Town of Moraga:

2015 Livable Moraga Road Project Segment 3 – Mail Survey of Households

March 2016

Overview and Research Objectives

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The Town of Moraga commissioned Godbe Research to conduct a mail survey of all Town residential households to help support the Livable Moraga Road Project – Segment 3. The mail survey was designed as a follow-up to a series of focus groups on the same topic and the mail survey addressed the following research objectives:

- Evaluating traffic congestion on major Moraga thoroughfares and specifically on Moraga Road between Campolindo Drive and Saint Mary's Road;
- Assessing opinions on the need to balance the needs of drivers with the needs of bicyclists, pedestrians, and other non-drivers;
- Determining unaided awareness of the Livable Moraga Road Project in general;
- Evaluating the existing conditions and three potential options for Segment 3 of the Livable Moraga Road Project;

Overview and Research Objectives (cont.)

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- Assessing the likes and dislikes of individual features of the existing conditions and the three potential options for Segment 3;
- Evaluating the perceived safety of the three potential options and existing conditions of Segment 3 for drivers;
- Assessing the perceived convenience of the three potential options and existing conditions of Segment 3 for pedestrians, bicyclists and other non-driver uses;
- Determining which of the three potential options best meets the needs of Town residents or if existing conditions are adequate, and;
- Evaluating if a potential long-term moderate reduction in level of service (LOS) or traffic flow would have an impact on support for Option 1 or Option 2.

Methodology Overview

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➢ Data Collection	Mail Survey
➢ Universe	Approximately 5,700 residential households in the Town of Moraga, including residences at Saint Mary's College.
➢ Fielding Dates	December 17, 2015 through January 8, 2016
➢ Interview Length	26 questions
➢ Sample Size	1,108 returned surveys
➢ Margin of Error	± 2.6% to ± 3.0% at the 95% confidence level based on responses to specific questions

Note: The data have been weighted to reflect the actual population characteristics of the resident population in the Town of Moraga in terms of their gender, age, and ethnicity.

Key Findings

Q1a. Length of Residence in Moraga (n=1,108)

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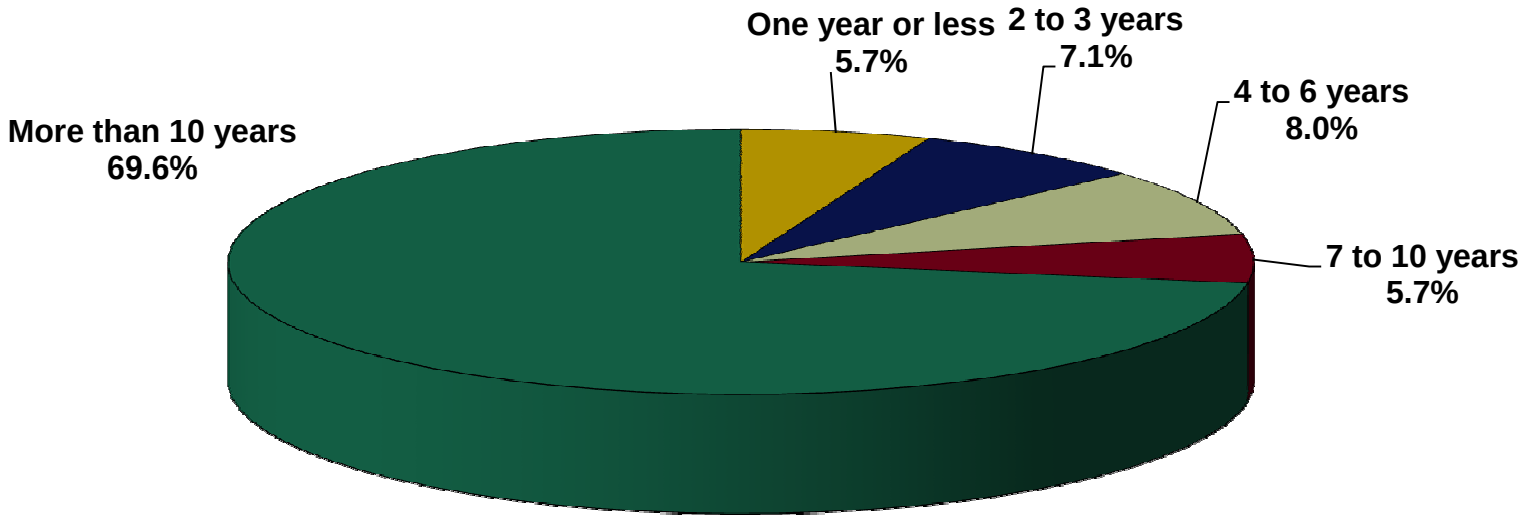
As the first question in the survey, respondents were asked how long they have lived in the Town of Moraga. Seventy percent (70%) of residents indicated that they have lived in the Town for at least 10 years and seventy-five (75%) of residents stated they have lived in Moraga for at least 7 years.



Q1b. Student at St. Mary's College (n=1,108)

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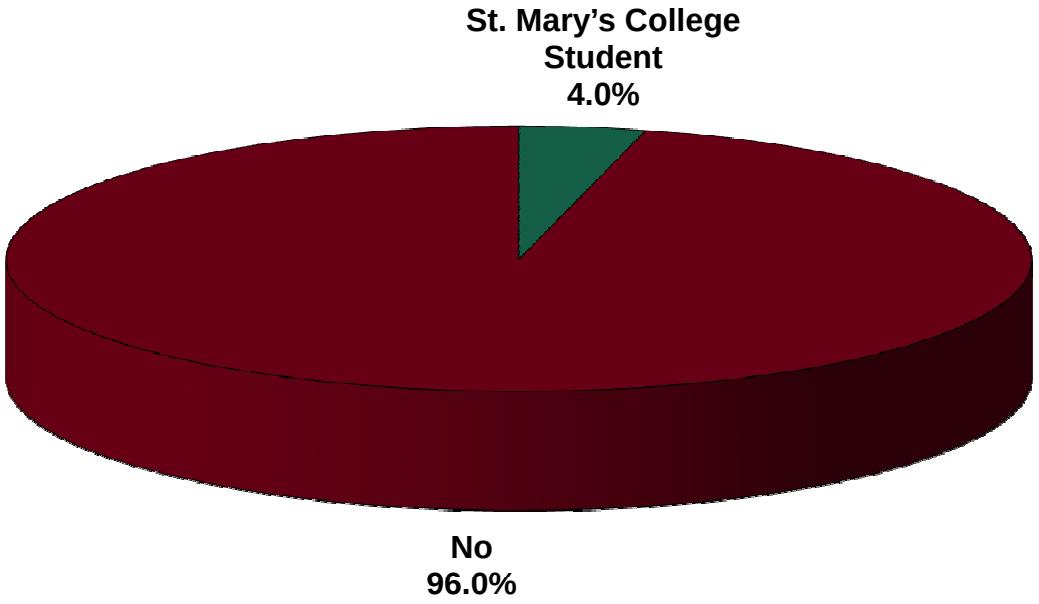
Within the same question, respondents were also asked if they were a student at Saint Mary's College, although we did not ask if they live 'on' or 'off campus'. Only four percent (4%) of residents indicated being a student at Saint Mary's College, although we did not specifically ask if this was 'on' or 'off' campus.



Q2. Importance of Easing Traffic Congestion Within Moraga (n=1,099)

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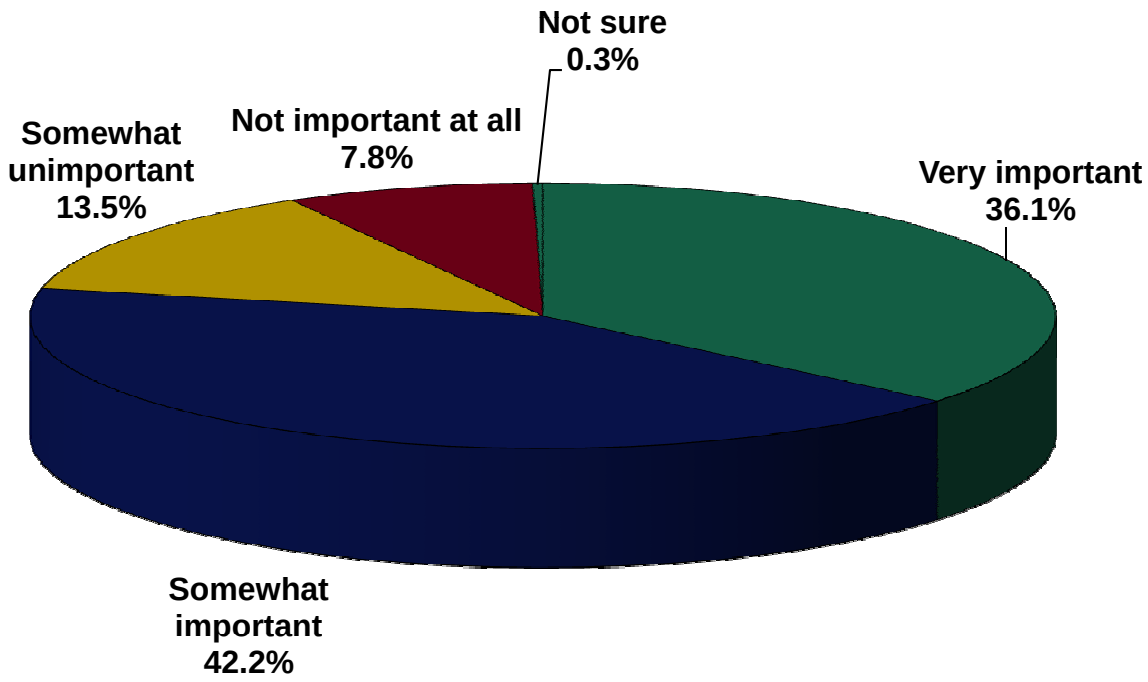
Next, survey respondents were asked about the importance of easing traffic congestion on major thoroughfares within the Town of Moraga. More than three-quarters (78%) of respondents indicated that it was 'important' (somewhat important or very important) to ease traffic congestion, and more than a third (36%) of respondents indicated it was 'very important'.



