyclist Survey Data

Completed Surveys:

186

When you received the postcard for this survey, where were you	Work	School	Shopping, errands, personal business	Home	No particular destination, exercise	I don't remember	Other	Total		
Coming FROM on your bicycle	101	3	4	51		2		163	<u>,                                      </u>	
Going TO on your bicycle  Please indicate how often you ride a bicycle on 15th Street NW (between V Street and E Street)	90 Never	Less than 1 day per week		On 5 or more days per week	Don't Know / remember	Total	13	170	Ĺ Í	
Before the cycle track, traveling Northbound	111	30		17	14	194				
Since the cycle track, traveling Northbound	6	16				194			!	
Before the cycle track, traveling Southbound	137	23 23	10 60		13	193 192			<u> </u>	
Since the cycle track, traveling Southbound	By bicycle, using this same route	By bicycle, using a different route	<u> </u>	On public Transportation	By Car	Other				
Consider the trip you were making when you were handed this postcard. Prior to the cycle track, how would you have made	41	103	34	68	9	9				
this trip? (select all that apply)  For the following questions, please compare your experience before and after the installation of the cycle track (only cyclists that rode on 15th before the cycle track)	Strongly Disagree		Somewhat Agree	Strongly Agree	Total	No Opinion			% Agree	Mean
I feel safer cycling on 15th Street because of the cycle track.	1	2	24	62	89	0			97%	3.65
The 15th Street cycle track has made cycling on 15th Street easier for me as a cyclist.	1	1	14			0			98%	3.79
The 15th Street cycle track has made cycling on 15th Street more convenient for me as a cyclist.	1	2	13						97%	
Cyclists are generally better at following the rules of the road (on 15th Street) now	6	8	38						82%	
While bicycling, I've noticed that motor vehicles on 15th Street seem more aware of cyclists.	3	8	44						86%	
While bicycling, I've noticed that motor vehicles travel more slowly on 15th Street now.	12	23			58				40%	
The 15th Street cycle track has resulted in a shorter trip time for me as a cyclist. Consider the most common origin and destination for a bicycle trip that brings you on this street.	4	16	31	27	78	11			74%	3.04
Indicate your level of agreement with the following statements regarding your thoughts on the 15th Street Cycle Track	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No Opinion			% Agree	Mean
The 15th Street cycle track has made cycling in and around Washington, DC safer for me as a cyclist.	2	5	31	153		2			96%	3.75
The 15th Street cycle track has made cycling in and around Washington, DC easier for me as a cyclist.	2	2	35	152	191	2			98%	3.76
The 15th street cycle track is a useful connection for me in	2	0	33	156	191	2			99%	3.80
getting places I want to go.  The 15th Street cycle track has made cycling in and around Washington, DC more convenient for me as a cyclist.	2	2	38	146	188	4			98%	3.74
The 15th Street cycle track has resulted in a better environment for bicycling in Washington.	2	2	24	160	188	5			98%	3.82
I would go out of my way to ride on 15th Street as opposed to other streets.	6	8	76	100	190	1			93%	3.42
Taking 15th Street allows me to take a more direct bicycle route to my destination.	4	36	76						78%	3.14
When bicycling on 15th Street, I always ride in the cycle track	3	4	15						96%	
The plastic flexposts between the parking/traffic lanes and the cycle track make me feel safer when riding in the cycle track.	3	3	57	123	186	5			97%	3.61
During the winter, snow is quickly removed from the cycle track	10	18			48	143			42%	
Leaves and other debris in the cycle track are a regular problem	<u> </u>	67	54		162	28			44%	
When traveling Southbound (riding closest to the curb), I feel that the cycle track is wide enough	10	17	74						85%	
When traveling Northbound (riding closest to parked vehicles), I feel that cycle track is wide enough  The cycle track is wide enough for a feet cyclist to comfortably.	5	9	76						92%	
The cycle track is wide enough for a fast cyclist to comfortably pass a slow cyclist.	10	37	84						75%	
I like riding on the cycle track north of Massachusetts Avenue (more residential area)  I like riding on the cycle track south of Massachusetts Avenue	1	17	39 60			24 25			98%	
(downtown area).  Please indicate how often you have observed the following to	Never	Rarely		On Almost	No Opinion	Total	<b>L</b>		88%	3.39
happen on your trips on the 15th Street cycle track:  Passenger cars parked in the cycle track.	Nevel 65	117	7 Triviost Trips	Every Trip	1 40 Opinion	191			1	
Passenger cars loading and unloading in the cycle track.	34	122	30	4	1	191			<u>;                                    </u>	
Delivery vehicles loading and unloading in the cycle track.	29	119		7	3	190			<u> </u>	
Motor vehicles driving in the cycle track.	126	61			1	191			!	
Motor vehicles waiting in the cycle track to make right or left turns.	51	78	42	17	3	191			}	
Pedestrians walking in the cycle track	6	78				191			1	
Pedestrians waiting to cross 15th Street standing in the cycle track rather than on the sidewalk	3	52			1	191			<u></u>	
Too many cyclists trying to ride in the cycle track.  While riding in the cycle track, have you ever had collisions or near misses with other users? Check all that apply	44 Collision	113 Near Miss	23	7	4	191			<u> </u>	

15th Street Cyclist Survey Data									
Another Bicyclist	3	58						Í	
A Pedestrian	8	.00						1	
A turning motor vehicle	5	104							
A parking motor vehicle	3	21							
A delivery truck A non-moving object (specify)	5	37 15							
Something else (specify)	3	10						<del></del>	
Guiding Signal Selection (In the picture below, click on the traffic display that you would look at to know when it is your turn to proceed through the intersection. Assume that you are	Ped Signal		MV Signal	Downstream MV signal				. — . — . — .	
traveling in the direction the picture is taken) Picture 1 (Ped signal is correct)	148	14	40	0				<del>'</del> i	
Picture 2 (Ped signal is correct)	112	18	75	0				i	
	when cars have a green turn arrow and the pedestrian signal is red.	when cars have a red turn arrow and the pedestrian signal is green.	At intersections, when cars have a green signal and the pedestrian signal is green.	entrances.	At driveway entrances.	Never	Other (pleas e explai n)		
When riding on the cycle track, when have you encountered	126	74	118	137	135	4	18	j	
motor vehicles turning in front of your path?	Yes	No	Total	<b></b>				. — . 👍 . — . —	+
Do you remember seeing a sign reading "Watch for Turning	71		188					<del></del>	
Traffic" as a cyclist?  The section of the 15th Street Cycle Track shown in blue from E Street to New York Avenue has heavy tourist activity and T-intersections.	<u>i</u>	L	Somewhat Agree	Strongly Agree	Total	No Opinion		% Agree	Mean
Pedestrians in this area often step out in cycle track	1	4	46	93	144	43		97%	3.60
unexpectedly.  I find that I really have to pay attention to pedestrians in this part	0	1	24	121	146	41	<del>                                     </del>	99%	
of the route.  I always yield to pedestrians in crosswalks when bicycling on	3	13			149	38			
this route.								89%	
Cyclists should also stop when cars on 15th Street have a red signal.	25	29	45	43	142	45	<u>L</u> [	62%	2.75
Intersection of 15th and Penn		No	Total					1	
Below is a picture of the intersection of 15th Street and Pennsylvania Avenue, which is where the 15th Street cycle track connects to the Pennsylvania Avenue center bike lanes (see picture below, facing east). Have you ever ridden a bicycle through this intersection in this direction?	101	86	187						
About your experiences on the intersection of 15th Street and	Strongly Disagree		Somewhat	Strongly Agree	Total	No Opinion	<b> </b>	% Agree	Mean
Pennsylvania Avenue.  When waiting to cross 15th Street as a cyclist, the bike signal is	9	Disagree 24	Agree 36	18	87	11		62%	2.72
clearly visible. When the bike signal is green, I never encounter motor vehicles	15	27	26	9	77	20		45%	2.38
in the intersection.  As a cyclist, I am able to make it through the intersection during	1	12	36	34	83	14		84%	
the time the bike signal remains green. As a cyclist, I have adequate space to wait safely for the bike	7	23	32	24	86	11		65%	
signal to turn green.  The bike facilities at this intersection make up an important	2	13							
bicycle connection for getting place I want to go.  The route shown in brown on the map connects the upper and	Strongly Disagree	L	Somewhat	Strongly Agree	L	No Opinion		82% % Agree	3.27 Mean
lower sections of the of the 15th Street Cycle Track.  I feel that the cycle track route from 15th Street through	9	Disagree 13	Agree 66	43	131	53		83%	3.09
Lafayette Park to Vermont Ave is confusing The first time I navigated this route, I felt that the signing was	31	39	33	15	118			41%	
adequate.	1								
The pedestrian activity in this area is not ideal for a bicycle route.	13	L	<u> </u>	L			<u>L</u> ļ	64%	<b></b>
Please indicate your level of agreement about the following statements	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No opinion		% Agree	Mean
I support public investment in bicycling facilities	1	1	8	176				99%	-
Most bicyclists disobey traffic laws and generally cause problems for drivers.	35	66	74	8	183	3		45%	2.30
	My bicycle is my main mode of transportation year-round	My bicycle is my main mode of transportation during good weather. I drive or take transit more when the weather is bad.	I bicycle regularly for transportation (e.g. to work, school, shopping, errands), but it's not my main mode.	errands)	I only bicycle for recreation or exercise, and not to get to places, such as work, school, shopping, errands, etc.				
Q55 Which of these statements best describes your bicycling travel habits? Please choose only one answer.  About how many years have you been bicycling regularly for transportation?	77 N/A I don't bicycle regularly for transportation	less than 1	1	2	3				Mean
continued	<u>2</u>	35 6	26	24		12  10+		<u> </u>	5.86
COMMITTED TO THE PARTY OF THE P	17		2	2	4	34			
in the following situations.	Very <u>Uncomfortable</u>	Somewhat Uncomfortable	Somewhat Comfortable	Comfortabl	Total				
On a street with heavy traffic and no bike lane On a street with heavy traffic with a bike lane	63								
On a street with little traffic and no bike lane	8							<del>- i</del>	1
S. S. SECON THE INTER CHARITO AND THE DIRECTARIO	<u>/</u>	<u> </u>	<u> </u>	1	I 100			<u> </u>	

15th Street Cyclist Survey Data

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On a street with little traffic with a bike lane	5	0	20	160	185			ĺ	
On a path or trail separate from the street	5	1	15	164	185			1	
	ride my bicycle on	I am interested, but have concerns, so I never or rarely ride my bicycle on the streets	I am enthusiastic and confident while I ride by bicycle on the streets	I am strong and fearless while I ride my bicycle on the streets	Other	Total			
Which of the following best describes how you feel about bicycling on streets in Washington D.C.?	0	9	144	14	18	185			 
	Male	Female	Total						
What is your gender?	111	75	186					ļ	
	0-17	18-24	25-34	35-44	45-54	55-64	65+	Total	 
What is your age?		22	96	39	20	7	2	186	
	No, not Hispanic or Latino/a	Yes, Hispanic or Latno/a	Total						
Do you consider yourself Hispanic or Latino/a?	174	9	183						
	White or Caucasian	Black or African American	American Indian or Alaska Native	Asian	Multiracial	Other	Total		
Do you consider yourself:	164	2	0	11	2	5	184		

