

66th Street Survey

A survey was available between August 2nd and August 6th, 2014, asking for bicyclists' opinion of design options for the bikeway on 66th Street. Participants were only required to answer where they live and which design they preferred. Optionally, there were able to answer a question on bikeway continuity and to explain their answer on the preferred bikeway style.

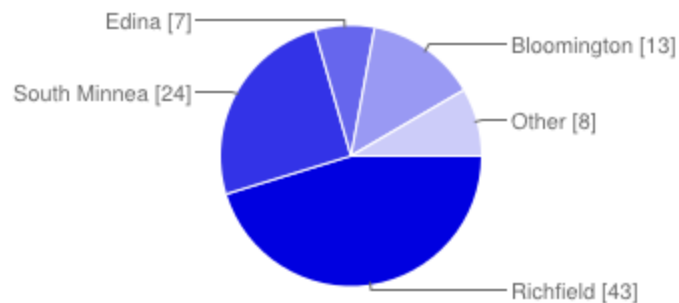
There were a total of 95 participants, plus two write-in emails. The form was made available to those on the mailing list of the Richfield Bike Advocates and Bloomington Bicycle Alliance, as well as the Bike Edina group on Facebook, and a group of project volunteers from the Minneapolis Bicycle Coalition.



RICHFIELD BIKE ADVOCATES

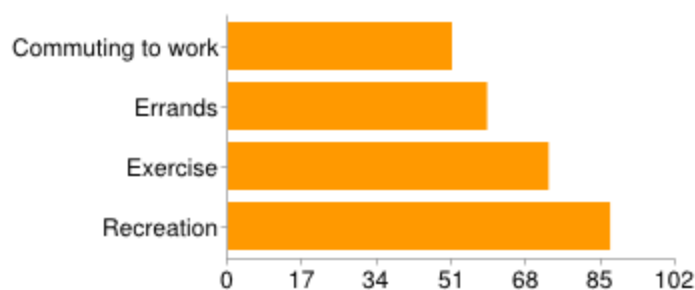
Participant background

"I live in..."



Richfield cyclists were the largest constituency, although the majority of participants lived outside Richfield.

"I ride a bike mainly for..."



Bikeway design

Rather than showing the cross sections, participants were shown two "real-world" examples of the bikeways similar to what is proposed for 66th Street. It was noted in both cases that 66th would be wider than the roadway shown. Differences from the cycle track shown were also explained.

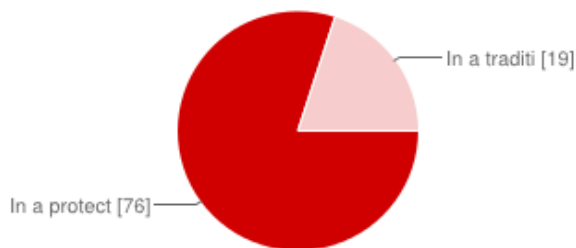


"Option 4B" (Protected bike lane in Cambridge, MA)



"Option 2" (Traditional bike lane and trail on 76th St)

"I would be most comfortable riding..."

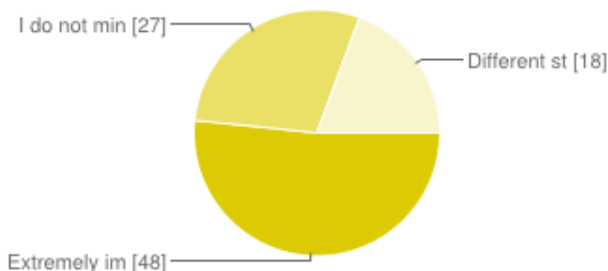


80% of respondents said they preferred Option 4B. 20% preferred Option 2. Looking at Richfield residents only, the feelings were nearly the same: 81% preferred 4B.

Nearly all who participated also wrote in details explaining their choice. See following page.

Continuity

Optionally, participants were asked how they felt about changes in the type of bikeway. They could answer either that it was extremely important it not change at all; that it was OK if it changed as long as it stayed on 66th; or that it was OK if it changed, even to an alternate parallel route.



Just over half -- and by far the largest constituency -- said it was extremely important it not change. about 30% were OK with changes on 66th, and just under 20% were OK with parallel routes.

Comments on bikeway design

The following is a summary of comments. The number of participants who referenced the statement listed is in parentheses. Note that some participants made multiple statements in their comments, while other left no comment.

In favor of Option 4B	In favor of Option 2
Safer, generally (19)	Safer due to avoiding right hook/left cross (2)
Avoiding animosity with motorists (12)	Easier to make left turns (1)
Would better protect from distracted motorists/swerving (7)	Concerned about smoothness of Option 4B (1)
Would encourage less-confident riders to get out and bike (10)	Less expensive (2)
Specifically, more suitable for elderly (2)	Pedestrians would wander into cycletrack (2)
Specifically, more suitable for children/families (13)	Cars would block cycletrack pulling out of side streets (2)
Fewer debris/obstacles brushed from the roadway relative to a "gutter" bike lane (3)	Concerned about snow-clearing in Option 4B (1)
Cars/Buses cannot park/stand in cycletrack, while they could in a trad. bike lane (1)	
Symbol of a bicycle-friendly Richfield (3)	
In traditional bike lanes, bicyclists are "buzzed" by passing motorists (3)	
Shared-use paths/sidewalks are unsafe for bicycling (2)	
More pleasant ride, generally (2)	

Original comments

Full comments and results are available at <http://sdho.org/i/f/2014/08/66th.xlsx>