Q3. Importance of Balancing Needs of Drivers With Pedestrian and Bicyclists (n=1,100)

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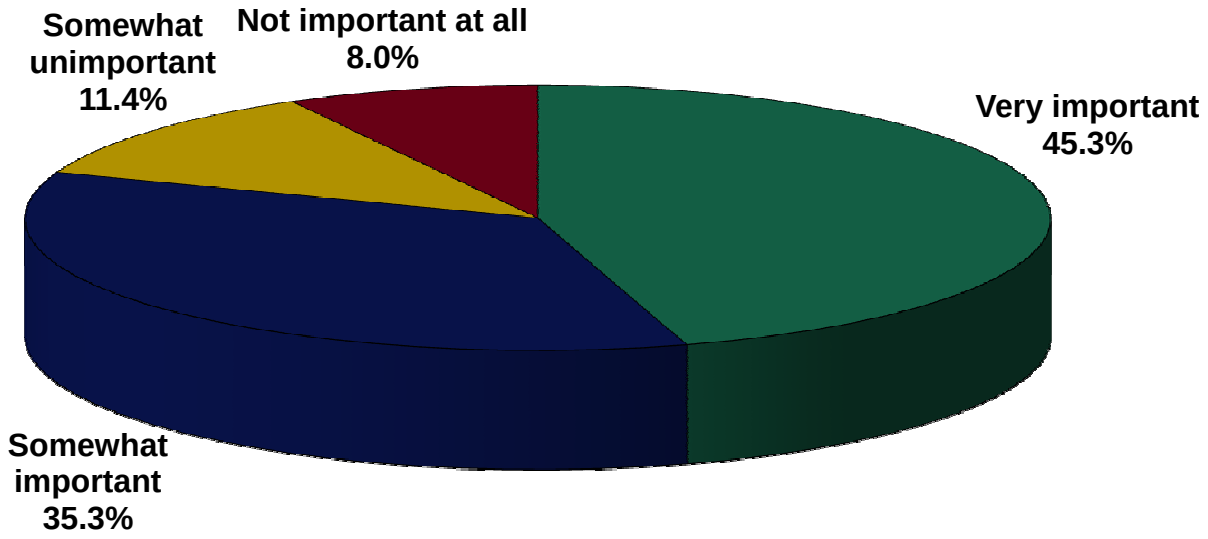
Question 3 in the survey asked respondents about the importance of balancing the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in Town. More than eight in ten (81%) respondents indicated it was 'important' (somewhat important or very important) to balance these needs, with more than four in ten (45%) indicating it was 'very important'.



Q4. Frequency of Using Moraga Road (n=1,108)

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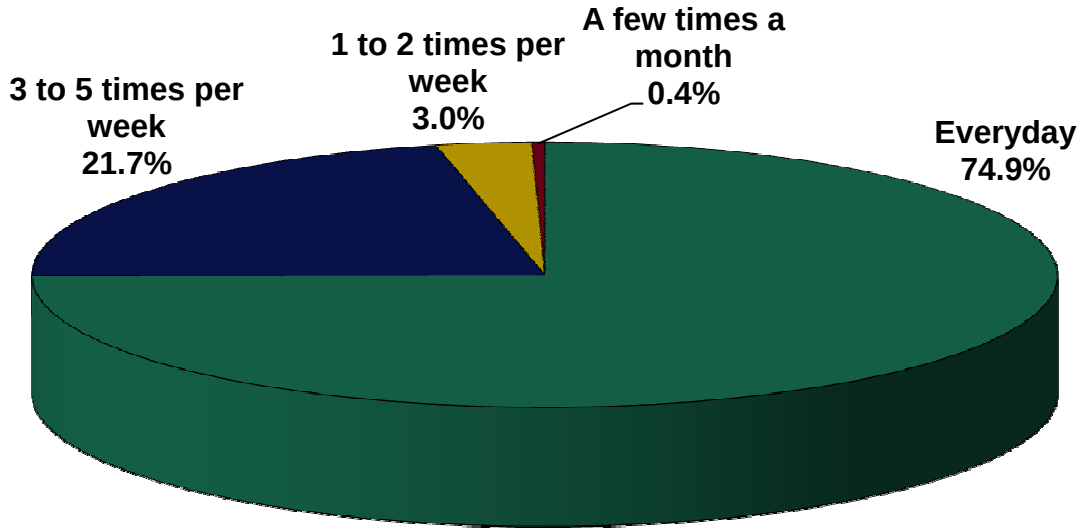
The next survey question asked respondents about their frequency of usage of Moraga Road in general. Not surprisingly, three-quarters (75%) of respondents indicated using Moraga Road 'everyday', with more than ninety-five percent (97%) of respondents indicating that they used Moraga Road at least three times per week.



Q5. Rating of Traffic on Moraga Rd. Between Campolindo Dr. and St. Mary's Rd for Drivers (n=1,093)

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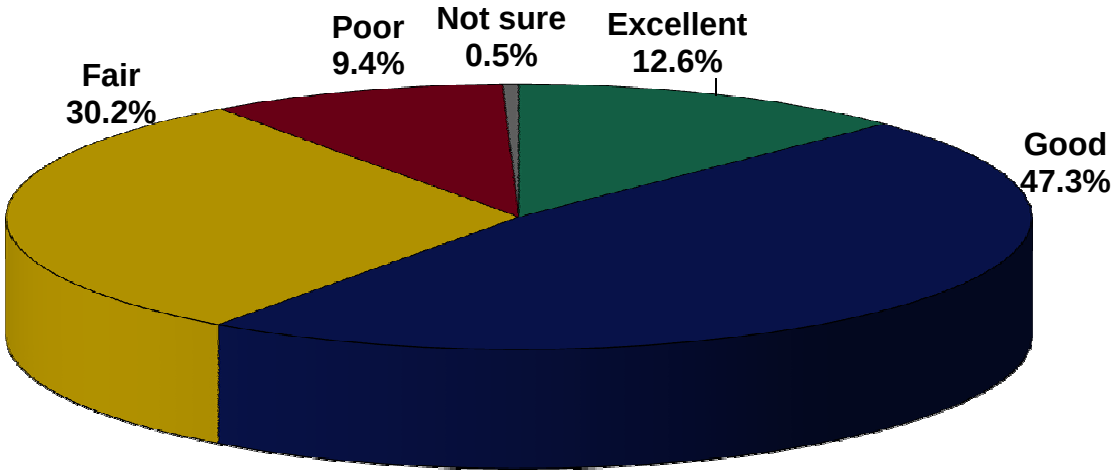
Question 5 of the survey asked respondents to rate traffic on Moraga Road specifically between Campolindo Drive and Saint Mary's Road specifically for **drivers**. Six in ten (60%) respondents indicated that traffic for drivers was either 'good' or 'excellent', with nine in ten (90%) respondents indicating that traffic was at least 'fair'. Conversely, fewer than ten percent (9%) of respondents indicated that traffic conditions for drivers are 'poor'.



Q6. Rating of Conditions on Moraga Rd. Between Campolindo Dr. and Saint Mary's Rd. for Non-Drivers (n=1,100)

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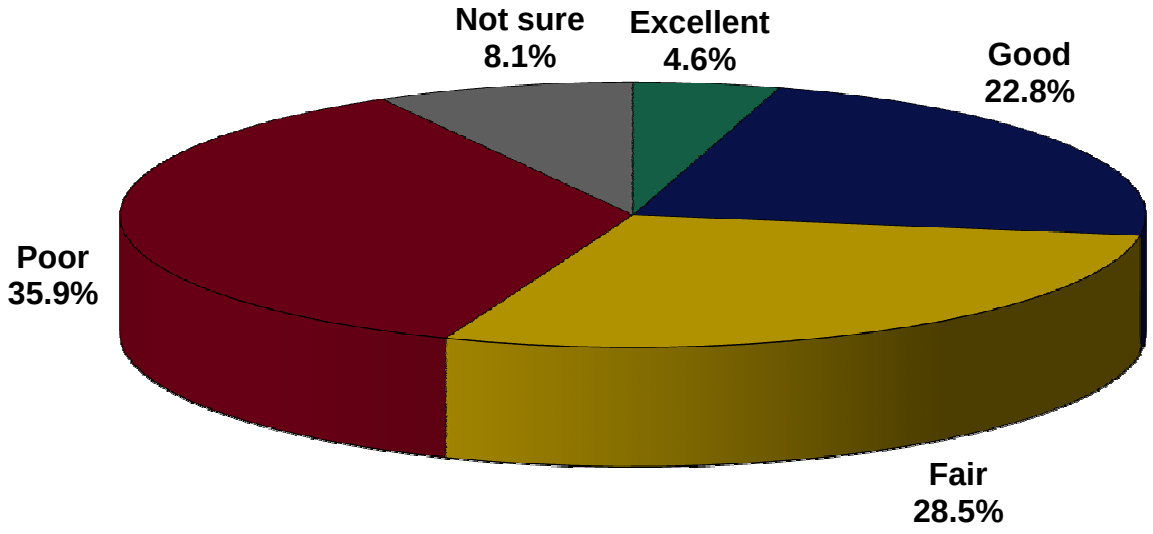
Next, survey respondents were asked to rate the conditions on the same portion of Moraga Road for **pedestrians, bicylists, and other non-drivers**. Diverging from the same question for drivers, only slightly more than one-quarter (27%) of respondents indicated that conditions were 'good' or 'excellent' for non-drivers, and more than one third (36%) of respondents indicated that conditions were 'poor' for non-drivers. It is clear that respondents feel that conditions on this specific section of Moraga Road are better for drivers than non-driving uses.