When you received the postcard for this survey, where were you		School	Shopping, errands, personal business		No particular destination, exercise	I don't remember	Other To		
Coming FROM on your bicycle	73	0	6	48				45	
Going TO on your bicycle  Please indicate how often you ride a bicycle on Pennsylvania  Avenue		day per week	not daily	per week	Don't Know / remember		11	49	
Before the center bike lanes, traveling Eastbound (toward the Capitol)	111	26	13	13	4	167			
Since the center bike lanes, traveling Eastbound Before the center bike lanes, traveling Westbound (toward the White House)	109		16	15	4	168 167			
Since the center bike lanes, traveling Westbound	4 By bicycle, using this same route	By bicycle, using a different route	On foot	·		168 Other			
Consider the trip you were making when you were handed this postcard. Prior to the Pennsylvania center bike lanes, how would	35	84	11	61	9	11			
you have made this trip? (select all that apply) Indicate your level of agreement with the following statements regarding your thoughts on the Pennsylvania Avenue center bike lanes (only cyclists that rode on 15th before the cycle track)	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No opinion		% Agree	Mean
I feel safer cycling on Pennsylvania Avenue because of the center bike lanes	3	3	18	38	62	0		90%	3.47
The center bike lanes have made cycling on Pennsylvania Avenue easier for me as a cyclist.	3	1	12	46	62	0		94%	3.63
The center bike lanes have made cycling on Pennsylvania Avenue more convenient for me as a cyclist.	3	2	13	42	60	2		92%	3.57
The center bike lanes have resulted in a longer trip time for me as a cyclist. Consider the most common origin and destination for a	28	21	6	2	57	4		14%	1.68
bicycle trip that brings you on this street.  Indicate your level of agreement with the following statements regarding your thoughts on the Pennsylvania Avenue center bike lanes	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No opinion		% Agree	Mean
Riding a bicycle in Washington DC is less stressful because of the Pennsylvania Avenue bike lanes.	7	4	39	115	165	2		93%	3.59
I would go out of my way to ride on Pennsylvania Avenue as opposed to other streets.	10	13	53	89	165	2		86%	3.34
Taking Pennsylvania Avenue allows me to take a more direct bicycle route to my destination.	11	26	33	88	158	9		77%	3.25
The center bike lanes are a useful connection for me in getting places I want to go.	6	7	36	116	165	2		92%	3.59
The center bike lanes have made cycling in and around Washington, DC, safer for me as a cyclist.	7	3	35	121	166	1		94%	3.63
The center bike lanes have made cycling in and around Washington, DC, easier for me as a cyclist.	6	4	37	116		3		94%	3.61
The center bike lanes have made cycling in and around Washington, DC, more convenient for me as a cyclist.	6	6				2		93%	
The center bike lanes have resulted in a better environment for bicycling in Washington DC.	6	0				3		96%	
I feel that there is adequate separation between the center bike lanes and between moving cars.	2	17						88%	
Leaves and other debris in the center bike lanes are a regular problem.	63	70		10		5		15%	
The center bike lanes are wide enough for two cyclists going opposite directions to pass comfortably.	0	1	24					99%	
The center bike lanes are wide enough for a fast cyclist to comfortably pass a slow cyclist.	3	16		68				88%	
When riding in the center bike lanes, I feel protected from turning cars.	12	37		36		0		70%	
Accessing the center bike lanes from surrounding streets is difficult.	35	67		9	100	3		36%	
During the winter, snow is quickly removed from the center bike lanes.	9	9	L	2	L	131		42%	2.19
		Rarely	On Most Trips	Every Trip	No Opinion	Total			
Passenger cars parked in the center bike lanes.  Passenger cars loading and unloading in the center bike lanes.	66 92	91 66	·	0 0	2	164 164			
Delivery vehicles loading and unloading in the center bike lanes.	95	61	6	0	2	164			
Emergency/safety vehicles parked in the center bike lanes. Pedestrians waiting to cross Pennsylvania Avenue in the center	36 1	102 27			2 0	164 163			
bike lanes when bicycles have a green signal.	<u> </u>			_				<u> </u>	
Too many cyclists in the center bike lanes.  Motor vehicles driving in the center bike lanes.	51 58	102 87		0		162 164			
Pedestrians walking in the center bike lanes.	21	98				164	<b></b>	<u> </u>	<u> </u>
While riding in the Pennsylvania Avenue center bike lanes, have you ever had collisions or near misses with other road users?  Check all that apply  Another Bicyclist	Collision 0	Near Miss 33							
A Pedestrian	2	89						•	
A turning motor vehicle		82						ļ	

Penn Ave Cyclist Survey Data									
A parking motor vehicle	0	11 11						 	
A delivery truck A non-moving object (specify)	0	3							
Something else (specify)	2	17		<u> </u>				 Ĺ <u>.</u>	
Guiding Signal Selection	Center Cyclist Light	Car Left	Car Straight	Cross Right	New Region	Downstream Signal	Cross Street Signal		
Picture 1 (Center Cyclist Light is correct)	160	<u> </u>	0	0	0	0	0	 Ĺ. <u></u> .	  - <b></b> -
When leaving the Pennsylvania Avenue center bike lanes, how do you normally complete the following turns:	crosswalk on the near side of the intersection	B: By using the crosswalk on the far side of the intersection	Other	Total					
Right Turn	127		28						
Left Turn Waiting Position	42 A: Behind the front edge of the crosswalk (the blue line in the diagram above)	B: Behind the back edge of		(please	Total				
When you arrive at an intersection along Pennsylvania Avenue on	42	49	59	14	164				
a red light, where would you stop and wait? Bike Box	Yes	No	Total			}		 <b></b>	{{
A bike box was installed at the corner of 4th Street and Pennsylvania Avenue (see the picture below). Do you remember ever riding through the bike box on a bicycle?  Intersection of 15th and Penn	31 Yes	No	Total						
Below is a picture of the intersection of 15th Street and Pennsylvania Avenue (facing east). Do you remember ever	143	21	164						
riding through this intersection on a bicycle?  Indicate your level of agreement with the following statements regarding your experiences on the intersection of 15th Street and Pennsylvania Avenue.	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No opinion		 % Agree	Mean
When waiting to cross 15th Street as a cyclist, the bike signal is	2	21	47	64	134	0		83%	3.29
clearly visible.  When the bike signal is green, I never encounter motor vehicles in the intersection.	15	47	34	32	128	15		52%	2.65
As a cyclist, I am able to make it through the intersection during the	7	14	48	59	128	15		84%	3.24
time the bike signal remains green. As a cyclist, I have adequate space to wait safely for the bike signal to turn green.	11	24	36	56	127	16		72%	3.08
The bike facilities at this intersection make up an important bicycle connection for getting places I want to go.	5	7	30	87	129	14		 91%	3.54
Do you think that the Pennsylvania Avenue center bike lanes are	Yes 157	No 7	Total 164						
working well?	<u></u>	l — . — . —	<u> </u>			<u> </u> .		 <b></b>	<u> </u>
Please indicate your level of agreement about the following statements	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No opinion		% Agree	Mean
I support public investment in bicycling facilities	4	0	3	156				98%	3.91
Most bicyclists disobey traffic laws and generally cause problems for drivers.	My bicycle is my main mode of transportation year-round	My bicycle is my main mode of transportation during good weather. I drive or take transit more when the weather is bad.	I bicycle regularly for transportation (e.g. to work, school, shopping, errands), but it's not my main mode.	n (e.g. to work, school, shopping, errands)	for recreation or exercise, and not to get	Total		31%	2.14
Q55 Which of these statements best describes your bicycling travel habits? Please choose only one answer.  About how many years have you been bicycling regularly for transportation?	55 N/A I don't bicycle regularly for transportation	less than 1	1	2	3	164			Mean
	2	<u> </u>	20			<u> </u>		 	6.52
continued	5 12	6 11	5	8	9	10+			
the following situations.	Very Uncomfortable	Somewhat Uncomfortabl e	Somewhat Comfortable	Very Comfortabl	Total				
On a street with heavy traffic and no bike lane On a street with heavy traffic with a bike lane	50	74 18							
On a street with little traffic and no bike lane	1	22	80	59	162				
On a street with little traffic with a bike lane	3	2			163 162			 	
On a path or trail separate from the street	4			131	102	<u> </u>			

Penn Ave Cyclist Survey Data										
		interested, but have concerns, so I	and confident while I ride by bicycle on the streets	my bicycle	Other	Total				
Which of the following best describes how you feel about bicycling on streets in Washington D.C.?		2	122	21	19	164				
			Total							
What is your gender?	100	62	162	<u> </u>	<u> </u>	<u> </u>		!	<u> </u>	
	0-17	18-24	25-34	35-44	45-54	55-64	65+	Total		
What is your age?	0	13	73	35	28	11	4	164		
	No, not Hispanic or Latino/a	Yes, Hispanic or Latno/a	Total							
Do you consider yourself Hispanic or Latino/a?	151	10	161		L	L				
		African	American Indian or Alaska Native		Multiracial	Other	Total			
Do you consider yourself:	139	1	1	7	7	5	160			

**Completed Surveys:** 

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When you received the postcard for this survey, where were you	Work	School	Shopping,	Home	No particular	I don't	Other	Total		
Wholi you received the postoard for this ourvey, whole were you	Work	Correct	errands, personal business	Tiomo	destination, exercise	remember	Cuioi	rotai		
Coming FROM on your bicycle	32	1	2	69	1	1	1	110		
Going TO on your bicycle	106		4	24	1	<u>'</u>	5			
	A: Heading southbound on	B: Heading northbound on	C: Other (please specify)	Total						
	New Hampshire	New Hampshire	зреспу)							
Consider the trip you were taking when you received the postcard for	Avenue 114	Avenue 43	1	158						
this survey. How did you approach the intersection?	117	1	1	130						
	Never	Less than 1 day	At least once a	On 5 or more	Don't Know /	Total	 	<b></b> -	ļ	
	Ideaei	per week	week but not daily		remember	Total				
Before the intersection changes were made, about how often did you	35	15	23	week 66	16	155				
ride your bicycle through this intersection?		15	23		10	133				
Since the intersection changes were made, about how often do you ride your bicycle through this intersection?		4	32	111	1	148				
	Strongly Disagree	Somewhat	Somewhat Agree	Strongly	Total	No opinion	( ·		% Agree	Mean
New Hampshire Avenue.  I feel safer riding on this block as a cyclist because of the contra-flow	7	Disagree	33	Agree 106	151	6				
bike lane	<u> </u>	3	33	100	131	0			92%	3.58
The contra flow bicycle lane has made riding on this block easier for	7	4	23	117	151	6			93%	3.66
me as a cyclist. The contra flow bicycle lane has made riding on this block more	7	6	24	114	151	5			91%	3.62
convenient for me to use as a cyclist.		<u> </u>				22				
The contra flow bicycle lane has resulted in a shorter trip time for me as a cyclist. Consider the most common origin and destination for a bicycle trip that brings you through this block.	14	24				20			72%	
The contra flow bicycle lanes make for a better environment for bicycling in Washington D.C.	7	4	23	119	153	3			93%	3.66
	Yes	No	Total				( ·			
Prior to the contra-flow bicycle lane, did you ever ride a bicycle AGAINST traffic on New Hampshire Avenue?	87	69	156				]			
Consider the section of New Hampshire Avenue heading north	Collision	Near Collision		}			(- <del></del>	<b> </b>		
toward U Street (pictured above). Have the following situations resulted in a collision or near miss? (For this question, only count										
instances that occurred in the New Hampshire contra-flow bike										
lanes) Check all that apply Car doors have been opened in my path		43								
Cars have pulled out from a parked position into my path	0	70								
SB Cyclists Only	A: Crossed 16th Street, entered the		C: Used the crosswalks -	D: Used the crosswalks -	Other (Please specify)	Total				
	bike box, then	diagonally.	crossed 16th	crossed U	specify)					
	crossed U Street.		Street then crossed U Street.	Street then crossed 16th						
			crossed o Street.	Street.						
The most recent time you had to cross this intersection approaching from New Hampshire Ave, what path below best describes your	45	11	8	39	10	113				
actions?										
SB Cyclists Only	Waited for the		Total	[						
	bike signal to turn green to cross	there was a gap in traffic on 16th								
	16th Street	Street								
When you used path A, how did you get to the bike box?	8	37	45							
NB Cyclists Only			C: Used the	D: Used the	`	Total	<b>. — .</b> .		1	
	Street, entered the bike box, then	diagonally.	crosswalks - crossed 16th	crosswalks - crossed U	specify)					
	crossed U Street.		Street then	Street then						
			crossed U Street.	crossed 16th Street.						
The most recent time you had to cross this intersection approaching	3	7	11	19	2	42				
from New Hampshire Ave, what path below best describes your actions?	1	L.	1	<u>l_</u>	L.		]_	L	_	
NB Cyclists Only	Waited for the		Total	[			<u>                                      </u>			
	bike signal to turn green to cross	there was a gap in traffic on 16th								
	16th Street	Street								
When you used path A, how did you get to the bike box?	3	0	3							
	Yes	No	Total							
When arriving at the intersection of 16th and U from New Hampshire, bicyclists arrive at the following locations (on the left is	134	20	154							
northbound, and on the right is southbound).	) ( <del></del>			<u> </u>	<u></u>		ļ. <u> </u>	<b>L.</b> _	ļ ļ — - — - — -	
	Never	Rarely	On most of my trips	On almost every trip	I don't remember	Total				
How often does the bicycle signal reliably "detect" your presence as	21	54			26	154				
a cyclist so that you get a green signal?	Í Yes	No	I don't Remember	Total	<b> </b>	  - <b></b>	{- <b>-</b>	<b></b>	}	
Prior to this survey have you seen and read the informational poster posted at the intersection shown below?	86	64	5	155						
			Total							
Did the poster make sense  Please indicate your level of agreement with these statements	82 Strongly Disagree	35 Somewhat		Strongly	Total	No opinion	{- <del></del> -		0/ Agra-	N400:
specifically about the BIKE SIGNAL and BIKE BOX	Johnson Disagree	Disagree	Somewhat Agree	Agree	Total	тчо ориноп			% Agree	iviean
I feel safer when going through this intersection as a cyclist because		26	68	45	147	6			770	0.00
of the bike signal and bike box	<u></u> *					ŭ			77%	3.02
The bicycle signal and bike box have made riding through this intersection easier for me as a cyclist.	7	31	67	41	146	7	]		74%	2.97
intersection easier for the as a cyclist.	ž <u> </u>	<u> </u>	I	<u> </u>		l	1		<u> </u>	<u> </u>