Q7. Awareness of Livable Moraga Road Project (n=1,103)

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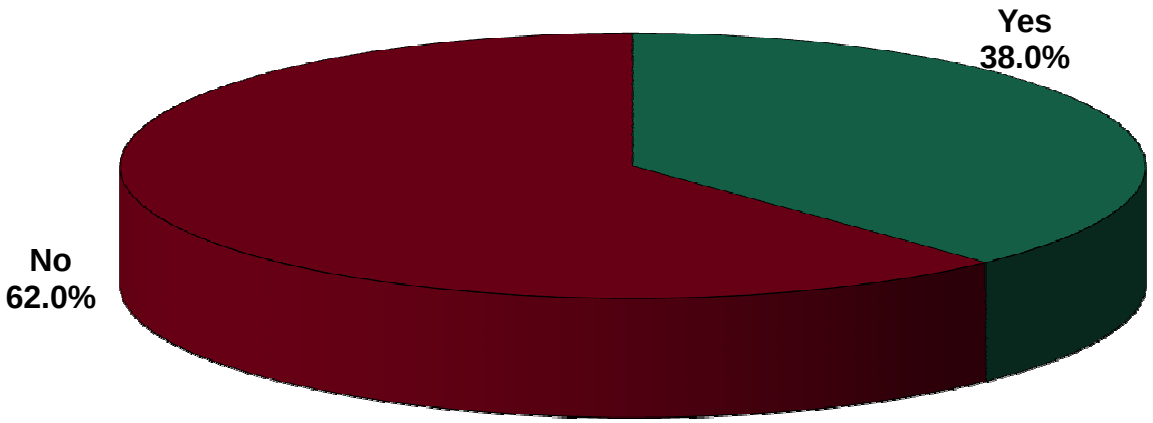
As the next survey question, Question 7 asked respondents about their awareness of the Livable Moraga Road Project in general. This question was asked in an unaided format or before any specific information was presented about the Project or Segment 3 of the Livable Moraga Road Project. Slightly less than forty percent (38%) of respondents indicated that they were 'aware' of the project, where more than 6 in 10 (62%) respondents were 'unaware' of the Project.



Questions on the Existing Conditions of Segment 3

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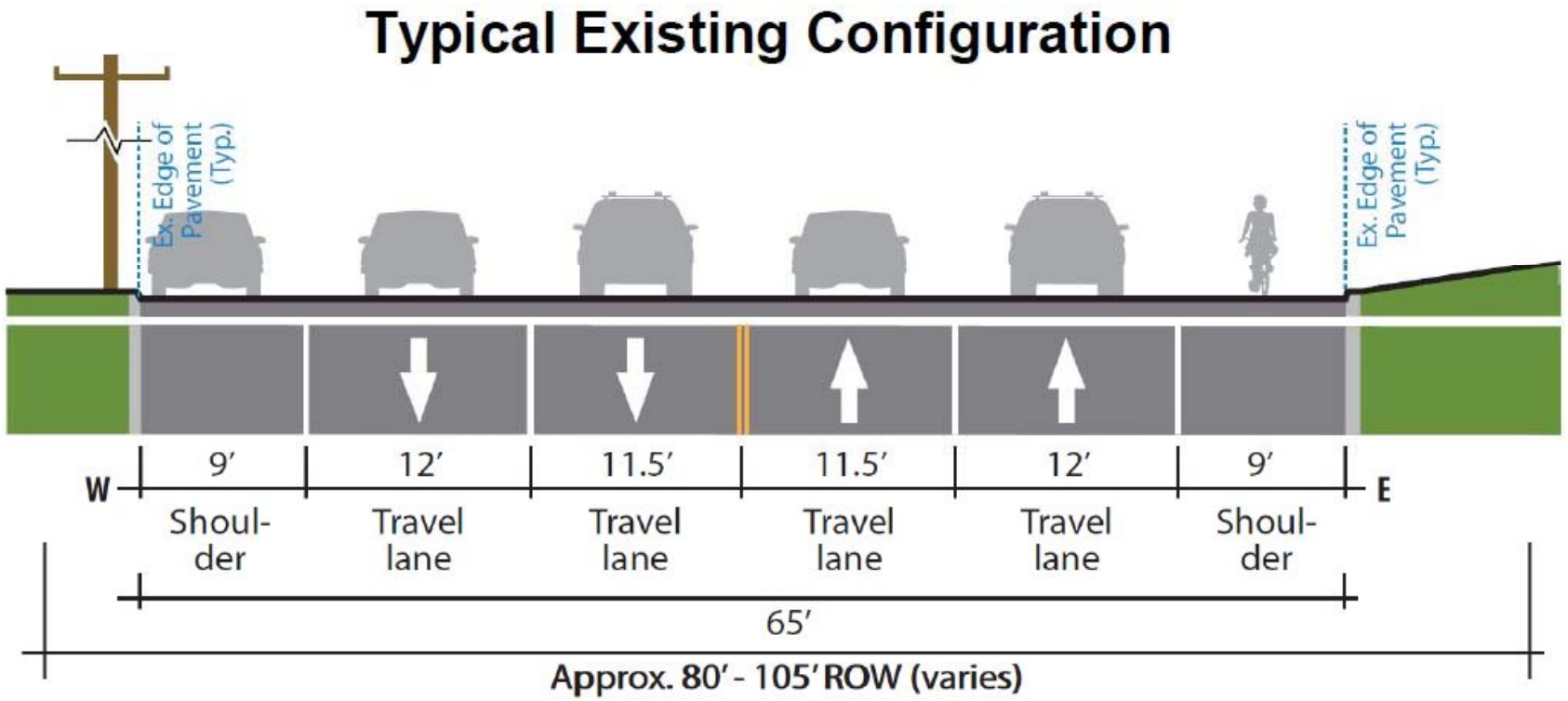
Before the next set of questions, respondents were provided with a description of the Livable Moraga Road Project in general and specifically regarding Segment 3 of the Project. This included a map of the overall Project and a diagram of the Typical Existing Conditions, both of which were used previously by the Town for community outreach for the Project. Below is the diagram of the Typical Existing Conditions diagram included in the survey packet.



Q8. Liked Features of the Existing Conditions of Segment 3

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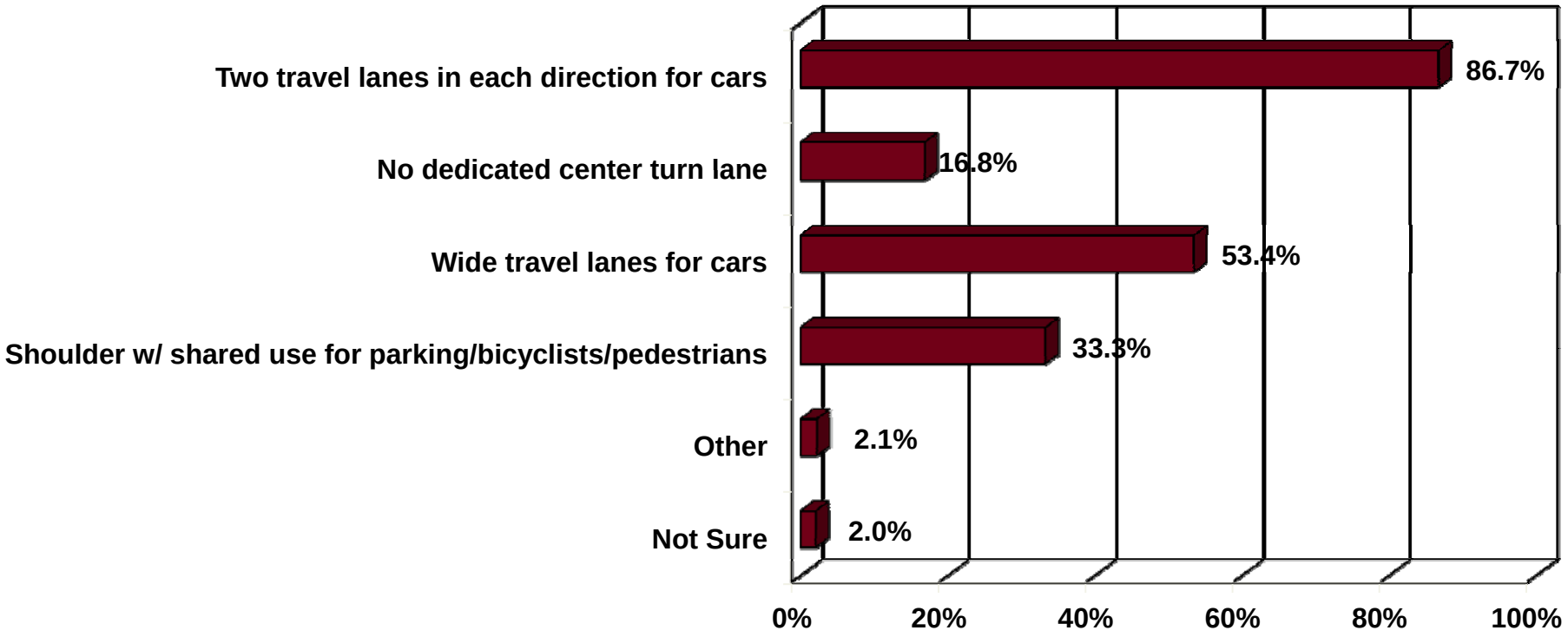
After being asked to review the Typical Existing Conditions diagram, respondents were asked what they **liked** about the existing conditions for Segment 3. By far, the most popular feature of the Typical Existing Conditions were the 'two travel lanes in each direction' with more than eighty-five percent (87%) of respondents indicating this feature as their preferred feature. The 'wide travel lanes for cars' was also a very popular feature with more than fifty percent (53%) of respondents selecting this feature. Please note that respondents could select more than one feature in this question, thus the cumulative percentages are greater than one-hundred percent (100%).



Q9. Disliked Features of the Existing Conditions of Segment 3

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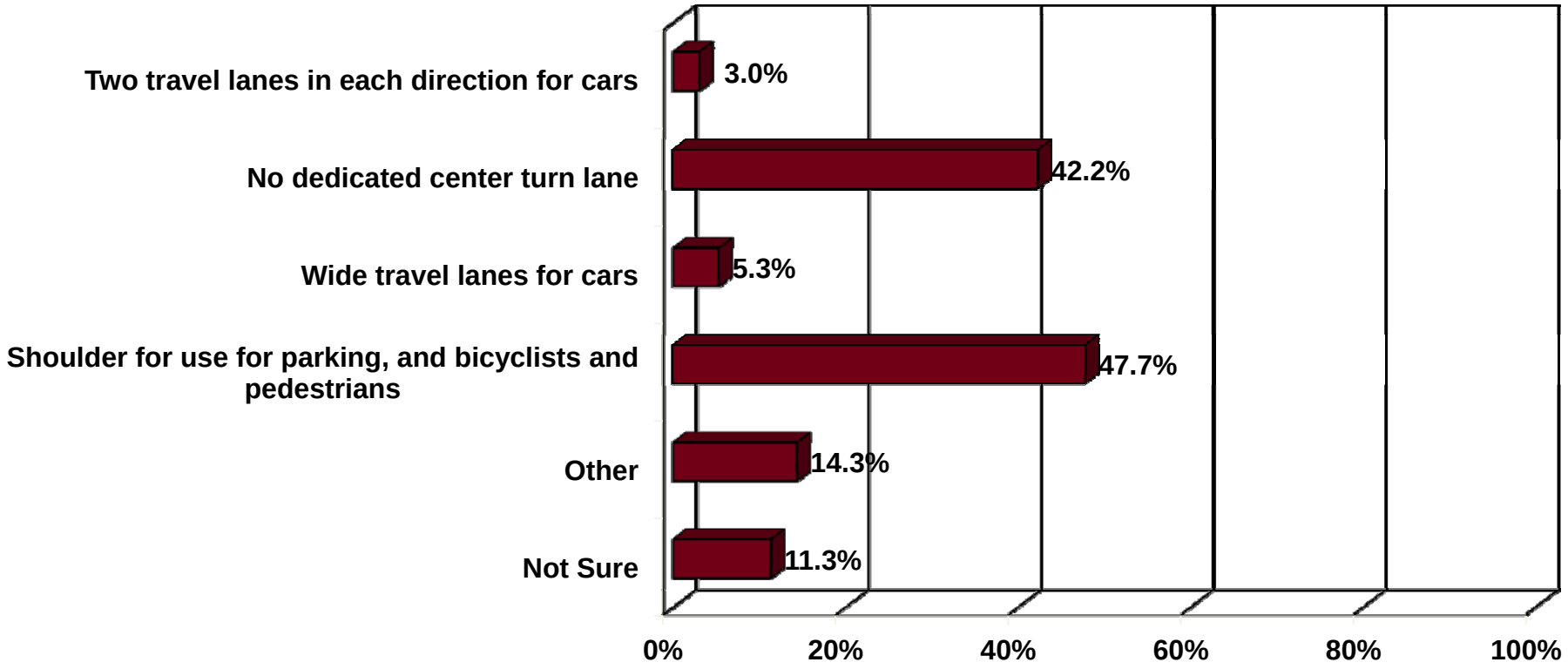
Next, using the same Typical Existing Conditions diagram, respondents were asked what they **disliked** about the existing conditions for Segment 3. 'Shoulder for use for parking, bicyclists, and pedestrians' was the least popular feature of the existing conditions of Segment 3 with slightly less than 50% (48%) of respondents selecting this feature. In addition, 'no dedicated center turn lane' was the second least popular feature of the current configuration of Segment 3, with slightly more than forty percent (42%) of respondents selecting this feature. Again, respondents could select more than one feature, thus the cumulative results are greater than one-hundred (100%) percent.



Q10a. Perception of Safety of the Existing Conditions of Segment 3 for Drivers (n=1,087)

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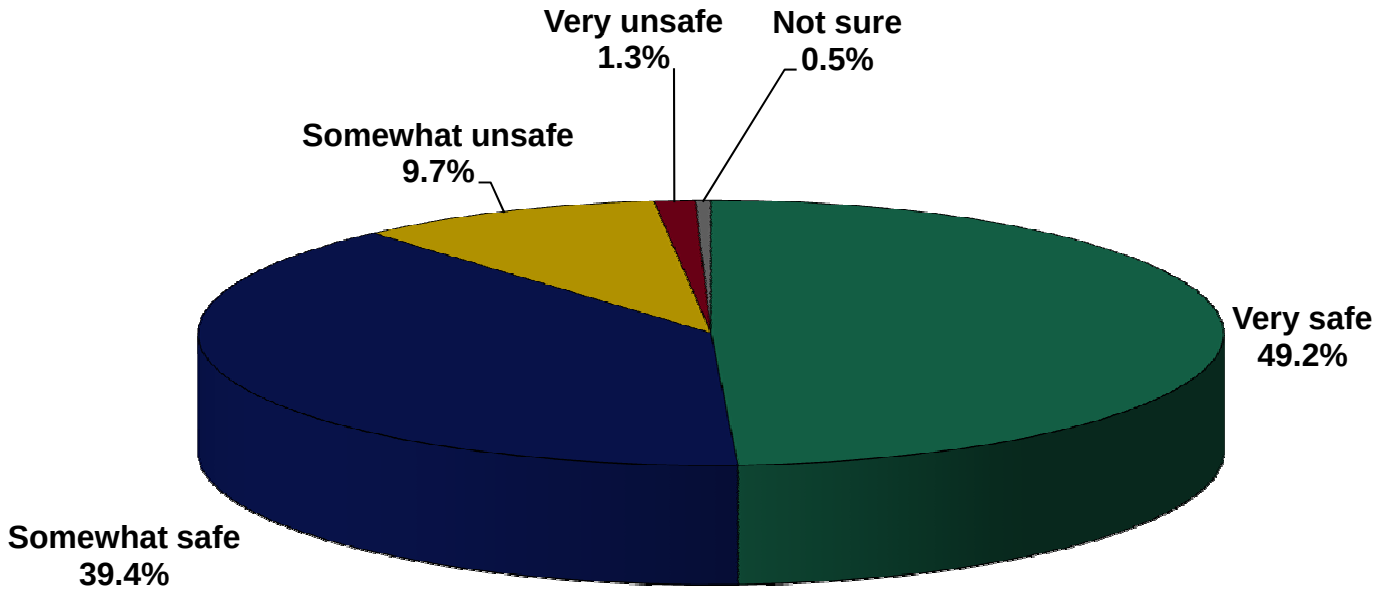
Question 10 next asked respondents about their perceived safety of the Typical Existing Conditions of Segment 3 for **drivers** specifically. Almost ninety percent (89%) feel that the existing conditions are 'safe' (somewhat safe or very safe), with just under half (49%) of respondents indicating that they feel the existing conditions are 'very safe' for **drivers**.



Q10b. Perception of Convenience of the Existing Conditions of Segment 3 for Drivers (n=1,087)

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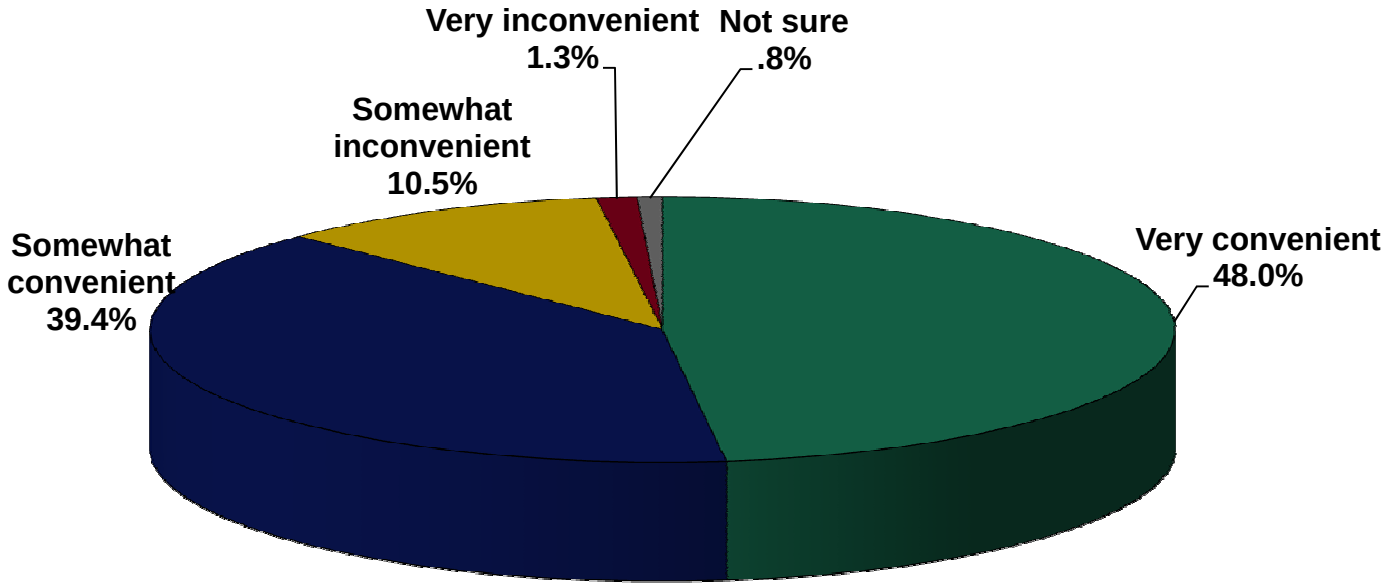
The second part of Question 10 asked respondents about their perceived convenience of the Typical Existing Conditions of Segment 3 specifically for **drivers**. Similar to the safety portion of this question, slightly less than ninety percent (88%) of respondents indicated that they feel the Typical Existing Conditions are 'convenient' (somewhat convenient or very convenient) for **drivers**, and just under fifty percent (48%) of respondents feel the Typical Existing Conditions are 'very convenient'. In comparison, just over ten percent (12%) of respondents feel that the existing conditions are 'inconvenient' (somewhat inconvenient or very inconvenient) for drivers.