16th and U Cyclist Survey Data									
The bicycle signal and bike box have made riding through this intersection more convenient for me to use as a cyclist.	į 9	32	60	46	147	6		72%	2.97
The bicycle signal and bike box have resulted in a shorter trip time	22	52	38	24	136	17		46%	2.47
for me as a cyclist. Consider the most common origin and destination for a bicycle trip that brings you through this intersection.	į							į	
	<u>j</u>							<u> </u>	
The green time given to me by the bicycle signal is long enough for me to safely proceed across 16th Street and into the Bike Box.	6	30	38	43	117	35		69%	3.01
It's not worth my time to wait for the bike signal	6	27	60	54	147	5		78%	3.10
When crossing 16th Street to get in the bike box after I get the green signal, I often encounter cars that have just turned left off of U Street.	8	26	47	26	107	44		68%	2.85
I often see motor vehicles stopped inside the bike box at red lights.	17	31	32	50	130	22		63%	2.88
The bicycle signal and bike box make for a better environment for bicycling in Washington.	í	7	63	70	140	11		95%	3.45
bicycling in vvasilington.	No, I didn't ride through this intersection before it was installed	No, I ride through it the same as before	Yes	Total					
Has the installation of the new bike facilities at this intersection changed how you ride through the intersection?	43	<u> </u>	70	153					
Do you think the intersection is working well with the contra-flow bike	/	No 69	153					1	
lanes, bike signal and bike box?  Please indicate your level of agreement about the following statements	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No opinion	<u> </u>	% Agree	Mean
I support public investment in bicycling facilities	3	Dioagroo	3	147	153			98%	3.92
Most bicyclists disobey traffic laws and generally cause problems for	21	69	55	8	153			41%	
drivers.	My bicycle is my	My bicycle is my	I bicycle regularly	I rarely bicycle	I only bicycle	Total	╁╼╍┾╍╼	.}	
	main mode of transportation year round	main mode of transportation during good	for transportation (e.g. to work, school, shopping,	for transportation (e.g. to work,	for recreation or exercise, and not to get				
		weather. I drive or take transit more	errands), but it's	school, shopping, errands)	to places, such as work, school, shopping, errands, etc.				
Q55 Which of these statements best describes your bicycling travel	86	47	18	1	orrando, oto.	152			
habits? Please choose only one answer.  About how many years have you been bicycling regularly for	N/A I don't bicycle	less than 1	1	 	3		<b>{</b> +	. <b>ļ</b>	Mage 1
transportation?	regularly for transportation	icos tilaii i	·	_	3	7			Mean
	0	16	19	26	18	17		1	5.31
continued	5	6	7	8	9	10+			
Please rate how comfortable you generally feel when bicycling in the		Somewhat		Very	2 Total	27	1	<u>.                                    </u>	
following situations.  On a street with heavy traffic and no bike lane (1)	Uncomfortable 48	Uncomfortable 68	Comfortable 31	Comfortabl 5	152			<u> </u>	
On a street with heavy traffic with a bike lane	3	18						1	
On a street with little traffic and no bike lane On a street with little traffic with a bike lane	<u> </u>	14	62					<del>1</del>	
On a path or trail separate from the street	2	4	16	<u> </u>		T-4-1		<u> </u>	
	I am not interested in any way and do not ride my bicycle on the streets	but have concerns, so I never or rarely	and confident while I ride by bicycle on the	and fearless while I ride my bicycle on	Other	Total			
	!	ride my bicycle on the streets	streets	the streets				!	
Which of the following best describes how you feel about bicycling on streets in Washington D.C.?	<b>1</b> 0	3	117	14	18	152			
What is your gender?	Male 97	Female 56	Total 153					<u> </u>	
	0-17	18-24	25-34	35-44		55-64	65+ Total		
What is your age?	1 No, not Hispanic or Latino/a	16 Yes, Hispanic or Latno/a	Total	36	12	7	1 150	37	
Do you consider yourself Hispanic or Latino/a?	142 White or Caucasian	9 Black or African American	151 American Indian or Alaska Native	Asian	Multiracial	Other	Total		
Do you consider yourself:	141	3	0	4	3	2	153	!	

Appendix D2 Surveys: <u>Pedestrian</u>
<u>Survey</u>

# 15th Street Cycle Track - Pedestrian Intercept Survey Results

How frequently did (do) you walk on or across     Street	Never	About one day per week	More than once a week but not daily	On 5 or more days per week	I don't remember	Total				
BEFORE the cycle track was built	12								<u> </u>	
AFTER the cycle track was built		<u> </u>	22			124			ļ	
the cycle track SKIP to Q 3. Otherwise, please indicate your agreement with the following statements:	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No Opinion			% Agree	Mean
I feel that crossing 15th Street as a pedestrian is more difficult now because of the cycle track.	38	3 27	31	13	109	7			40%	2.17
I perceive that motor vehicles drive slower on 15 <sup>th</sup> Street NW after the installation of the cycle track	21	36	19	14	90	26			37%	2.29
Based on my observations, there are fewer cyclists riding on the sidewalk after the cycle track was installed.	12	2 7	27	47	93	23			80%	3.17
I believe that the cycle track has made the streetscape better when walking on the 15 <sup>th</sup> NW sidewalk.	7	11	28	53	99	17			82%	3.28
I feel safer crossing 15th Street now because of	16	27	25	21	89	26			52%	2.57
the cycle track.  3. Please indicate your agreement with the following statements:	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No Opinion			% Agree	Mean
I feel that the cycle track doesn't affect me as a	30	) 46	31	25	132				42%	2.39
pedestrian. I support public investment in bicycling facilities.	(	3 2	21	101	130	4			94%	3.67
Intersection signals, signs and street markings make it clear who has the right of way at intersections on 15 <sup>th</sup> Street.	16	34	41	34	125	10			60%	2.74
Based on my observations, cyclists in the cycle track generally stop for pedestrians at crosswalks.	26	34	37	27	124	11			52%	2.52
I like that the walk signal appears a few seconds before the traffic signal turns green for cars.	5	5 2	15	85	107	28			93%	3.68
	3 <sup>2</sup> A: On the sidewalk/cu	B: Adjacent to the cycle		<u> </u>	126 Other	9 Total			44%	2.33
picture to the right) Please choose one answer	rb	track	and bike lanes	parking lane						
While waiting for the walk signal to cross 15 <sup>th</sup> Street, where do you typically stand (refer to the picture to the right) Please choose one answer	101	9	9	10	1	130				
5. Have you been in involved in or witnessed a collision or near-miss with a cyclist in the cycle track while trying to cross 15th Street along the cycle track? (CHOOSE ALL THAT APPLY)	Collision	Near Collision								
Involved	0	28								
7. Are you a resident of the Washington, DC, metro area?	4 Yes	31 No	Total	 	 		 		ļ	
DC Resident?	111 Never	Less than one day a month	130 1-3 days a month	1-3 days a week	4 or more days a week	I don't remember	Total			
How often do you ride a bicycle during good weather?	54	20			21					
10. How often do you drive?  9. Have you ridden a bicycle in the cycle track on 15th NW?	25 Yes	27 No	28 Total	26	23	1	130			
Have you ridden a bicycle in the cycle track on 15th NW?	46	84	130						į	
11. What is your gender?	Male	Female	Total						<u> </u>	
Gender 12. What is your age?	67 0-17	62 18-24	129 25-34	35-44	45-54	55-64	65+	Total	ļ	
Age	0-17	5	25-3 <del>4</del> 48					129	į	

# Pennsylvania Avenue Pedestrian Intercept Survey Results

1. How frequently did (do) you walk on or	Never	About one	More than	On 5 or	I don't	Total			1	
across this section of Pennsylvania Avenue	7		once a	more days	remember	Total				
adioss this section of Fermisylvania Avenue	!		week but	per week	Terrierriber				!	
	į	woo.k	not daily	por woon						
BEFORE the bike lanes were installed	22	12		41	7	101			í	
AFTER the bike lanes were installed	5	18	22	45	90					
2. If you did not walk on Pennsylvania Avenue	Strongly Disagree	Somewhat	Somewhat	Strongly	Total	No Opinion			% Agree	Mean
BEFORE the center bike lanes SKIP to Q 3.			Agree	Agree		. то оришет			70 Agree	IVICALI
Otherwise, please indicate your level of	ļ		3.33						Į.	
agreement or disagreement with the following	í								ĺ	
statements:										
I feel that crossing Pennsylvania Avenue is	31	22	13	6	72	5			26%	1.92
more difficult with the center bike lanes.	<b>!</b>								,	
Paged on my chargetions, there are fower	4	7	19	28	58	18			040/	2.22
Based on my observations, there are fewer cyclists riding on the sidewalk after the center	<b>j</b> 4	<b>'</b> '	19	20	50	10			81%	3.22
bike lanes were installed.	í								<b>i</b>	
I think that the center bike lanes make for a	6	14	24	29	73	5			73%	3.04
better environment for pedestrians crossing	ļ								. 0 / 0	0.0 .
Pennsylvania Avenue.	!								<u> </u>	
I perceive that motor vehicles drive slower on	6	19	20	5	50	28			50%	2.48
Pennsylvania Avenue after the center bike	í								í	
lanes were installed.	<u>;</u>				  = :			<u> </u>		
3. Please indicate your level of agreement or	Strongly Disagree			Strongly	Total	No Opinion			% Agree	Mean
disagreement with the following statements:	!	Disagree	Agree	Agree						
I feel that the center bike lanes don't affect me	11	22	29	32	94	7			65%	2.87
as a pedestrian.	<b>i</b> '''		20	02		<b>'</b>			05/	2.07
I think that most cyclists want to wait in the	21	19	33	16	89	12			55%	2.49
median for a green light in the same place	ļ								0070	2.10
pedestrians want to wait.	ļ									
I support public investment in bicycling	8	0	20	72	100	4			92%	3.56
facilities.	<b>1</b>					10				
When crossing Pennsylvania Avenue, I	14	9	38	32	93	10			75%	2.95
sometimes have to wait in the median for	ļ									
another light cycle.  Most bicyclists disobey traffic laws and	39	22	27	10	98	5			38%	2.09
generally cause problems for pedestrians.	١	22	21						30%	2.08
generally eaded problems for peacethane.	j								j	
While waiting in the Pennsylvania Avenue	39	26	22	8	95	8			32%	1.99
median, I am concerned about the risk of being	į								3_,0	
hit by a cyclist.	<u> </u>	L		<u> </u>	<u> </u>			<u> </u>	<u> </u>	
4. Have you been in involved in or witnessed a	2	Near								
collision or near-miss with a cyclist while trying	Í	Collision							ĺ	
to cross Pennsylvania Avenue with the center	1								1	
bike lanes? (CHOOSE ALL THAT APPLY)										
Involved	1	9								
Witnessed	(3	12							<u> </u>	
L	<u> </u>		T-4-'	<b> </b> -						
,	Yes	No	Total						í	
metro area? DC Resident?	74	26	100							
L	<u> </u>			4 0 deserte		L -114	T-4-1			
	/.			-	4 or more		Total		ļ	
		one day a month	month	week	days a week	remember			ļ	
7. How often do you ride a bicycle during good	27	14	21	18		3	99			
weather?										
9. How often do you drive?	22	11	21	22	24		100			
8. Have you ridden a bicycle in the center bike	<u> </u>		Total	} <b>—</b> -		<b> </b>		. — . — . — .		
lanes?	!								ļ l	
Have you ridden a bicycle in the cycle track on	37	63	100						j	
15th NW?	<u>1</u>					<u> </u>			<b></b>	
10. What is your gender?	Male	Female	Total							
Gender	46	48	94							
11. What is your age?	0-17	18-24	25-34	35-44	45-54	55-64	65+	Total	<u>;</u>	
Age	0	6					6			
, 190	<u>,~</u>		20	<u>''</u>				39	!	

Appendix D3 Surveys:

Neighborhood

**Resident Survey** 

## 16th Street, U Street, New Hampshire Avenue Intersection - Resident Survey

1) Present infraction from the row plant year entered following models   River	2		r		1	_		I		,	
Section   Sect	Contractive   Section	· · · · · · · · · · · · · · · · · · ·	Never					Blank			
The Commonwell   Section	12	ansportation for everyday traverneeds		day per week		days per week				!	
12. Replicate internal exemple years of contents of the content	Inc.   Beyolitra   Part   Pa	Car/truck/etc	82	117		68	376	12			
15.2   Public transportation   20   20   20   20   20   20   20   2	14   14   15   16   16   16   16   16   16   16	Walking	5	6	53	314	378	10			
Experimental minimum and agree or designate with the periments of the livering patterned in livering patterned livering patterned in livering patterned livering livering patterned livering patterned livering patterned livering livering patterned livering livering patterned livering livering livering patterned livering	Principle influence influence you agree or disagree with mile   Strongly Agree   Cots   No Opinion   Strong   Strongly Agree   Cots   No Opinion   Strongly Agree   Cots   Strongly Agree   C	Bicycling	203	64	67	37	371	17			
Delignorge   Del	Disagree   Disagree   Disagree   Cap   C	Public transportation	14	88	118	160	380	8		i	
Debatron	Disagree	lease indicate whether you agree or disagree with the	Strongly	Somewhat	Somewhat	Strongly Agree	Total	No Opinion	Blank	% Agree	Mean
New	Value   Valu		Disagree								
22.   I am satisfied with my neighborhood as a place for   21   74   149   66   310   76   2   60.4%   2.84	22.   Lam Satisfied with my neighborhood as a place for   21   74   148   66   310   76   2   69,4%   2, 2		4	3	69	309	385	2	1	98.2%	3.77
Section   Column	Section   Comparison   Compar		21	74	149	66	310	76	2	69.4%	2.84
Deling   1241   am satisfied with my neighborhood as a place for   3   10   97   270   380   53   96.6%   3.67   1846   1847	Section   Sect									09.470	2.04
22.   Lan autherior with my registrochroud as a piece for bit being tareast   22.   Myraching not De should be investing in projects but   14.   133   181   332   64   2   94,6%   3.48     29.   Myraching not De should be investing in projects but   25   38   100   182   354   31   3   82,2%   3.27     20.   Projection is a serious problem in   2   20   94   251   367   20   1   94,0%   3.62     20.   Trailine congestion is a serious problem in my   15   77   156   117   365   22   1   74,8%   3.03     20.   Trailine congestion is a serious problem in my   15   77   156   117   365   22   1   74,8%   3.03     21.   Lan families with the bicycle lanes and other bicycle   50   114   2   200   37   16   1   1   93,5%   3.47     156   157   158   157   158   310   76   2   1   74,8%   3.03     22.   Lan families with the bicycle lanes and other bicycle   159   35   5   3   3   3   3   4   4   4   46,5%   2.31     156   157   158	2d		12	37	114	113	276	109	3	82.2%	3.19
Inhight prairies	Laking tariest   24. Markington DC should be investing in projects that   25   38   109   182   354   31   3   82.2%   3.		2	10	07	270	200	5	2	00.00/	0.07
22.   Washington DC is a serious proced in the listal 2 years   4	20. My reighborhood has improved in the list2 years   4		3	10	97	270	300	5	3	96.6%	3.67
2. Washington DC should be investing in projects that encourage more people to ride becycles for transportation support on the becycles are a place where my daily needs 2 2 0 94 251 367 20 1 94,0% 3,62 21 74,8% 3,03 anglithorhood.  2. Traffic composition is a serious problem in my 15 77 156 117 366 22 1 74,8% 3,03 anglithorhood.  2. I would like to live in a place where my daily needs 4 0 50 81 136 310 76 2 70,0% 3,00 can be met through blockling.  2. I would like to live in a place where my daily needs 5 19 142 205 371 16 1 38,5% 3,47 facilities in my registration with the becycle lanes and other bicycle 139 35 5 53 92 319 66 3 45,5% 2,31 statistics in my registration part of the Washington C as an experiment of the Washington C as convenient 19 56 122 87 347 39 2 77 5% 2.97 2.0 Washington DC shoot be revealing in projects that 16 24 102 219 360 323 2 83,7% 3,33 3.00 2 1 support public investment in bicycling facilities 2 9 30 9 50 208 363 23 2 83,7% 3,33 3.00 2 1 support public investment in bicycling facilities 2 9 30 9 50 208 363 23 2 83,7% 3,33 3.00 2 1 support public investment in bicycling facilities 2 9 30 9 30 9 50 208 363 23 2 83,7% 3,33 3.00 2 1 support public investment in bicycling facilities 2 9 30 9 50 208 363 23 2 83,7% 3,33 3.00 2 1 support public investment in bicycling facilities 2 9 30 9 30 9 30 9 30 30 9 30 30 30 30 30 30 30 30 30 30 30 30 30	22. Washington DC should be investing in projects that encourage more people to ride bicycles for transportation   2		4	14	133	181	332	54	2	94.6%	3.48
2.2. Traffic congestion is a serious problem in Washington (2.2.) Traffic congestion is a serious problem in (2.2.) 20 94 251 367 20 1 94.0% 3.32 27.74.8% 3.03 3.02 28.1 774.8% 3.03 3.03 3.00 3.00 3.00 3.00 3.00 3.0	2g. Traffic congestion is a serious problem in Washington DC is a serious problem in my neighborhood 2. I would like to live in a place where my daily needs 2. I would like to live in a place where my daily needs 2. I would like to live in a place where my daily needs 2. I would like to live in a place where my daily needs 3. The manufacture of the live in a place where my daily needs 3. The manufacture of the live in a place where my daily needs 4. The manufacture of the live in a place where my daily needs 4. The manufacture of the live in a place where my daily needs 4. The manufacture of the live in a place where my daily needs 4. The manufacture of the live in a place where my daily needs 5. The manufacture of the live in a place where my daily needs 5. The manufacture of the live in a place where my daily needs 5. The manufacture of the live in a place where my daily needs 5. The manufacture of the live in a place where my daily needs 6. The manufacture of the live in a place where my daily needs 6. The manufacture of the live in a place where my daily needs 6. The manufacture of the live in a place where my daily needs 6. The live in a place		<u> </u>							<u> </u>	
2g. Traffic congestion is a serious problem in	2g. Traffic congestion is a serious problem in 2 2 20 94 251 367 20 1 94,0% 3. Washington DC Washington DC Traffic congestion is a serious problem in my neighborhood 2. I would like to live in a place where my daily needs 43 50 81 136 310 76 2 70.0% 3. Can be met through bicycling 15 17 156 117 365 22 1 74,8% 3. Traffic congestion is a serious problem in my neighborhood 2. I would like to live in a place where my daily needs 43 50 81 136 310 76 2 70.0% 3. Can be met through bicycling 19 142 205 371 16 1 93,5% 3. Indicates in my neighborhood 19 142 205 371 16 1 93,5% 3. Indicates in my neighborhood 19 142 205 371 16 1 93,5% 3. Indicates in my neighborhood 19 142 205 371 16 1 93,5% 3. Indicates in my neighborhood 19 15 15 12 1 12 15 15 15 15 15 15 15 15 15 15 15 15 15		25	38	109	182	354	31	3	82.2%	3.27
Washington DC         And the place where my disty needs can be expended by the place of the place where my disty needs can be met through beyoning.         49         50         81         136         310         76         2         17.4,8%         3.03           2.1         I voud lide to live in a place where my disty needs can be met through beyoning.         49         50         81         136         310         76         2         77.0,9%         3.00           2.1         Tank Intellights with the bix-cycle lanes and other bicycle features at 16th and U Street with the bix box down in the place where my disty needs.         49         50         81         136         310         76         2         77.0,9%         3.00           2.1         Expecting in support public mode of the place with the bix of the my district of the	Washington DC         Can Interface congestion is a serious problem in my neighborhood         15         77         156         117         365         22         1         74.8%         3.           2.1         I would like to live in a place where my daily needs can be met through bicycling         43         50         81         136         310         76         2         70.0%         3.           2.1         I and main with the bicycle lanes and other bicycle         5         19         142         205         371         16         1         93.5%         3.           1.2         I and main with the bicycle lanes and other bicycle in my relighborhood         139         35         53         92         319         66         3         145.5%         2.           2.1         All offenue are the bicycle lanes and other bicycle         139         35         53         92         319         66         3         145.5%         2.           2.2         Maintenance of the wind of the Washington DC is can well and the my stantenance of the wind of the wi	purage more people to ride bicycles for transportation	j							i	
Washington DC         Traffic congestion is a serious problem in my neighborhood         15         77         156         117         365         22         1         74,8%         3.03           2. Tam fraing with the biocycle lanes and other bicycle face and probability with the biocycle lanes and other bicycle face and probability with the biocycle lanes and other bicycle face and probability with the biocycle lanes and other bicycle face and probability with the biocycle lanes and other bicycle face and probability with the biocycle lanes and other bicycle face and probability with the biocycle lanes and other bicycle face and probability with the biocycle lanes and other bicycle face and probability with the biocycle lanes and other bicycle face and probability with the biocycle lanes and other bicycle face and probability with the biocycle lanes and other bicycle face and probability with the biocycle face and biocycle face and for and U Street and p	Washington DC         Can Interface congestion is a serious problem in my neighborhood         15         77         156         117         365         22         1         74.8%         3.           2.1         I would like to live in a place where my daily needs can be met through bicycling         43         50         81         136         310         76         2         70.0%         3.           2.1         Lan familiar with the bicycle lanes and other bicycle for the live in a place where my daily needs         5         19         142         205         371         16         1         93.5%         3.           2.1         Land main with the bicycle lanes and other bicycle in a place where my daily needs         5         19         142         205         371         16         1         93.5%         3.           2.1         Ling compliant with the bicycle lanes and other bicycle in grain my	Traffic congestion is a serious problem in	2	20	94	251	367	20	1	94.0%	3.62
neighborhood 2. I valual like to live in a place where my daily needs can be met through bioycling and the bridge lanes and other bioycle facilities in my neighborhood 2. I and familiar with the bioycle lanes and other bioycle facilities in my neighborhood 3. A 15 (19 1) 142 (20 1) 17 (10 1) 16 (11 1) 17 (16 1) 19 (15 1) 16 (11 1) 17 (16 1) 19 (15 1) 16 (11 1) 17 (16 1) 19 (15 1) 16 (11 1) 17 (16 1) 19 (15 1) 16 (11 1) 17 (16 1) 17 (16 1) 17 (16 1) 17 (16 1) 17 (16 1) 17 (16 1) 17 (16 1) 17 (16 1) 17 (16 1) 18	Indignotophotophotophotophotophotophotophotop		<u>i</u>			<u> </u>					0.02
22.   Lawdud like to live in a place where my daily needs   43   50   81   136   310   76   2   70.0%   3.00	22. I would like to live in a place where my daily needs can be met through brough of the property of the pr		15	77	156	117	365	22	1	74.8%	3.03
Can be met through biocycling   2.1   Lam familiar with the biocycle lanes and other bicycle   5   19   142   205   371   16   1   93.5%   3.47	Can be met through bicycling  2.1. I and familiar with the bicycle lanes and other bicycle 13.1 I and familiar with the bicycle lanes and other bicycle 13.2 I becoming it is an important part of the Washington 13.3 S5		40		0.4	400	040	70	2	70.007	2.00
22. I am familiar with the bicycle lanes and other bicycle   139   142   205   371   16   1   39,5%   3,47   16   1   39,5%   3,47   16   1   39,5%   3,47   17   18   18   19   19   142   205   371   16   1   39,5%   3,47   18   18   18   19   19   19   19   19	2  1 mf familiar with the bicycle lanes and other bicycle   5	·	43	50	81	136	310	/6	_	70.0%	3.00
Inciding in my neighborhood   2	Tabilities in my neighborhood   1.5   2.5   3.		5	19	142	205	371	16	1	93.5%	3.47
Italiana in my neighborhood   23   43   113   179   358   27   3   81.6%   3.25		ities in my neighborhood	<u> </u>							<u> </u>	
23	21	•	139	35	53	92	319	66	3	45.5%	2.31
transportation system.  2. M. Bicycling in Washington DC is safe  6.3 121 129 30 343 41 4 46.4% 2.37  2. Bicycling in Washington DC is convenient  19 59 182 67 347 39 2 77.5% 2.97  2. Washington DC should be investing in projects that  15 24 102 219 360 26 2 88.2% 3.46  improve the safety of bicycling in projects that  15 24 102 219 360 26 2 88.2% 3.46  improve the safety of bicycling and investment in bicycling facilities  29 30 96 208 363 23 2 83.7% 3.33  24. Most bicyclists disobely traffic laws and generally 34 103 117 109 363 24 1 62.3% 2.83  25. Betore in a car 3 66 166 102 52 377 111  26. Betore - On foot 49 33 128 199 379 9  27. Betore - On public transportation 4118 110 69 78 374 14  28. Betore - On a bicycle 43 374 14  29. Betore - On a bicycle 52 377 11  29. Since - In a car 54 159 106 55 374 14  30. Since - On public transportation 4118 110 69 78 375 13  30. Since - On public transportation 57 375 13  30. Since - On public transportation 6 35 127 207 375 13  30. Since - On toot 6 6 35 127 207 375 13  31. Since - On toot 6 6 35 127 207 375 13  32. Since - On a bicycle 41 4 48 132 131 351 29 8 75.2% 3.23  44. Lunderstand how the contra-flow bike lanes work  34. Lunderstand how the contra-flow bike lanes work  45. Lunderstand how the bike box works 54 77 1119 94 344 38 8 61.9% 2.74  46. Lunderstand how the bike box works 54 77 1119 94 344 38 8 61.9% 2.74  46. Lunderstand how the bike box works 54 77 1119 94 344 38 8 61.9% 2.74  46. Lunderstand how the bike box works 54 77 1119 94 344 38 8 62.5% 3.23  48. The new bicycle features at 16th and U Street 26 37 113 149 325 55 8 8 80.6% 3.18  49. The new bicycle features at 16th and U Street 49. In see many people riding bicycles through the intersection of 16th and U Street 49. In see many people riding bicycles through the intersection of 16th and U Street 49. In see many people riding bicycles through the intersection of 16th and U Street 49. In see many people riding bicycles through the intersection of 16th and U Street 49. In see many people riding bicy	transportation system.  2m. Bicycling in Washington DC is safe  3 121 129 30 343 41 4 46.4% 2.  2n. Bicycling in Washington DC is convenient  19 59 182 87 347 39 2 777.5% 2.  2o. Washington DC should be investing in projects that improve the safety of bicycling projects that it is project that it	, v	22	42	112	170	250	27	2	04.60/	0.05
2m. Bicycling in Washington DC is safe   63   121   129   30   343   41   4   46, 4%   2, 37     2n. Bicycling in Washington DC is convenient   19   59   182   87   347   39   2   77, 5%   2, 97     2n. Washington DC should be investing in projects that introduce the safety of bicycling   219   360   26   2   89,2%   3, 46     2n. Washington DC should be investing in projects that improve the safety of bicycling   219   360   26   2   89,2%   3, 46     2n. Washington DC should be investing in projects that improve the safety of bicycling   34   103   117   109   363   23   2   83,7%   3, 33     2n. Washington DC should be investing in projects that improve the safety of bicycling   34   103   117   109   363   24   1   62,3%   2,83     2n. Washington DC should be investing in projects that improve the safety of bicycling   34   103   117   109   363   24   1   62,3%   2,83     2n. Washington DC should be investing in projects that improve the safety of bicycling   3,4   103   117   109   363   24   1   62,3%   2,83     2n. Washington DC should be investing in projects that improve the safety of bicycling facilities   29   30   96   208   363   23   2   83,7%   3,34     2n. Washington DC is hould be investing in projects that improve the safety of bicycling facilities   29   3,44   34   103   117   109   363   24   1   62,3%   2,83     2n. Washington DC ishould be invested to or through the intersection of 16th and U Street   41   41   41   42   42   43   43   44   44   44   44	2m. Bicycling in Washington DC is safe		23	43	113	179	358	21	3	81.6%	3.25
2n. Bicycling in Washington DC is convenient   19   59   182   87   347   39   2   777.5%   2.97     2o. Washington DC should be investing in projects that improve the safety of bicycling facilities and project that improve the safety of bicycling facilities and project the safety of bicycling facilities and project that improve the safety of bicycling facilities and project that in the safety of bicycling facilities that all the safety o	2n.   Bicycling in Washington DC is convenient   19   59   182   87   347   39   2   77.5%   2.     2o.   Washington DC should be investing in projects that improve the safety of bicycling   15   24   102   219   360   26   2   89.2%   3.     2p.   I support public investment in bicycling facilities   29   30   96   208   363   23   2   83.7%   3.     2q.   Most bicyclists disobey traffic laws and generally cause problems for drivers   31   How offen have you traveled to or through the intersection of 16th and U Streets?   Less than 1   day per week   a week but not display per week   daily   377   377   11   38.   Before - On a bicycle   223   74   54   23   374   14   37.   Since - On public transportation   118   110   69   78   375   13   38.   Since - On public transportation   118   110   69   78   370   18   39.   Since - On public transportation   111   111   71   80   373   41   4   4   4   4   4   4   4   4		63	121	129	30	343	41	4	46.4%	2.37
20. Washington DC should be investing in projects that improve the safety of bicycling acuities   15	20. Washington DC should be investing in projects that improve the safety of bioycling improve the safety of bioycling facilities   29   30   96   208   363   23   2   83.7%   3.		19	59	182	87	347	39		<del>/</del>	
Improve the safety of bicycling   2p.   I support public investment in bicycling facilities   29   30   96   208   363   23   2   83,7%   3,33   3.32   24   162,3%   2,83   22   28   28   28   28   28   28	Improve the safety of bicycling   2p.   I support public investment in bicycling facilities   29   30   96   208   363   23   2   83.7%   3.		4				360			<del> </del>	
2q. Most bicyclists disobey traffic laws and generally cause problems for drivers   31 How often have you traveled to or through the intersection of 16th and U Streets?	2q. Most bicyclists disobey traffic laws and generally cause problems for drivers   3) How often have you traveled to or through the intersection of 16th and U Streets?   Never laters and the problems for drivers   100   110	ove the safety of bicycling									
Cause problems for drivers   Signal How often have you traveled to or through the intersection of 16th and U Streets?   Cause problems for drivers   Cause problems for drivers	Cause problems for drivers   Cause problems   Cause pro	I support public investment in bicycling facilities	29	30	96	208	363	23	2	83.7%	3.33
Cause problems for drivers   Signal How often have you traveled to or through the intersection of 16th and U Streets?   Cause problems for drivers   Cause problems for drivers	Cause problems for drivers   Cause problems   Cause pro	Most biovalists disabov traffic laws and generally	24	102	117	100	262	24	1	60.00/	0.00
Second   S	Solution		34	103	'''	109	303	24	1'	62.3%	2.83
Strongly Agree   Stro	Section of 16th and U Streets?   day per week   a week but not days per week   daily		Never	Less than 1	At least once	5 or more	Total	Blank	<b></b> -		
Sa. Before - In a car   67   156   102   52   377   11	3a. Before - In a car   67   156   102   52   377   11     3b. Before - On foot   19   33   128   199   379   9     379   9   30. Before - On a bicycle   223   74   54   23   374   14     34   35   375   13   36. Before - On public transportation   118   110   69   78   375   13   36. Before - On public transportation   118   110   69   78   375   13   36. Before - On public transportation   118   110   69   78   375   13   374   14   37. Since - In a car   54   159   106   55   374   14   37. Since - On foot   6   35   127   207   375   13   37. Since - On a bicycle   213   73   56   28   370   18   37. Since - On public transportation   111   111   71   80   373   15   37. Since - On public transportation   111   111   71   80   373   15   37. Somewhat Disagree   200   20		!	day per week		days per week				!	
3b. Before - On foot   19   33   128   199   379   9	3b. Before - On foot   19   33   128   199   379   9	Defense la com	0.7	450		50	077	4.4		<u> </u>	
3c. Before - On a bicycle 223 74 54 23 374 14 36 Before - On public transportation 118 110 69 78 375 13 39c. Since - In a car 54 159 106 55 374 14 375 Since - On a bicycle 213 73 56 28 370 18 35 Since - On a bicycle 213 73 56 28 370 18 35 Since - On a bicycle 213 73 56 28 370 18 35 Since - On public transportation 111 111 71 80 373 15 Somewhat Disagree Total No Opinion Blank 96 Agree Mean Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned Agree 132 132 351 29 8 75.2% 3.01 Warned 132 132 351 351 351 351 351 351 351 351 351 351	3c. Before - On a bicycle 223 74 54 23 374 14									<u> </u>	
3d. Before - On public transportation   118	3d. Before - On public transportation 118 110 69 78 375 13									<b>i</b>	
3e. Since - In a car   54   159   106   55   374   14     3f. Since - On toot   6   35   127   207   375   13   3   3   35   127   207   375   13   3   35   32   370   18   3   370   18   3   370   3   56   28   370   3   3   3   3   3   3   3   3   3	3e. Since - In a car		4							<b></b>	
3f. Since - On foot   6   35   127   207   375   13       3       3       3	3f. Since - On foot 6 35 127 207 375 13	· · · · · · · · · · · · · · · · · · ·									
3g. Since - On a bicycle 213 73 56 28 370 18 3h. Since - On public transportation 111 111 71 80 373 15 4) Please indicate whether you agree or disagree with the following statements: 4) Please indicate whether you agree or disagree with the following statements: 4 I understand how the contra-flow bike lanes 4 I understand how the contra-flow bike lanes 4 I understand how the bike box works 5 I understand how the bike box works 5 I understand how the bike signal works 6 I understand how the bike signal works 7 I 19 94 344 36 8 61.9% 2.74 4c. I understand how the bike signal works 7 I 19 94 344 34 10 67.7% 2.93 4d. I support the new bicycle features at 16th and U Street 4e. The new bicycle features at 16th and U Street 4f. I have more transportation options because of the new bicycle features at 16th and U Street 4g. I see many people riding bicycles through the intersection at 16th and U Street 4h. Prior to installation, I supported the new bicycle features at 16th and U Street 4i. Immediately following the installation, I 5 Somewhat Agree Total No Opinion Blank 96 Agree Mean Agree Total No Opinion Blank 96 Agree Mean No Opinion Plank 96 Agree No Opinion Blank 96 Agree No Opinion Blank 96 Agree No Opinion Blank 96 Agree No Opinion Plank 96 Agree No	3g. Since - On a bicycle 213 73 56 28 370 18 3h. Since - On public transportation 111 111 71 80 373 15 4		<del>1</del>								
3h. Since - On public transportation 111 111 71 80 373 15  4) Please indicate whether you agree or disagree with the following statements:  4a. I understand how the contra-flow bike lanes work  4b. I understand how the bike box works 54 77 119 94 344 36 8 61.9% 2.74  4c. I understand how the bike signal works 39 72 107 126 344 34 10 67.7% 2.93  4d. I support the new bicycle features at 16th and U Street 4e. The new bicycle features at 16th and U Street 4g. I see many people riding bicycles through the intersection at 16th and U Street 4h. Prior to installation, I supported the new bicycle features at 16th and U Street 4i. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4i. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4i. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4i. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4i. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4i. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4i. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4ii. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4ii. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4ii. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4ii. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4ii. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4ii. Immediately following the installation, I supported the new bicycle features at 16th and U Street 4ii. Immediately following the installation I supported the new bicycle features at 16th	3h. Since - On public transportation  111 111 71 80 373 15  4) Please indicate whether you agree or disagree with the following statements:  4a. I understand how the contra-flow bike lanes work  4b. I understand how the bike box works  4c. I understand how the bike signal works  4d. I support the new bicycle features at 16th and U Street  4e. The new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16th and U Street  111 111 71 80 373 15  Somewhat Agree Agree Agree Total No Opinion Blank % Agree M M Opinion Blank No Opinion No Opinion No Opinion No Opinion No Opinion No Opinion Blank No Opinion Blank No Opinion Blank No Opinion No Opinion No Opinion No Opinion No No Opinion No No Opinion No No Opinion No No Opinion No Opinion No Opinion No No Opinion No No Opinion No Opinion No Opinion No No No No Opinion No Opinion No No Opinion No Opinion No										
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Disagree   Disagree   Agree	Disagree   Disagree   Agree		<u> </u>	111	71	80	373	15	L	<u> </u>	<u> </u>
4a. I understand how the contra-flow bike lanes work  4b. I understand how the bike box works  4c. I understand how the bike signal works  4d. I support the new bicycle features at 16 <sup>th</sup> and U Street  4e. The new bicycle features at 16th and U Street  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  4h. Prior to installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  4h. Prior to installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street	4a. I understand how the contra-flow bike lanes work  4b. I understand how the bike box works  4c. I understand how the bike signal works  4d. I support the new bicycle features at 16 <sup>th</sup> and U Street  4e. The new bicycle features at 16th and U Street  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  41					Strongly Agree	Total	No Opinion	Blank	% Agree	Mean
work         4b. I understand how the bike box works         54         77         119         94         344         36         8         61.9%         2.74           4c. I understand how the bike signal works         39         72         107         126         344         34         10         67.7%         2.93           4d. I support the new bicycle features at 16th and U Street         29         30         113         165         337         43         8         82.5%         3.23           U Street         4e. The new bicycle features at 16th and U Street         26         37         113         149         325         55         8         80.6%         3.18           4f. I have more transportation options because of the new bicycle features at 16th and U Street         69         73         70         82         294         87         7         51.7%         2.56           4g. I see many people riding bicycles through the intersection at 16th and U Street         10         20         108         212         350         31         7         91.4%         3.49           4h. Immediately following the installation, I supported the new bicycle features at 16th and U Street         46         106         214         166         8         80.4%         3.19	work       4b. I understand how the bike box works       54       77       119       94       344       36 8       61.9%       2.         4c. I understand how the bike signal works       39       72       107       126       344       34 10       67.7%       2.         4d. I support the new bicycle features at 16th and U Street       29       30       113       165       337       43 8       82.5%       3.         U Street       4e. The new bicycle features at 16th and U Street are a valuable asset to my neighborhood       26       37       113       149       325       55 8       80.6%       3.         4f. I have more transportation options because of the new bicycle features at 16th and U Street       69       73       70       82       294       87       7       51.7%       2.         4g. I see many people riding bicycles through the intersection at 16th and U Street       10       20       108       212       350       31       7       191.4%       3.					420	254			1	2.04
4b. I understand how the bike box works  4c. I understand how the bike signal works  39  72  107  126  344  34  36  61.9%  2.74  4c. I understand how the bike signal works  39  72  107  126  344  34  10  67.7%  2.93  4d. I support the new bicycle features at 16 <sup>th</sup> and U Street  4e. The new bicycle features at 16th and U Street  4e. The new bicycle features at 16th and U Street  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  4h. Prior to installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street	4b. I understand how the bike box works       54       77       119       94       344       36 8       61.9%       2.         4c. I understand how the bike signal works       39       72       107       126       344       34 10       67.7%       2.         4d. I support the new bicycle features at 16th and U Street       29       30       113       165       337       43 8       82.5%       3.         U Street       26       37       113       149       325       55 8       80.6%       3.         4f. I have more transportation options because of the new bicycle features at 16th and U Street       69       73       70       82       294       87 7       51.7%       2.         4g. I see many people riding bicycles through the intersection at 16th and U Street       10       20       108       212       350       31 7       91.4%       3.		41	46	132	132	351	29	°	75.2%	3.07
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4d. I support the new bicycle features at 16 <sup>th</sup> and U Street  4e. The new bicycle features at 16th and U Street  4e. The new bicycle features at 16th and U Street  4r. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  4h. Prior to installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4street  4d. I support the new bicycle features at 16 <sup>th</sup> and U Street  4d. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street	4d. I support the new bicycle features at 16 <sup>th</sup> and U Street  4e. The new bicycle features at 16th and U Street  4e. The new bicycle features at 16th and U Street  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  4d. I support the new bicycle features at 16th and		<u>/</u>							<i></i>	
U Street  4e. The new bicycle features at 16th and U Street are a valuable asset to my neighborhood  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  4h. Prior to installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street	U Street  4e. The new bicycle features at 16th and U Street  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  26 37 113 149 325 55 8 80.6% 3.  80.6% 3.	<del>_</del>	1							/	
4e. The new bicycle features at 16th and U Street are a valuable asset to my neighborhood  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  4h. Prior to installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street	4e. The new bicycle features at 16th and U Street are a valuable asset to my neighborhood  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  26 37 113 149 325 55 8 80.6% 3.  69 73 70 82 294 87 7 51.7% 2.  108 212 350 31 7 91.4% 3.		1						]	, 52.5 /6	0.20
are a valuable asset to my neighborhood  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  4h. Prior to installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  51.7% 2.56  70 82 294 87 7 51.7% 2.56  71 80.4% 3.49  72 108 212 350 31 7 91.4% 3.49  73 108 212 350 31 7 91.4% 3.49  74 166 8 80.4% 3.18  75 108 212 350 31 7 91.4% 3.49  86 106 214 166 8 80.4% 3.18  87 2 25 30 93 133 281 100 7 80.4% 3.19	are a valuable asset to my neighborhood  4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  10 20 108 212 350 31 7 91.4% 3.		26	37	113	149	325	55	8	80.6%	3.18
4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  4h. Prior to installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  51.7% 2.56  108 212 350 31 7 91.4% 3.49  108 212 350 31 7 91.4% 3.49  109 20 108 212 350 31 7 91.4% 3.49  109 214 166 8 80.4% 3.18  100 7 80.4% 3.19  100 7 80.4% 3.19	4f. I have more transportation options because of the new bicycle features at 16th and U Street  4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  20 108 212 350 31 7 91.4% 3.	•									
4g. I see many people riding bicycles through the intersection at 16 <sup>th</sup> and U Street  4h. Prior to installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  Street	4g. I see many people riding bicycles through the 10 20 108 212 350 31 7 91.4% 3. intersection at 16 <sup>th</sup> and U Street	·	69	73	70	82	294	87	7	51.7%	2.56
intersection at 16 <sup>th</sup> and U Street  4h. Prior to installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street  Street	intersection at 16 <sup>th</sup> and U Street		1		100	212	0==	2.	7	104 407	0.40
4h. Prior to installation, I supported the new bicycle 25 17 66 106 214 166 8 80.4% 3.18 features at 16 <sup>th</sup> and U Street 25 30 93 133 281 100 7 80.4% 3.19 supported the new bicycle features at 16 <sup>th</sup> and U Street			10	20	108	212	350	31	<b> </b> '	J91.4%	3.49
features at 16 <sup>th</sup> and U Street  4i. Immediately following the installation, I supported the new bicycle features at 16 <sup>th</sup> and U Street	180 - 180 -		25	17	66	100	21.4	166	8	190 40/	2 10
4i. Immediately following the installation, I 25 30 93 133 281 100 7 80.4% 3.19 supported the new bicycle features at 16 <sup>th</sup> and U Street		• • • • • • • • • • • • • • • • • • • •	25	''	00	106	Z 14	100		00.4%	J3.18
supported the new bicycle features at 16 <sup>th</sup> and U			25	30	93	133	281	100	7	80.4%	3 10
Street			1					100	[	,00. <del>4</del> /0	0.19
5) Have you driven a motor vehicle through the Yes No Total Blank	Street	et	i			1				í	
	5) Have you driven a motor vehicle through the Yes No Total Blank	ave you driven a motor vehicle through the	Yes	No	Total	Blank				<u> </u>	
intersection of 16th and U Street in the past year?											
5. MV in last year 289 87 376 12	5. MV in last year 289 87 376 12	v ın ıast year	289	87	376	12				<u> </u>	