Q11a. Perception of Safety of the Existing Conditions of Segment 3 for Non-Drivers (n=1,086)

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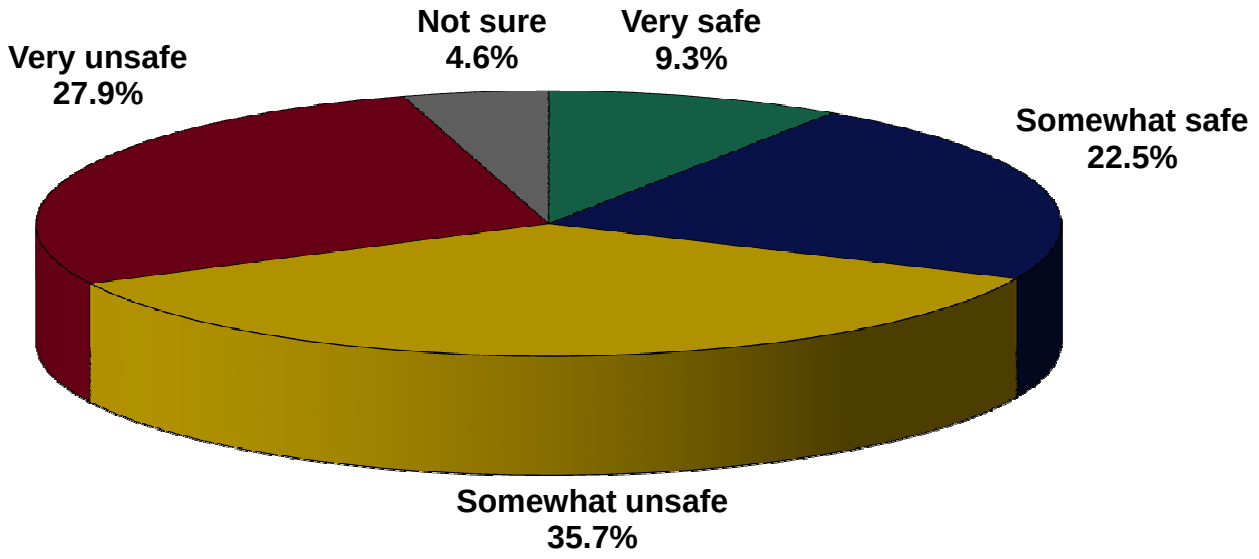
As the second part of Question 11, respondents were asked about their perceived safety on Segment 3 of Moraga Road specifically for **pedestrians, bicyclists, and other non-driver users**. Diverging from the opinion of safety for drivers, slightly less than one-third (32%) of respondents feel that the existing conditions on Segment 3 are 'safe' (somewhat safe or very safe) for **pedestrians, bicyclists, and other, non-drivers**, where about two-thirds (64%) of respondents feel that that the existing conditions are 'unsafe' (somewhat unsafe or very unsafe). Moreover, more than a quarter (28%) of respondents feel that the existing conditions on Segment 3 are 'very unsafe' for non-drivers.



Q11b. Perception of Convenience of the Current Configuration of Segment 3 for Non-Drivers (n=1,086)

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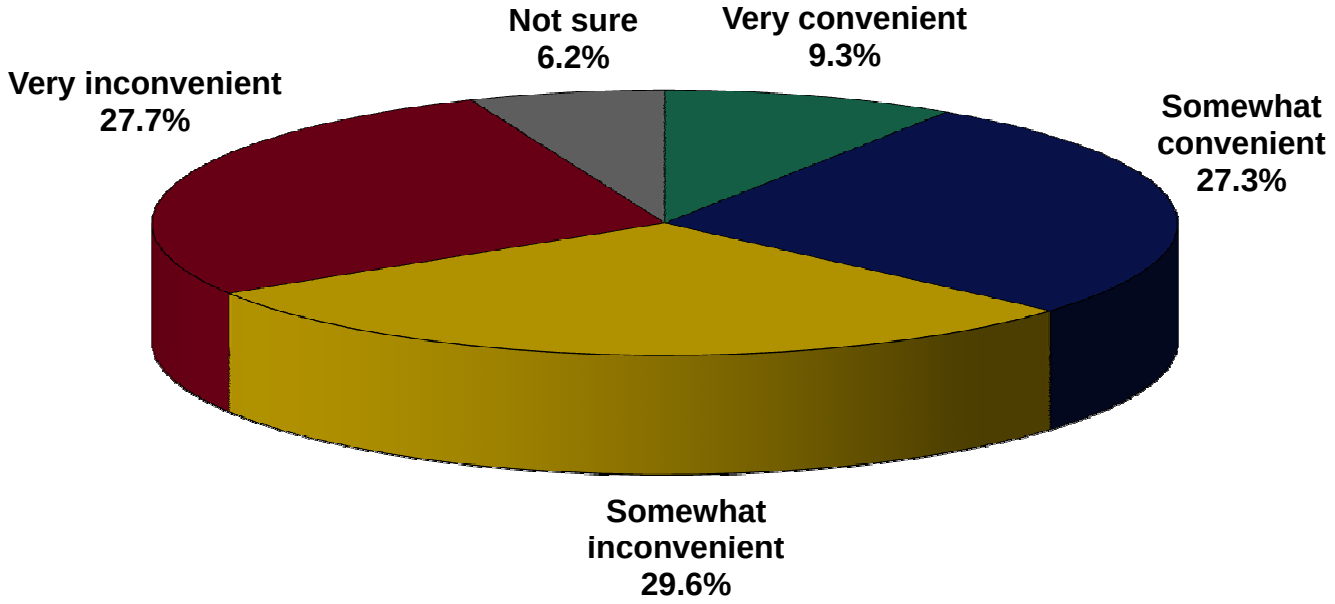
The second part of Question 11 asked respondents about their perceived convenience for **pedestrians, bicyclists, and other non-drivers** for Segment 3 of Moraga Road. Similar to the safety portion of this question for non-drivers, fewer than four in ten (37%) respondents indicated that they feel that the Typical Existing Conditions are 'convenient' (somewhat convenient or very convenient) for non-drivers, where more than half (57%) of respondents feel that the existing conditions are 'inconvenient' (somewhat inconvenient or very inconvenient) for **pedestrians, bicyclists, and other non-drivers**. Moreover, more than a quarter (28%) of respondents feel that the existing conditions are 'very inconvenient' for non-drivers. It is clear that residents feel that the current configuration of Segment 3 is much more safe and convenient for drivers than for pedestrians, bicyclists, and other non-drivers.



Questions on the Option 1 Configuration of Segment 3

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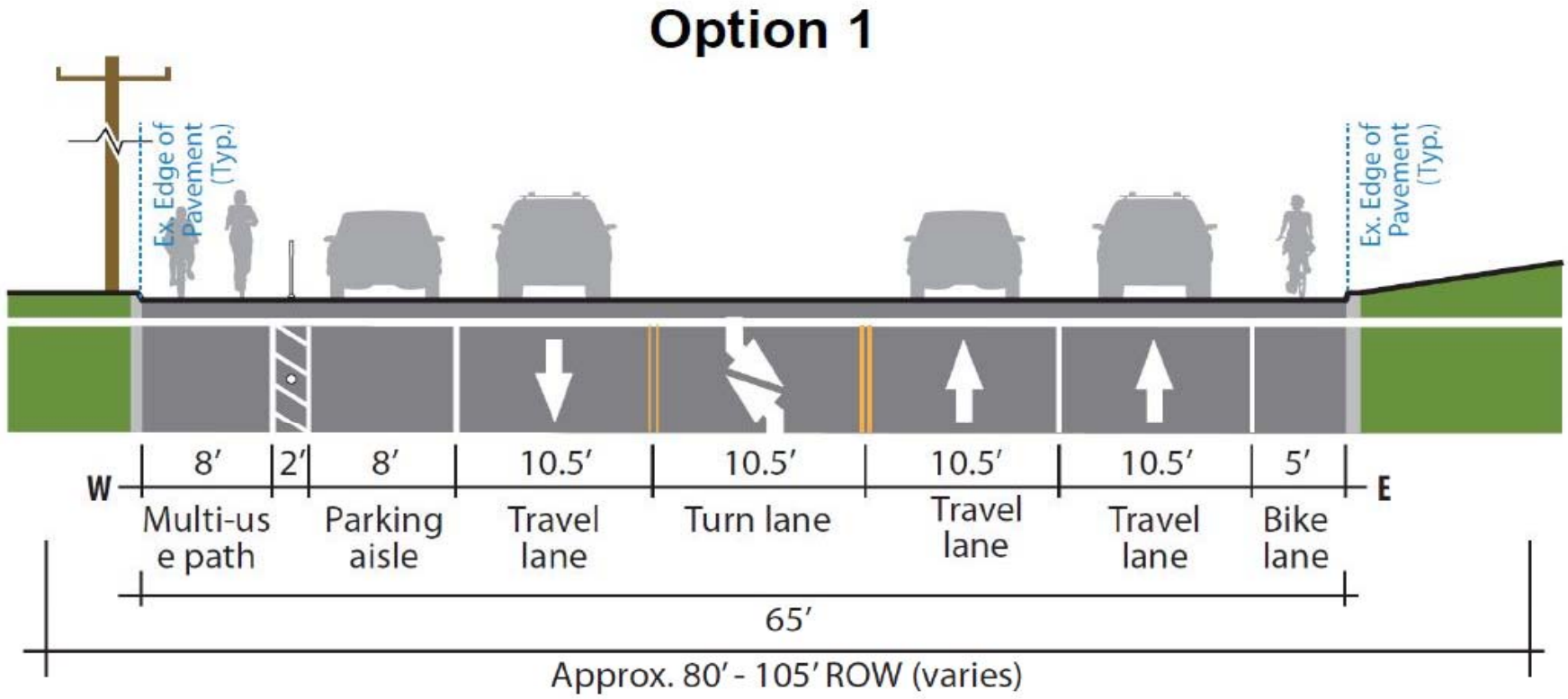
Similar to the questions on the Typical Existing Conditions, respondents were next provided with a description for potential Option 1 for Segment 3 as well as a diagram of Option 1 based on a diagram previously used by the Town for community outreach for the Livable Moraga Road Project. Below is a diagram of Option 1, which was labeled short-term Option B for previous community outreach to the Moraga community for the Livable Moraga Road Project.



Q12. Liked Features About the Option 1 Configuration

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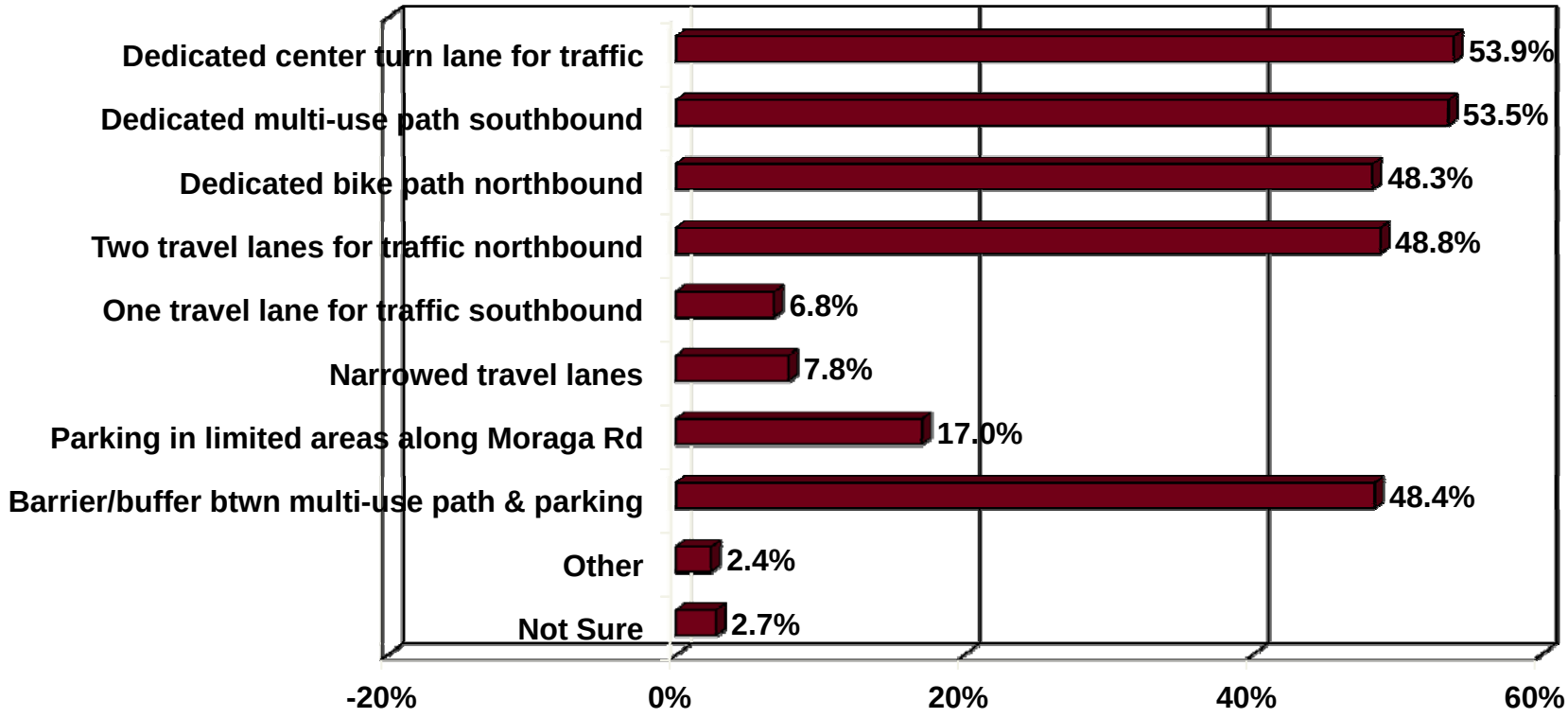
The top two features of Option 1 that were **liked** by respondents include the 'dedicated center turn lane for traffic' and 'dedicated multi-use path southbound' with more than fifty percent (54% each) of respondents selecting these two features. 'Two travel lanes northbound', 'physical barrier/buffer between multi-use path and parking aisle', and 'dedicated bike path northbound' were next three most popular features, with slightly less than half of respondents selecting each of these features. Similar to the same question regarding the Typical Existing Conditions, respondents could chose more than one feature, thus results add up to greater than one-hundred percent (100%).



Q13. Disliked Features About the Option 1 Configuration

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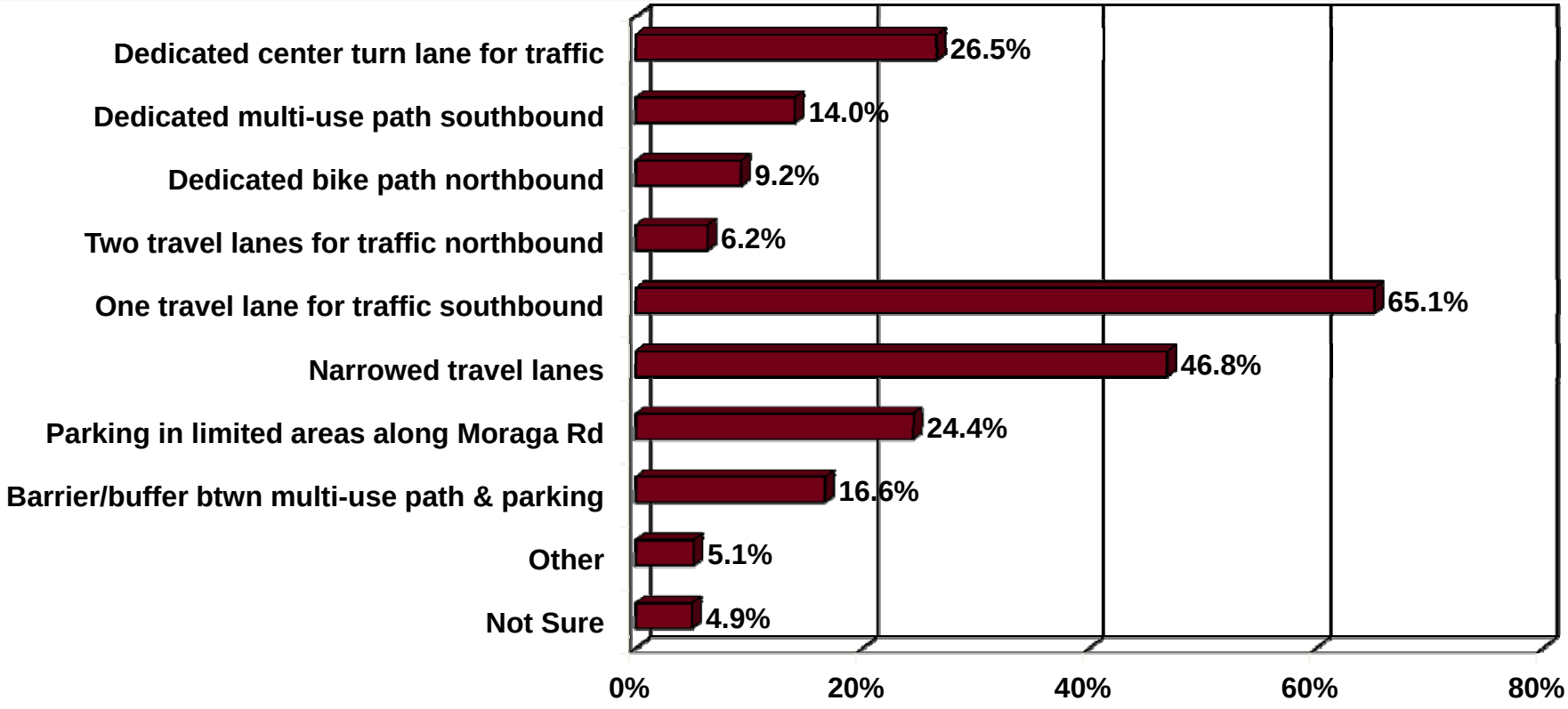
Using the same diagram, respondents were next then asked which features they **disliked** for Option 1 of Segment 3 of Moraga Road. 'One travel lane for traffic southbound' was the least popular feature, with slightly less than two-thirds (65%) of respondents selecting this feature. 'Narrowed travel lanes' was the next least popular feature with slightly less than half (47%) of respondents selecting this feature as something they **disliked**. 'Parking in limited areas along Moraga Road' was the fourth least popular feature with slightly less than one-quarter (24%) of respondents selection this feature as something they **disliked**. Again, respondents could select more than one feature, thus cumulative results are greater than one-hundred percent (100%).



Q14a. Perception of Safety of the Option 1 Configuration for Drivers (n=1,024)

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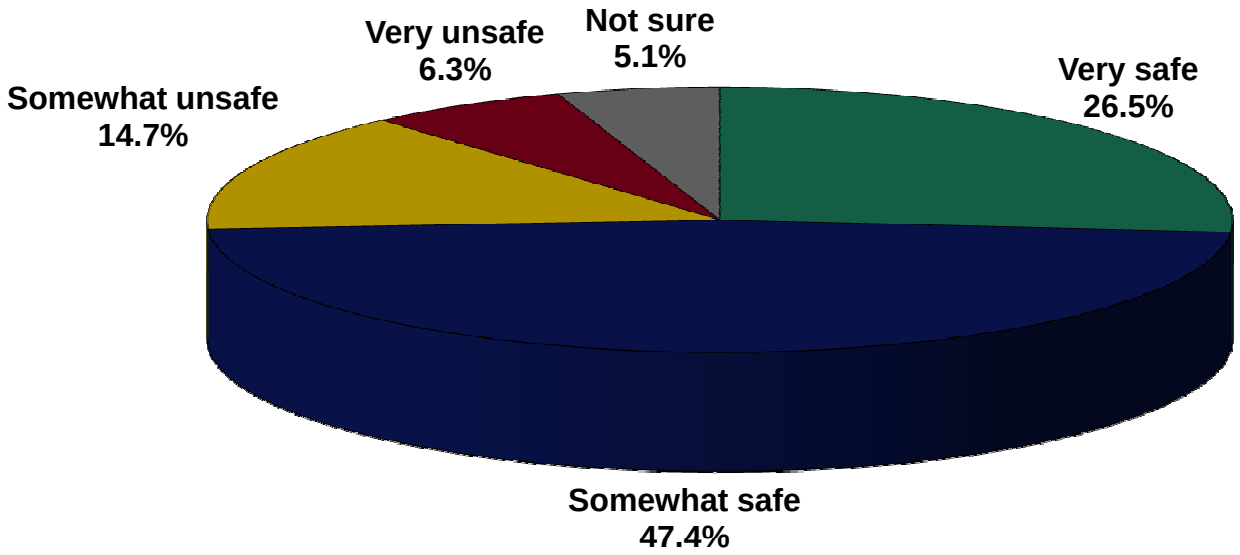
Similar to the questions asked of the Typical Existing Conditions for Segment 3, respondents were next asked about their perception of safety for Option 1 specifically for **drivers**. Slightly less than three-quarters (74%) of respondents indicated that they feel that Option 1 is 'safe' (somewhat safe or very safe) for **drivers**. In comparison, nearly ninety percent (89%) of respondents feel that the Typical Existing Conditions are 'safe' for **drivers**.