## 16th Street, U Street, New Hampshire Avenue Intersection - Resident Survey

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No Opinion	Blank	% Agree	Mean
5a. I think traffic congestion has gotten worse at this intersection as a result of the bike facilities	98	78	27	28	231	68	89	23.8%	1.94
5b. I feel like I have to wait longer for a green light since the bicycle signal was added	83	73	44	21	221	77	90	29.4%	2.01
5c. Parking is more challenging with the new bicycle facilities	90	64	37	36	227	72	89	32.2%	2.08
5d. It seems that cyclist behavior when using the intersection is more predictable now with the new bike facilities	30	63	93	37	223	76	89	58.3%	2.61
5e. I feel that the contra-flow bike lanes don't affect me as a driver	31	51	97	69	248	48	92	66.9%	2.82
5f. I find it confusing to have cyclists ride the opposite direction of traffic on New Hampshire	94	71	55	28	248	49	91	33.5%	2.07
5g. I am concerned about safety with cyclists riding in the opposite direction of traffic on a one-way street	75	69	71	51	266	33	89	45.9%	2.37
5h. I feel that the bike signal and box doesn't affect me as a driver	25	52	112	64	253	44	91	69.6%	2.85
5i. I feel like I understand what the purpose of the bike signal and bike box is	18		116				90	76.9%	3.05
5j. I find it confusing to have bicyclists move across 16th Street into the bike box when other traffic is stopped	59	80	63	33	235	62	91	40.9%	2.30
5k. Prior to this survey, I was aware that there are bicycle signals at this intersection	40	27	34	185	286	13	89	76.6%	3.27
5l. The restriction of no right-turn on red from 16th Street is a major inconvenience	72	79	65	44	260	39	89	41.9%	2.31
5m. It is easy to confuse the bicycle signals with motor vehicle signals	87	84	49				89	28.8%	2.01
5n. Motor vehicles should not stop in the bicycle box	9	11	54	178	252	46	90	92.1%	3.59
Have you bicycled through the intersection of 16th and U Street in the past year?		No	Total	Blank					
Bike last year     Since the changes were made	128 Strongly	248 Somewhat	376 Somewhat	12 Strongly Agree		No Opinion	Blank	% Agree	Mean
	Disagree 11	Disagree 19	Agree				255	75.2%	2.93
because of the changes to the intersection  6b. The changes to the intersection have made	10						255	79.7%	3.02
riding on this block easier for me as a cyclist  6c. The changes to the intersection have made	10			37				!	
riding on this block more convenient for me as a cyclist	10							81.0%	3.03
6d. The changes to the intersection have resulted in a shorter trip time for me as a cyclist.	11	34	32	18	95	37	256	52.6%	2.60
6e. The new features at this intersection make for a better environment for bicycling in Washington DC	4	10	43	61	118	13	257	88.1%	3.36
6f. While bicycling, I've noticed that motor vehicles seem more aware of cyclists now	11	33	44	24	112	20	256	60.7%	2.72
6g. The intersection of 16th and U Streets is a useful connection to get to the places I need to go	0	9	45	65	119	13	256	92.4%	3.47
by bicycle 6h. I am more likely to choose to bicycle through this intersection than to take alternative routes because of the changes	13	30	40	31	114	17	257	62.3%	2.78
6i. I am bicycling more (in general) now than I was before the changes were made	19	37	36	22	114	17	257	50.9%	2.54
6j. As a bicyclist, I understand the purpose of the new bicycle markings and signals	6	16	52	54	128	2	258	82.8%	3.20
6k. When bicycling through this intersection, I follow the markings and signals as intended	11	30	38	45	124	6	258	66.9%	2.94
6l. Cyclists are generally better at following the rules of the road (at this intersection) since the changes	14	28	47	19	108	23	257	61.1%	2.66
6m. Cyclists have become more predictable (at this intersection) since the changes were made 7) Have you walked through the intersection of 16th and U Street in the past year?		24 No	43 Total	24 Blank	103	27	258	65.0%	2.77
7. Walk last year	361 Strongly	!	371 Somewhat Agree	17 Strongly Agree		No Opinion	Blank	% Agree	Mean

## 16th Street, U Street, New Hampshire Avenue Intersection - Resident Survey

	_								
7a. The changes made to this intersection don't	44	66	113	131	354	15	19	68.9%	2.94
affect me as a pedestrian	<u> </u>							<u> </u>	
7b. Walking through this intersection is safer now	38	101	91	34	264	105	19	47.3%	2.46
7c. Walking through this intersection is easier now	37	102	82	34	255	115	18	45.5%	2.44
7d. I am more likely to choose to walk through this	47	82	77	53	259	110	19	50.2%	2.53
intersection than to take alternative routes 7e. I am walking more (in general) now than I was	142	92	28	17	279	90	19	16.1%	1.71
before the changes were made 7f. When walking through this intersection, I	50	78	85	36	249	120	19	48.6%	2.43
encounter fewer cyclists in the crosswalks now than before the changes were made		70	00		240	120		40.0 %	2.43
7g. When walking across U Street I encounter fewer right-turning cars in my path	38	54	97	48	237	131	20	61.2%	2.65
7h. Cyclists are more aware of pedestrians	88	101	64	20	273	95	20	30.8%	2.06
crossing the street now, and yield to them 7i. Motorists are more aware of pedestrians	61	96	98	31	286	83	19	45.1%	2.35
crossing the street now, and yield to them 7j. Intersection signals, signs and street markings	51	70	134	58	313	51	24	61.3%	2.64
make it clear who has the right of way at this intersection			104		013			U1.3 /0	2.04
7k. Cyclists generally stop for pedestrians at crosswalks	120	88	90	26	324	43	21	35.8%	2.07
7l. There are fewer cyclists riding on the sidewalk now	65	67	115	61	308	60	20	57.1%	2.56
(Note that questions 8-16 asked about the 15th Street Cyc	cle Track, and a	are tallied with th	e Cycle Track F	Responses)					
17) INCLUDING YOURSELF, how many people live in	0	1	2		4+	Total	Blank		
your household?	<u> </u>								
17a Adults	0	228		5	8	382		<u> </u>	
17b Children	367	14	1	0	0	382	6	i	
18) Do you rent or own your home?	Rent	Own	Other	Total	Blank	(		<u> </u>	
18a. Home Status	229	149	3	381	7				
19) How many years have you lived in this home?	0 to 1 years	1.1 to 5 years	6 to 10 years	More than 10 years	Total	Blank			<u> </u>
19. Home Years	64	174	49	7	381	7			
20) Do you have a valid driver's license?	No	Yes	Total	Blank	<b></b>		<b></b> -	j	<u> </u>
20. License	30	342	372	16				j	
21) How many motor vehicles does your household own or lease?	0	1	2	<del></del>	4+	Total	Blank	<u></u>	
21. How many cars	168	184	25	5	0	382	6		
22) About how many miles per week do you drive?	0	!	26 through 100	100+	Total	Blank	<u> </u>		<u> </u>
22. Miles	136	148		26	382	6			
23) What is your age?	0 to 34	35 to 54	55+	Total	Blank				
23. Age	174	133	68	375	13		L	<u></u>	L
24) What is your gender?	<u> </u>	Male	Total	Blank				<u> </u>	
<ul><li>24. Gender</li><li>25) Do you consider yourself Hispanic or Latino/a</li></ul>	190 (No	192 Yes	382 Total	6 Blank			<b></b>	<u> </u> 	<b>L</b>
25. Hispanic	359								
26) Do you consider yourself: (Please check just one box.)	White or Caucasian	Black or	American Indian or Alaska Native		<u> </u>	Other	Blank		
26. Race	309	28	2	15	13	9	12	1	
26. Race 27) Do you work outside your home? 27. WorkZip	309 No 62	Yes	Total	Blank		9	12		