Q14b. Perception of Convenience of the Option 1 Configuration for Drivers (n=927)

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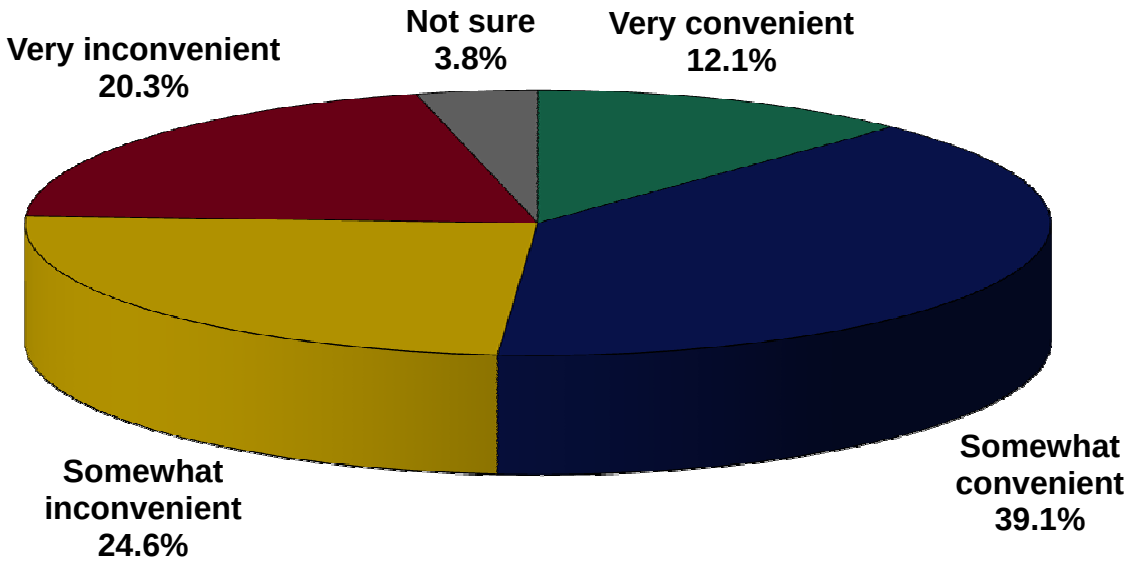
As the second part of Question 14, only slightly more than fifty percent (51%) percent of respondents feel that Option 1 is 'convenient' (somewhat convenient or very convenient) for **drivers**. This is in comparison to the slightly less than ninety percent (88%) of respondents who indicated that they feel that the Typical Existing Conditions are 'convenient' for **drivers**. In addition, forty-five percent (45%) of respondents indicated that Option 1 is 'inconvenient' (somewhat inconvenient or very inconvenient) for **drivers** , in comparison to the slightly less than nine in ten (88%) respondents who feel that the Typical Existing Conditions are 'convenient' for drivers.



Q15a. Perception of Safety of the Option 1 Configuration for Non-Drivers (n=1,045)

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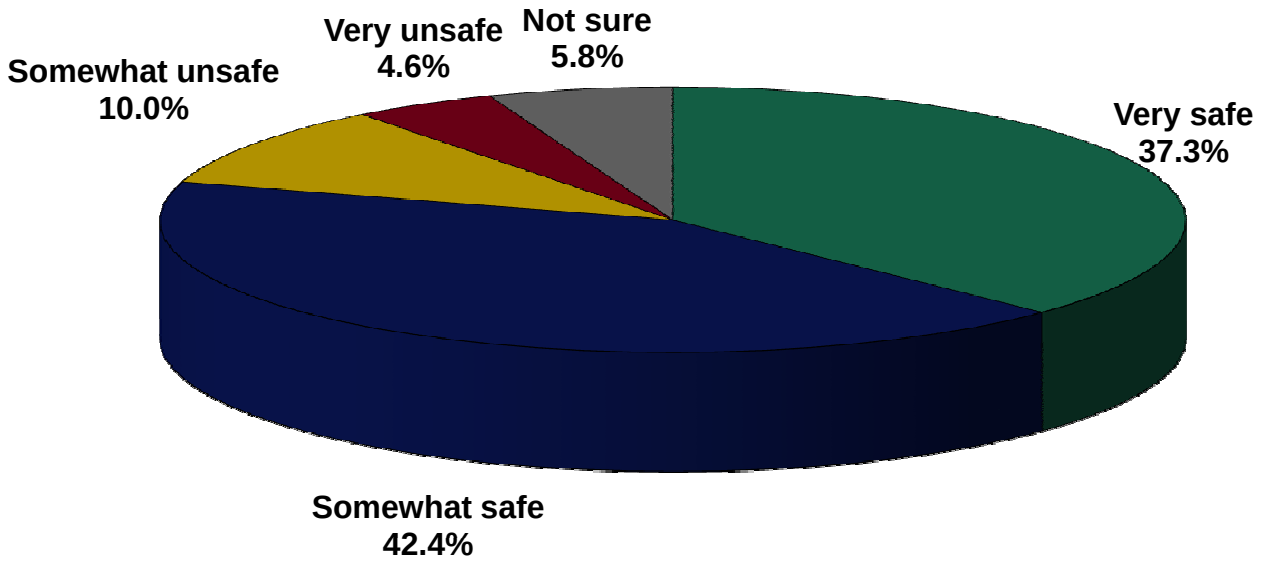
The next question asked respondents about their perception of safety of Option 1 for **pedestrians, bicyclists, and other non-drivers**. Eight in ten (80%) respondents feel that Option 1 is 'safe' (somewhat safe or very safe) for non-drivers. This is much greater than the fewer than one-third (32%) of respondents who feel the Typical Existing Conditions are 'safe' for **pedestrians, bicyclists, and other non-drivers**.



Q15b. Perception of Convenience for the Option 1 Configuration for Non-Drivers (n=921)

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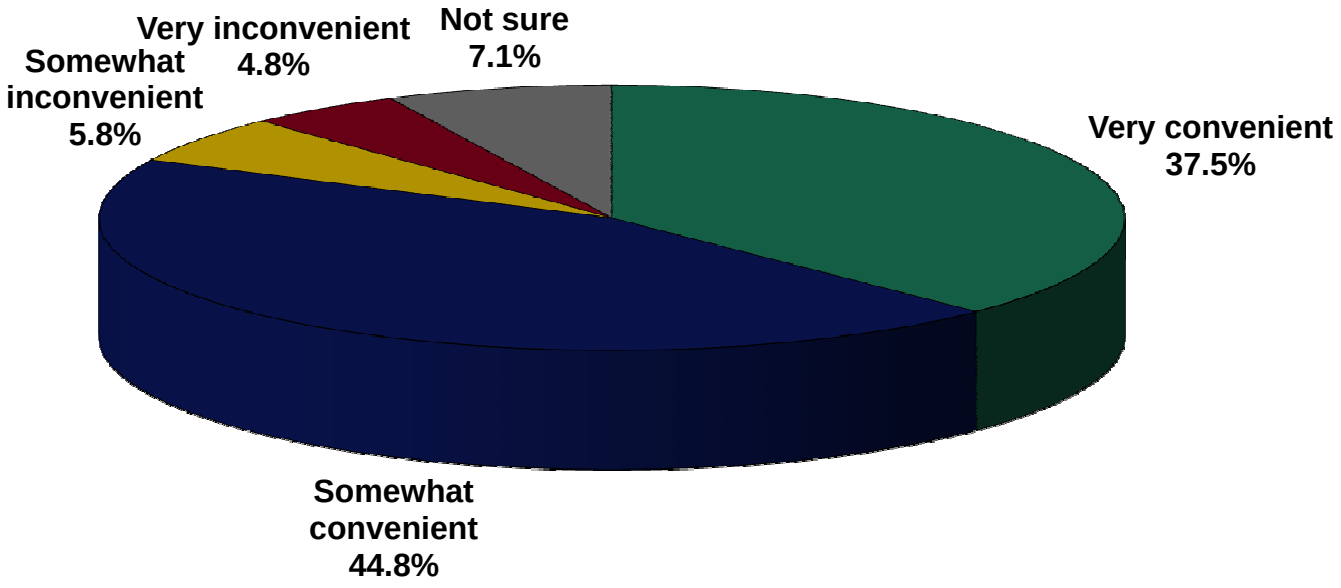
Regarding perceived convenience for **pedestrians, bicyclists, and other non-drivers** for Option 1, more than eight in ten (82%) of respondents feel that this option is 'convenient' (somewhat convenient or very convenient), in comparison to the slightly more than one-third (37%) of respondents who feel that the Typical Existing Conditions are 'safe' for non-drivers. Moreover, only slightly more than ten percent (11%) of respondents felt that Option 1 is 'inconvenient' (somewhat inconvenient or very inconvenient) for **pedestrians, bicyclists, and other non-drivers**.