### 15th Street Cycle Track - Resident Survey

1) Please indicate how often you use the following	Never	Less than 1	At least	5 or more	Total	Blank		<u> </u>	
modes of transportation for everyday travel needs:	Never	day per		days per	Total	Diank			
		week	week but	week					
10 Cov/twisely/ote	100	220	not daily	171	925	24		<u> </u>	
1a. Car/truck/etc 1b. Walking	180 8	239 12	245 108		835 845	31 21		<u>!</u>	
1c. Bicycling	445	141	132	96		52		<del>[</del>	
1d. Public transportation	55	226	267	292	840	26		<b>i</b>	
<u> </u>			Somewhat		L	No Opinion	Plank	10.	N 4 = = = =
	Disagree	Disagree	Agree	Agree	Total	тчо Ориноп	Dialik	% Agree	Mean
2a. I am satisfied with my neighborhood as a place for walking	11	13	157	680	861	3	2	97.2%	3.75
2b. I am satisfied with my neighborhood as a place for driving	49	171	333	152	705	154	7	68.8%	2.83
I am satisfied with my neighborhood as a place for biking	36	81	254	256	627	232	7	81.3%	3.16
2d. I am satisfied with my neighborhood as a place for taking transit	11	49	234	547	841	18	7	92.9%	3.57
My neighborhood has improved in the last 2 years	21	28	249	458	756	104	6	93.5%	3.51
2f. Washington DC should be investing in	63	91	238	397	789	70	7	80.5%	3.23
projects that encourage more people to ride bicycles for transportation		2.1	100	500	205			25 40/	0.07
2g. Traffic congestion is a serious problem in Washington DC	4	34	189			38		95.4%	3.67
2h. Traffic congestion is a serious problem in my neighborhood	24	143	358	289		47		79.5%	3.12
2i. I would like to live in a place where my daily needs can be met through bicycling	102	112	210	284	708	152	6	69.8%	2.95
2j. I am familiar with the bicycle lanes and other bicycle facilities in my neighborhood	11	37	286	494	828	36	3	94.2%	3.53
2k. I often use the bicycle lanes and other bicycle facilities in my neighborhood	298	94	110	210	712	145	9	44.9%	2.33
2I. Bicycling is an important part of the Washington transportation system.	51	104	270	377	802	57	7	80.7%	3.21
2m. Bicycling in Washington DC is safe	150	275	280	62	767	93	6	44.6%	2.33
2n. Bicycling in Washington DC is convenient	39	111	405	193	748	113	5	79.9%	3.01
2o. Washington DC should be investing in projects that improve the safety of bicycling	38	50	240	473	801	60	5	89.0%	3.43
2p. I support public investment in bicycling facilities	65	74	236	434	809	50	7	82.8%	3.28
2q. Most bicyclists disobey traffic laws and	81	207	265	258	811	53	2	64.5%	2.86
generally cause problems for drivers  3) How often have you traveled on 15th Street NW between V Street and E Street?	Never	Less than 1 day per	once a	5 or more days per	Total	Blank		<del></del>	
		week	week but not daily	week					
3a. Before - In a car	172	268	259			32		<u></u>	
3b. Before - On foot	76	128	270		836	30		<u>í</u>	
3c. Before - On a bicycle	526	159	103			38		1	
3d. Before - On public transportation	588	120	69		828	38			
3e. Since - In a car	154	296	260		837	29			
3f. Since - On foot	50	122	280			28			
3g. Since - On a bicycle	478	147	134	75 53		32		<u> </u>	
	577 Strongly		78 Somewhat	Strongly	<u></u>	35 No Opinion	Blank	% Agree	Mean
	Disagree 83	Disagree 47	Agree 173	Agree 501	804	ΛE	17	<u> </u>	2.26
<ul> <li>4a. I support the 15<sup>th</sup> Street cycle track</li> <li>4b. The cycle track on 15th Street is a valuable</li> </ul>	77	56	173					83.8% 83.0%	3.36 3.32
asset to my neighborhood	27							1	
St. cycle track	<u> </u>	43	208					91.2%	3.53
4d. The cycle track is a visually appealing part of 15 <sup>th</sup> Street	111	130	201	289		111		67.0%	2.91
4e. I often see vehicles parked in the cycle track	350	259	101	39	749	95	22	18.7%	1.77

	,	•	7					,	
4f. The small white "flex-posts" do a good job of	35	50	351	325	761	84	21	88.8%	3.27
separating the areas where bikes should be from the areas where cars should be	į							į	
the areas where cars should be	1							í	
4g. Prior to installation, I supported the 15th	68	35	131	264	498	351	17	79.3%	3.19
Street cycle track								7 3.3 70	0.10
4h. Immediately following the installation, I	83	71	159	380	693	153	20	77.8%	3.21
supported the 15th Street cycle track	<u> </u>	<u></u>			<u> </u>		<u> </u>	Ĺ	<u> </u>
,	Yes	No	Total	Blank				1	
NW between V Street and E Street in the past									
year? 5. MV in last year	604	221	825	41				<u> </u>	
!								Ļ	<u> </u>
Since the changes were made	• •	Somewhat			Total	No Opinion	Blank	% Agree	Mean
5a. I think there are fewer cyclists riding in the	Disagree 40	,		Agree 293	576	50	231	82.6%	3.27
car lanes since the cycle track was installed			103	293	370	33	201	02.0%	3.21
learned sines the syste track was installed	ļ							ļ	
5b. My perception is that traffic congestion has	187	180	83	95	545	88	233	32.7%	2.16
gotten worse as a result of the cycle track									
5c. I feel safer driving on 15 <sup>th</sup> Street because of	93	119	192	112	516	118	232	58.9%	2.63
the cycle track	!							<u>!</u>	
5d. I feel that it takes longer to drive this section	138	170	131	113	552	86	228	44.2%	2.40
of 15 <sup>th</sup> Street than before.							00.1	1	2.25
5e. In general, I feel that drivers travel slower on	108	183	166	72	529	113	224	45.0%	2.38
15th Street after the installation of the cycle track	ļ							!	
5f. Driver behavior is safer and calmer with the	87	162	188	73	510	128	228	51.2%	2.48
cycle track	1	102	100	"		120	220	151.270	2.40
5g. It is a major inconvenience that drivers must	164	153	127	149	593	45	228	46.5%	2.44
wait for a green arrow before turning left off of 15 <sup>th</sup>	!							, 1010 / 0	
Street	!							ļ	
5h. I feel that the cycle track doesn't affect me as	122	164	190	108	584	51	231	51.0%	2.49
a driver								<u> </u>	
5i. Intersection signals, signs and street	86	140	229	146	601	34	231	62.4%	2.72
markings make it clear who has the right of way	ļ							ļ	
(bike or cars) at intersections on 15 <sup>th</sup> Street	j							ĺ	
Ei Turning off 45 <sup>th</sup> Street into allows driveways	64	130	184	139	517	122	227	62.5%	2.77
5j. Turning off 15 <sup>th</sup> Street into alleys, driveways, and parking garages) is difficult with the cycle track		100	104	100	317	122	221	02.5%	2.11
and parking garages) is dimedit with the eyele track	}							<b>!</b>	
5k. I am concerned about safety with cyclists	157	176	120	121	574	64	228	42.0%	2.36
riding in the opposite direction of traffic on a one-	i							1	
way street								1	
5l. I find it stressful and challenging to park on	145	128	100	86	459	179	228	40.5%	2.28
15 <sup>th</sup> Street because of the cycle track	<u> </u>							<u> </u>	
5m. Overall, I like that bicycles are separated	21	27	178	389	615	22	229	92.2%	3.52
from the motor vehicle traffic  6) Have you bicycled on 15th Street NW between V	You	No	Total	Plank	<b></b>			<del></del>	·
Street and E Street in the past year?	res	No	Total	Blank					
Street and E Street in the past year:	·							!	
6. Bike last year	308	518	826	40				!	
Since the changes were made	<u>′</u>			Strongly	Total	No Opinion	Blank	% Agree	Mean
g	4	Disagree	Agree	Agree				1 Agree	IVICALI
6a. I feel safer cycling on 15th Street because of	7	18		251	323	7	536	92.3%	3.68
the cycle track	<u> </u>							!	
6b. The 15th Street cycle track has made cycling	6	20	65	229	320	11	535	91.9%	3.62
in and around Washington DC safer for me as a	í							í	
cyclist 6c. The 15th Street cycle track has made cycling	1	14	52	249	319	11	536	104 49/	3.71
on 15th Street easier for me as a cyclist	4	14	52	249	319	'1	550	94.4%	3.71
	ļ							ļ	
6d. The 15th Street cycle track has made cycling	3	18	69	221	311	19	536	93.2%	3.63
in and around Washington DC easier for me as a								1	
cyclist	<u> </u>							<u> </u>	
6e. The 15th Street cycle track has made cycling	3	17	56	241	317	14	535	93.7%	3.69
on 15th Street more convenient for me as a cyclist	Ì							j	
6f The 15th Street avale treet has made surling	-	23	71	212	311	40	536	04.00/	2.50
6f. The 15th Street cycle track has made cycling in and around Washington DC more convenient for		23	'1	212	311	19	550	91.0%	3.58
me as a cyclist	!							!	
30 5 0,0	4	Į.						7	

	,	1		T	,	1		,	
6g. The 15th Street cycle track has resulted in a shorter trip time for me as a cyclist.	19	35	88	130	272	58	536	80.1%	3.21
6h. The 15th street cycle track is a useful	8	21	84	189	302	28	536	90.4%	3.50
connection for me in getting places I want to go	j		0.		"			30.470	5.50
	<u> </u>							<u> </u>	
6i. The 15th Street cycle track has resulted in a better environment for bicycling in Washington	7	12	61	238	318	13	535	94.0%	3.67
better environment for bicycling in washington								į.	
6j. I like riding on the cycle track north of	9	6	61	206	282	49	535	94.7%	3.65
Massachusetts Avenue (residential area)	<u> </u>							<u> </u>	
6k. I like riding on the cycle track south of	7	30	86	139	262	68	536	85.9%	3.36
Massachusetts Avenue (downtown area)  7) Have you walked on 15th Street NW between V	Yes	No	Total	Blank	<b></b>		<del> </del> -	<del></del>	·
Street and E Street in the past year?	1		rotar	Diariik				i	
	1							1	
7. Walk last year	758	<b>L</b>	812	54			<u> </u>	<u> </u>	<u> </u>
Since the changes were made	, , ,			0,	Total	No Opinion	Blank	% Agree	Mean
7a. I feel that crossing 15th Street as a	Disagree 237	Disagree 194	Agree 211	Agree 119	761	37	68	43.4%	2.28
pedestrian is more difficult now because of the	1 257	134	211	113	'01	37	00	43.4%	2.20
cycle track	<u>j</u>							<u>j</u>	
7b. I perceive that motor vehicles drive slower on	134	258	203	48	643	152	71	39.0%	2.26
15 <sup>th</sup> Street NW after the installation of the cycle	1							1	
track 7c. Based on my observations, there are fewer	60	77	289	275	701	96	69	80.5%	3.11
cyclists riding on the sidewalk after the cycle track			200					00.576	5.11
was installed	<u> </u>							<u> </u>	
7d. I believe that the cycle track has made the	68	100	258	256	682	114	70	75.4%	3.03
streetscape better when walking on the sidewalk on 15 <sup>th</sup> Street	į							į	
7e. I feel safer crossing 15th Street now because	114	223	166	98	601	194	71	43.9%	2.41
of the cycle track	<u> </u>							7-10.070	2.71
7f. I feel that the cycle track doesn't affect me as	151	246	226	145	768	30	68	48.3%	2.48
a pedestrian  7g. Intersection signals, signs and street	78	173	314	172	737	57	72	65.9%	2.79
markings make it clear who has the right of way at	, , ,	173	314	172	'3'	37	12	05.9%	2.79
intersections on 15 <sup>th</sup> Street	1							!	
7h. Based on my observations, cyclists in the	215	192	246	83	736	57	73	44.7%	2.27
cycle track generally stop for pedestrians at	i							í	
crosswalks 7i. I like that the walk signal appears a few	20	23	200	440	683	103	80	93.7%	3.55
seconds before the traffic signal turns green for	20		200			100		93.7 /6	3.33
cars	<u>;</u>			<u> </u>	<u> </u>		<u> </u>	<u> </u>	<u> </u>
, , , , , , , , , , , , , , , , , , , ,	0	1	2	3	4+	Total	Blank	<b>!</b>	
live in your household? 10a Adults	4	498	313	17	17	849	17	!	
10b Children	570		11	4	2		251	•	
11) Do you rent or own your home?	<u> </u>	Own	Other	Total	Blank			<del></del>	
11a. Home Status	437	405	6					í	
!	0 to 1 years		6 to 10	More than	Total	Blank	<b></b> -	<b>╁</b>	
12) Flow many years have you lived in this home:	to to 1 years	years	years	10 years	liotai	Diarik			
12. Home Years	127	378	128		849	17		1	
13) Do you have a valid driver's license?	No	Yes	Total	Blank				<del> </del> -	<u>                                     </u>
13. License	69	768	837	29				į	
14) How many motor vehicles does your household	0	1	2	3	4+	Total	Blank	Ĺ	
own or lease?	1							1	
14. How many cars	342		77	<u> </u>	<b></b>		18	<b>4</b>	
15) About how many miles per week do you drive?	0	.5 though	Ŭ	100+	Total	Blank		1	
	1	25	100					}	
15. Miles	275	319	166	72	832	34		!	
16) What is your age?	0 to 34	35 to 54	55+	Total	Blank			ţ	\
16. Age	367	310		839				į	
17) What is your gender?	<u> </u>	Male	Total	Blank	<b> </b>		<b> </b>	<b>广</b>	<u> </u>
17. Gender	397	454	851	15				i	
. — . — . — . — . — . — . — . — . — . —	No	Yes	Total	Blank	<b> </b>	<b></b>	<b>†</b> -	<u> </u>	<u>}</u>
, , , , , , , , , , , , , , , , , , , ,									

### 15th Street Cycle Track - Resident Survey

18. Hispanic	789	37	826	40				
, , , , , , , , , , , , , , , , , , , ,	,		American	Asian	Multiracial	Other	Blank	
one box)	Caucasian	African	Indian or					
		American	Alaska					
			Native					
19a. Race	670	72	3	33	37	20	31	
20) Do you work outside your home?	No	Yes	Total	Blank				
20a. WorkZip	137	701	838	28				

## Pennsylvania Avenue Center Bike Lanes - Resident Survey

Please indicate how often you use the following	Novor	Less than 1	At least	5 or	Total	Blank		4	
modes of transportation for everyday travel needs:		day per	once a week		Total	DIATIK			
,,	<b>,</b>	week	but not daily					ļ	
	Į			week					
1a. Car/truck/etc	31	55	41	27	154	3		j	
1b. Walking	1	33		129		3		<del>1</del>	
1c. Bicycling	102	23	16	3		13		<del>-</del> {	
1d. Public transportation	102	23	58	67	153	13			
	Strongly		Somewhat	<u> </u>		No 4	Blank	10/ 10/ 10	
	Strongly Disagree	Somewhat Disagree	Agree	Strongly Agree	Total	Opinion	DIATIK	% Agree	Mean
2a. I am satisfied with my neighborhood as a	5	8	31	113	157	Оринон		91.7%	3.61
place for walking	<u> </u>							<u>i</u>	
2b. I am satisfied with my neighborhood as a	15	35	48	27	125	31	1	60.0%	2.70
place for driving  2c. I am satisfied with my neighborhood as a	8	17	50	20	95	60	2	73.7%	2.86
place for biking	ŭ	.,	00				[	7 3.7 76	2.00
2d. I am satisfied with my neighborhood as a	4	8	23	119	154	3		92.2%	3.67
place for taking transit	<u></u>	_	40	00	100	00	0	121.221	
2e. My neighborhood has improved in the last 2 years	4	/	48	63	122	33	2	91.0%	3.39
2f. Washington DC should be investing in	25	12	48	55	140	17		73.6%	2.95
projects that encourage more people to ride								7 0.070	2.00
bicycles for transportation									
2g. Traffic congestion is a serious problem in Washington DC	2	6	33	108	149	7	1	94.6%	3.66
2h. Traffic congestion is a serious problem in	5	22	62	59	148	9		81.8%	3.18
my neighborhood	<u>j</u>		-					101.070	0.10
2i. I would like to live in a place where my daily	39	15	39	36	129	28		58.1%	2.56
needs can be met through bicycling	10	40	F-7	00	4.40	40	4	04.00/	0.00
2j. I am familiar with the bicycle lanes and other bicycle facilities in my neighborhood	10	13	57	66	146	10	1	84.2%	3.23
2k. I often use the bicycle lanes and other	76	15	25	16	132	23	2	31.1%	1.86
bicycle facilities in my neighborhood	<u>!</u>							<u>ļ</u>	
2l. Bicycling is an important part of the	26	30	46	39	141	15	1	60.3%	2.70
Washington transportation system.  2m. Bicycling in Washington DC is safe	42	41	31	9	123	33	1	32.5%	2.06
2n. Bicycling in Washington DC is convenient	15	28		24				63.9%	2.71
211. Bicycling in washington be is convenient	15	20	52	24	119	31		63.9%	2.71
2o. Washington DC should be investing in	21	12	35	72	140	15	2	76.4%	3.13
projects that improve the safety of bicycling	<u> </u>							<u> </u>	
2p. I support public investment in bicycling facilities	26	16	42	62	146	9	2	71.2%	2.96
2q. Most bicyclists disobey traffic laws and	16	39	36	48	139	16	2	60.4%	2.83
generally cause problems for drivers	Ĺ			L			<u> </u>	100.170	
, ,	Never		At least	5 or	Total	Blank			<u> </u>
Avenue NW from 3rd Street to 15th Street:		day per	once a week						
	!	week	but not daily	days per week				!	
				ook					
3a. Before - In a car	36	53	36	25	150	7		i	
3b. Before - On foot	15	27	49	62	153	4		í	
3c. Before - On a bicycle	108	26	13	0	147	10			
3d. Before - On public transportation	70	32	32	16	150	7			1
3e. Since - In a car	34	56	36	24	150	7		1	1
3f. Since - On foot	8	29	54	62	153	4		1	1
3g. Since - On a bicycle	100	25	19	3	147	10		ĺ	1
3h. Since - On public transportation	69	31	32	16	148	9		1	1
	Strongly	Somewhat	Somewhat	Strongly		No	Blank	% Agree	Mean
with the following statements:	Disagree	Disagree	Agree	Agree		Opinion		1	
4a. I support the center bike lanes on	25	11	39	67	142	14	1	74.6%	3.04
Pennsylvania Avenue	07	40	40		404	04	2	170.00/	12.02
4b. The center bike lanes on Pennsylvania Avenue are a valuable asset to my neighborhood	27	12	40	55	134	21	<b> </b> ^	70.9%	2.92
The state of the s	<u></u>							1	
4c. I see many people riding bicycles in the	17	32	60	30	139	14	4	64.7%	2.74
center bike lanes on Pennsylvania Avenue		00	05	^-	440	4.4	2	147.00/	0.40
4d. The center bike lanes improve the appearance of the street	32	26	25	27	110	44	3	47.3%	2.43
appearance or the street	<u>'</u>		<u>L</u>	Ļ	ļ.	ļ.	l	4	ļ

#### Pennsylvania Avenue Center Bike Lanes - Resident Survey

4e. I often see vehicles parked in the center bike lanes on Pennsylvania Avenue	62	40	14	6	122	32	3	16.4%	1.70
4f. Prior to installation, I supported the Pennsylvania Avenue center bike lanes	22	6	17	28	73	79	5	61.6%	2.70
4g. Immediately following the installation, I supported the Pennsylvania Avenue center bike	27	9	26	44	106	47	4	66.0%	2.82
lanes 5) Have you driven a motor vehicle on Penn. Ave. NW from 3rd Street to 15th Street in the past year?	Yes	No	Total	Blank				. <u>/</u>	
5. MV in last year	112	37	149	8				<del>-</del>	
Since the changes were made	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree		No Opinion	Blank	% Agree	Mean
5a. I think there are fewer cyclists riding in the car lanes since the center bike lanes were installed	9	14	39	20	82	36	39	72.0%	2.85
5b. My perception is that traffic congestion has gotten worse as a result of the center bike lanes	24	29	9	19	81	38	38	34.6%	2.28
5c. I feel safer driving on Pennsylvania Avenue because of the center bike lanes	28	17	32	10	87	31	39	48.3%	2.28
5d. I feel that it takes longer to drive this section of Pennsylvania Avenue due to the center bike lanes	24	23	18	18	83	35	39	43.4%	2.36
5e. In general, I feel that more drivers travel slower on Pennsylvania Avenue now	18	30	21	9	78	41	38	38.5%	2.27
5f. Driver behavior is safer and calmer with the center bike lanes	22	22	23	6	73	44	40	39.7%	2.18
5g. It is a major inconvenience that cars are not allowed to make U-turns on Pennsylvania Avenue	29	20	30	19	98	18	41	50.0%	2.40
5h. I feel that the center bike lanes don't affect me as a driver	23	19	38	21	101	14	42	58.4%	2.56
5i. Intersection signals, signs and street markings make it clear who has the right of way at intersections on Pennsylvania Avenue	20	22	39	16	97	19	41	56.7%	2.53
5j. At the 15 <sup>th</sup> Street intersection, the bike signals are easy to confuse with signals for motor vehicles	6	12	28	19	65	52	40	72.3%	2.92
5k. I have changed how I drive on Pennsylvania Avenue because of the center bike lanes	25	22	24	8	79	38	40	40.5%	2.189873418
5l. Overall, I like that bicycles are separated from the motor vehicle traffic	7	7	40	53	107	12	38	86.9%	3.30
6) Have you bicycled on Penn. Ave. from 3rd Street to 15th Street NW in the past year?	Yes	No	Total	Blank					
6. Bike last year	34	116	150	7				1	
Since the changes were made	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Total	No Opinion	Blank	% Agree	Mean
6a. I feel safer cycling on Pennsylvania Avenue because of the center bike lanes	3	0	10		39		114	92.3%	3.51
6b. The center bike lanes have made cycling in and around Washington, DC safer for me as a cyclist	3	2	9	24	38	3	116	86.8%	3.42
6c. The center bike lanes have made cycling on Pennsylvania Avenue easier for me as a cyclist	3	0	10	26	39	2	116	92.3%	3.51
6d. The center bike lanes have made cycling in and around Washington, DC easier for me as a cyclist	3	4	7	24	38	3	116	81.6%	3.37
6e. The center bike lanes have made cycling on Pennsylvania Avenue more convenient for me as a cyclist	3	0	10	26	39	2	116	92.3%	3.51
6f. The center bike lanes have made cycling in and around Washington, DC more convenient for me as a cyclist	3	3	10	21	37		117	83.8%	3.32
6g. The center bike lanes have resulted in a longer trip time for me as a cyclist.	17	10		0			116	20.6%	1.71
6h. The center bike lanes are a useful connection for me in getting places I want to go	4	1	15	15	35	6	116	85.7%	3.17

#### Pennsylvania Avenue Center Bike Lanes - Resident Survey

6i. The center bike lanes have resulted in a	2	2	15	20	39	2	116	89.7%	3.36
better environment for bicycling in Washington	1							1	
	<u>}</u>							<u>}</u>	
6j. Taking Pennsylvania Avenue allows me to	6	5	15	5	31	9	117	64.5%	2.61
take a more direct bicycle route to my destination	í							í	
l	<u> </u>	<u> </u>	l	L	]			<u>}</u>	<u>                                      </u>
7) Have you walked on Penn. Ave. NW from 3rd	Yes	No	Total	Blank				<u>)                                    </u>	
Street to 15th Street in the past year?	<b>1</b>							í	
7. Walk last year	144	6	150	7				į	
Since the changes were made	Strongly	Somewhat	Somewhat	Strongly	Total	No	Blank	% Agree	Mean
- mar and an angel marchine	Disagree	Disagree	Agree	Agree		Opinion		70 Agree	IVICALI
7a. I feel that crossing Pennsylvania Avenue is	58	28	_	21	135		7	36.3%	2.09
more difficult with the center bike lanes	!							00.070	2.00
7b. I perceive that motor vehicles drive slower	33	39	16	7	95	54	8	24.2%	1.97
on Pennsylvania Avenue after the center bike	1							1.270	1.07
lanes were installed	,							<b>;</b>	
7c. Based on my observations, there are fewer	16	16	52	27	111	37	9	71.2%	2.81
cyclists riding on the sidewalk after the center bike	1							1 11270	2.01
lanes were installed								ļ	
7d. I think that the center bike lanes make for a	25	30	41	22	118	31	8	53.4%	2.51
better environment for pedestrians crossing	i							1	
Pennsylvania Avenue									
7e. I feel that the center bike lanes don't affect	26	40	42	30	138	11	8	52.2%	2.55
me as a pedestrian	<u>Ĺ</u> _			<u> </u>				<u></u>	
7f. When crossing Pennsylvania Avenue, I	12	31	48	44	135	14	8	68.1%	2.92
sometimes have to wait in the median for another	ļ							}	
light cycle	ĺ							ĺ	
7g. I think that most cyclists want to wait in the	9	17	45	27	98	50	9	73.5%	2.92
median for a green light in the same place	ļ							!	
pedestrians want to wait	1							<u> </u>	
7h. Based on my observations, cyclists in the	33	46	29	11	119	30	8	33.6%	2.15
center bike lanes generally stop for pedestrians at	,							<b>,</b>	
crosswalks	<u>                                     </u>	L	l	L	]		l	Ĵ	l
10) INCLUDING YOURSELF, how many people	<b>ૄ</b>	1	2	3	4	Total	Blank	<u> </u>	
live in your household?	<u>,                                    </u>							<u> </u>	
10a Adults	0	69	78	4	2	153	4	ĺ	
10b Children	67	3	1	0	0	71	86	i	
11) Do you rent or own your home?	Rent	Own	Other	Total	Blank			<u>{</u>	
	<u> </u>							<u> </u>	
11a. Home Status	66	83		152				Í	
12) How many years have you lived in this home?	0 to 1 years	1.1 to 5	6 to 10	More	Total	Blank		1	
	}	years	years	than 10				<b>!</b>	
	<u> </u>			years				<u> </u>	
12. Home Years	34	73	23	20	150	7		1	
13) Do you have a valid driver's license?	No	Yes	Total	Blank	(			{	i —
13. License	8	144	152	5				!	
<u> </u>	<u>4</u>				<u></u>	Total	Dlank	{— - — - — - —	
14) How many motor vehicles does your	0	1	2	3	5	Total	Blank		
household own or lease?	58	71	18	4	1	152	_	<u></u>	
14. How many cars	<u></u>	<u> </u>			<u>                                     </u>		o <b>— —</b> —	Ĺ	<u> </u>
15) About how many miles per week do you	0	.5 though 25	•	100+	Total	Blank		Í	
drive?	<u> </u>		100					<u> </u>	
15. Miles	49	56	36	7	148	9		ĺ	
16) What is your age?	0 to 34	35 to 54	55+	Total	Blank			}	i —
16. Age	57	46	42	145	12			;	
<u>'-                                    </u>	<u> </u>	<u> </u>						<u> </u>	
17) What is your gender?	4	Male	Total	Blank				<b>'</b>	
17. Gender	85	64	149	8	]	L		<u> </u>	<u>                                      </u>
18) Do you consider yourself Hispanic or	No	Yes	Total	Blank				<u>}</u>	1
Latino/a?	Ĺ							<u>Ĺ</u>	
18. Hispanic	141	4	145	12				1	
<u> </u>	White or	Black or	Asian	Multiraci	Other	Total	Blank	<u> </u>	
one box)	Caucasian	African	, tolall	al	Julion	rotai	Diarik	ĺ	
0.10 20/)	Jagoasian	American		a.				1	
19a. Race	119		14	2	5	145	12		
<u>' </u>	<u> </u>	<u>!-                                    </u>			<b></b>	143		}	<u></u>
20) Do you work outside your home?	No	Yes	Total	Blank				1	
20a. WorkZip	24	124	148	9				;	
·		•		•	•			4	