Questions on the Option 2 Configuration of Segment 3

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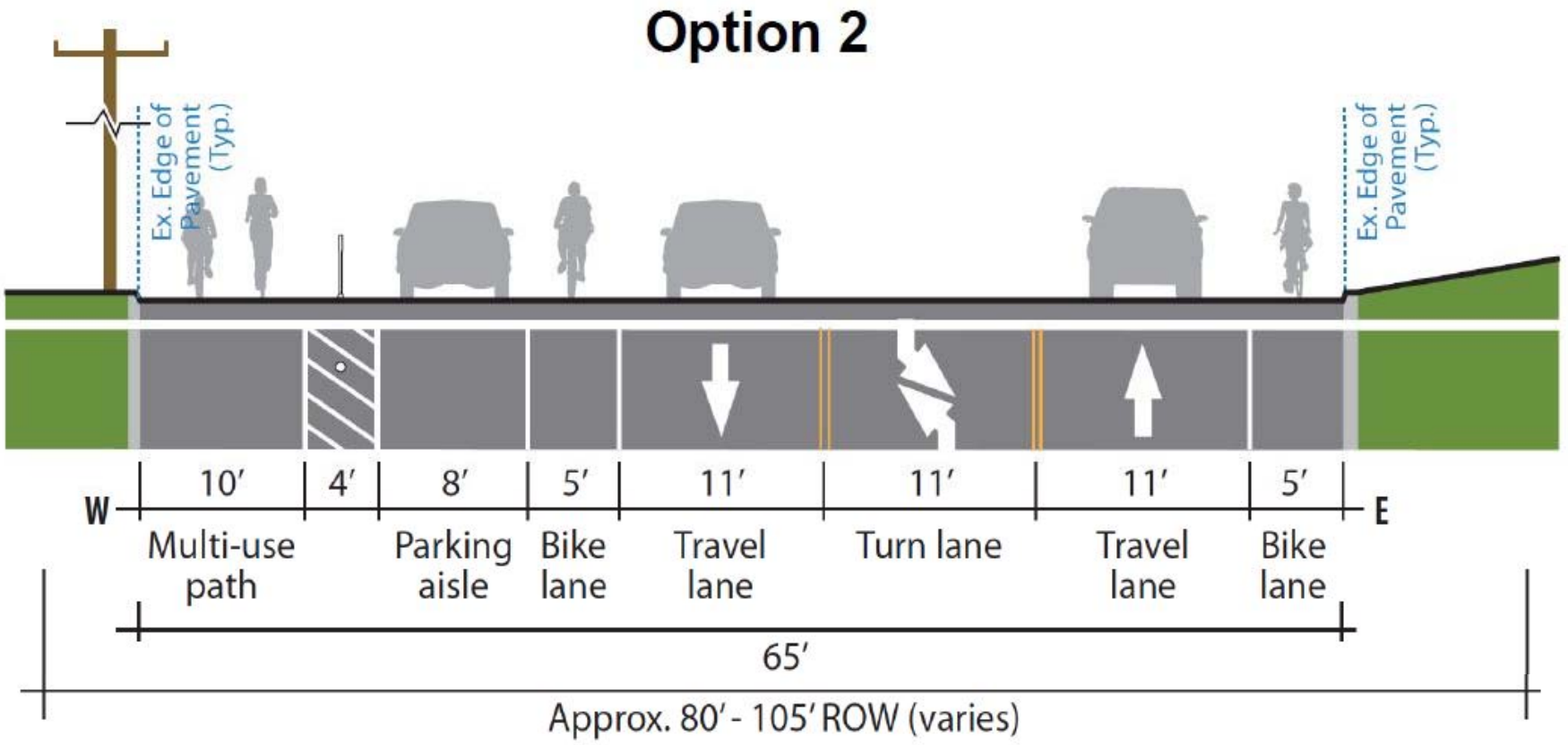
Gain Insight

Next, respondents were provided with a diagram for potential Option 2 for Segment 3 of Moraga Road, similar to the diagrams provided for Option 1 and the Typical Existing Condition. Below is the diagram for Option 2, which was labeled short-term Option C for previous community outreach to the Moraga community for the Livable Moraga Road project.



Q16. Liked Features About the Option 2 Configuration

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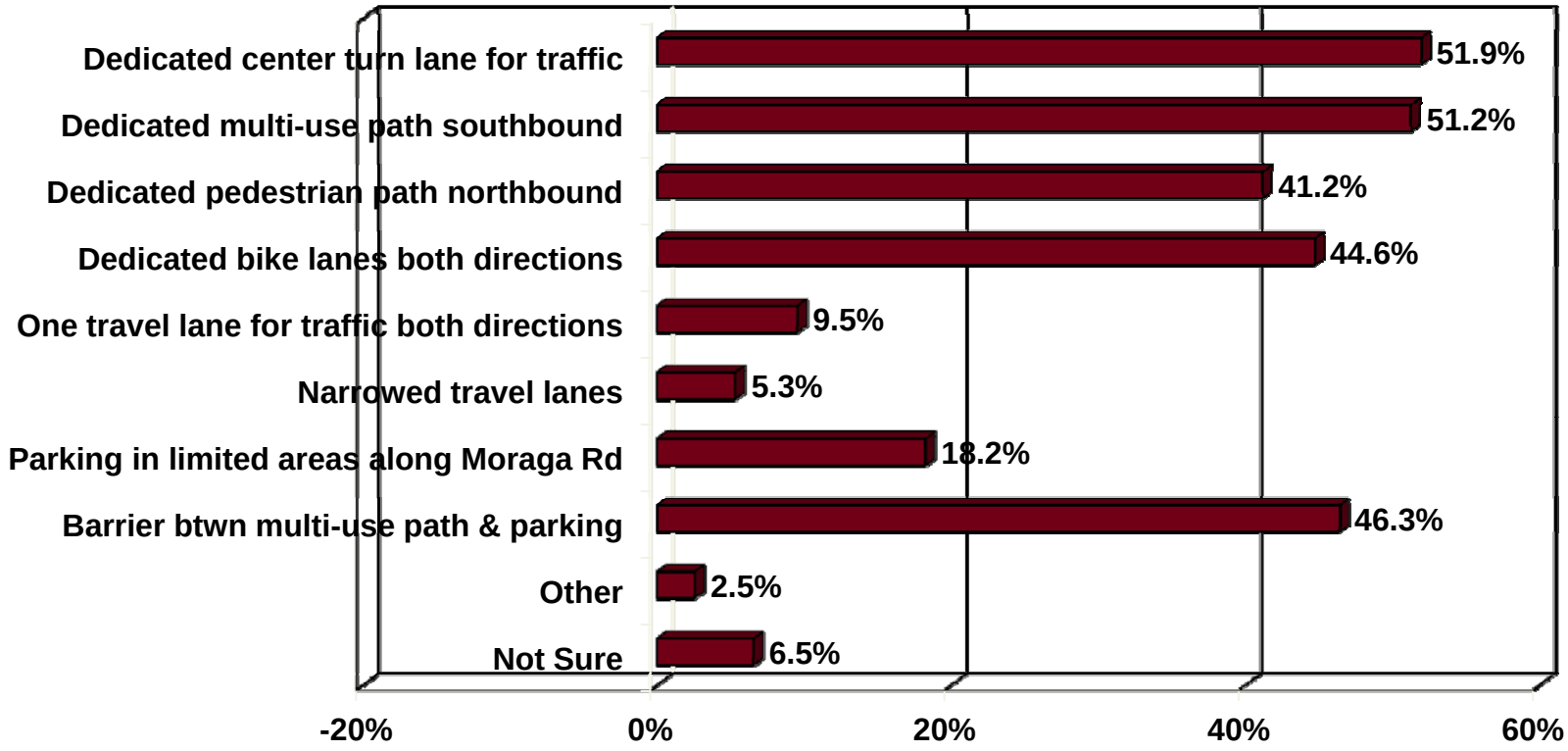
Gain Insight

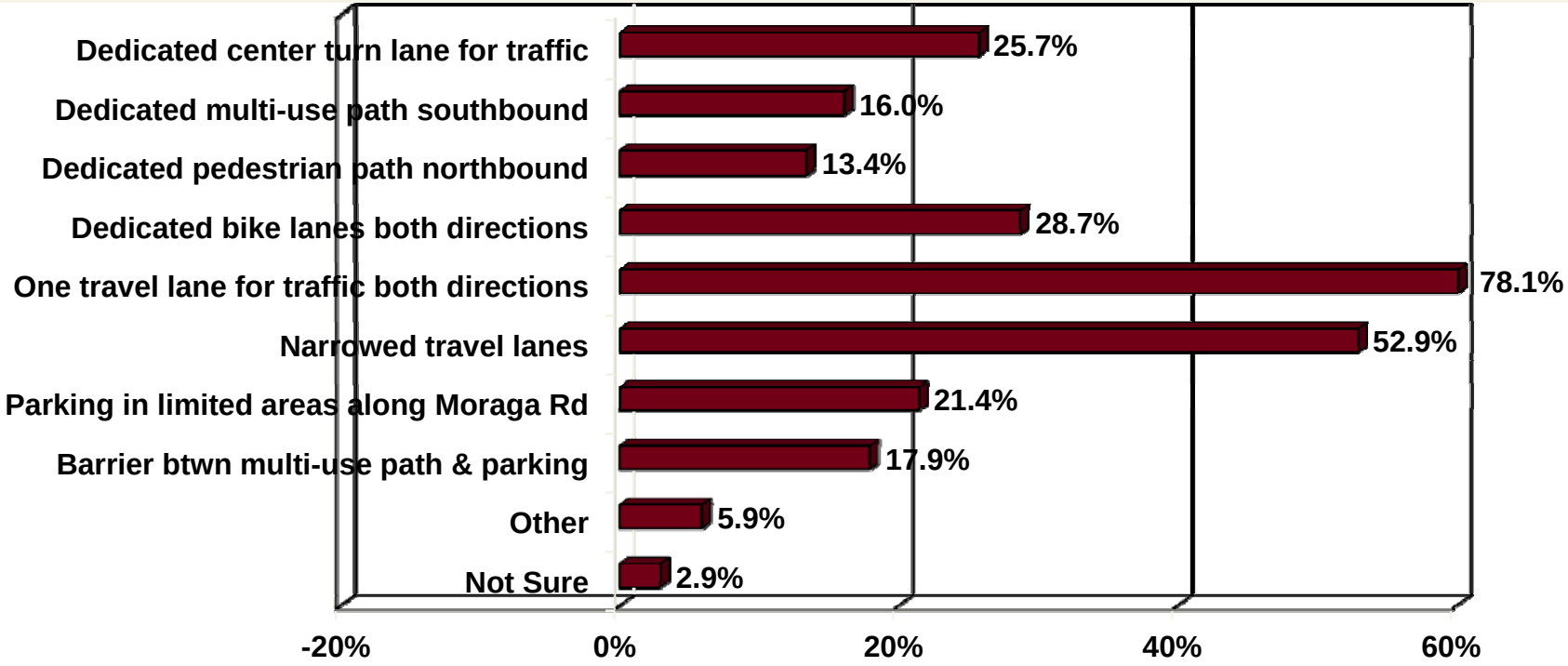
The top two features that were **liked** by respondents for Option 2 included 'dedicated center turn lane for traffic' (52%) and 'dedicated multi-use path southbound' (51%) with more than fifty percent of respondents selecting these two features. This closely follows the features respondents **liked** about Option 1. 'Physical barrier between multi-use path and parking aisle' (46%) and 'dedicated bike lanes in both directions' (45%) were the next two most features, with close to four in ten respondents selecting these features as ones they **liked**. Similar to previous like and dislike questions, respondents could select more than one feature, thus cumulative results are greater than one-hundred percent (100%).



Q17. Disliked Features About the Option 2 Configuration

GODBE RESEARCH
Gain Insight

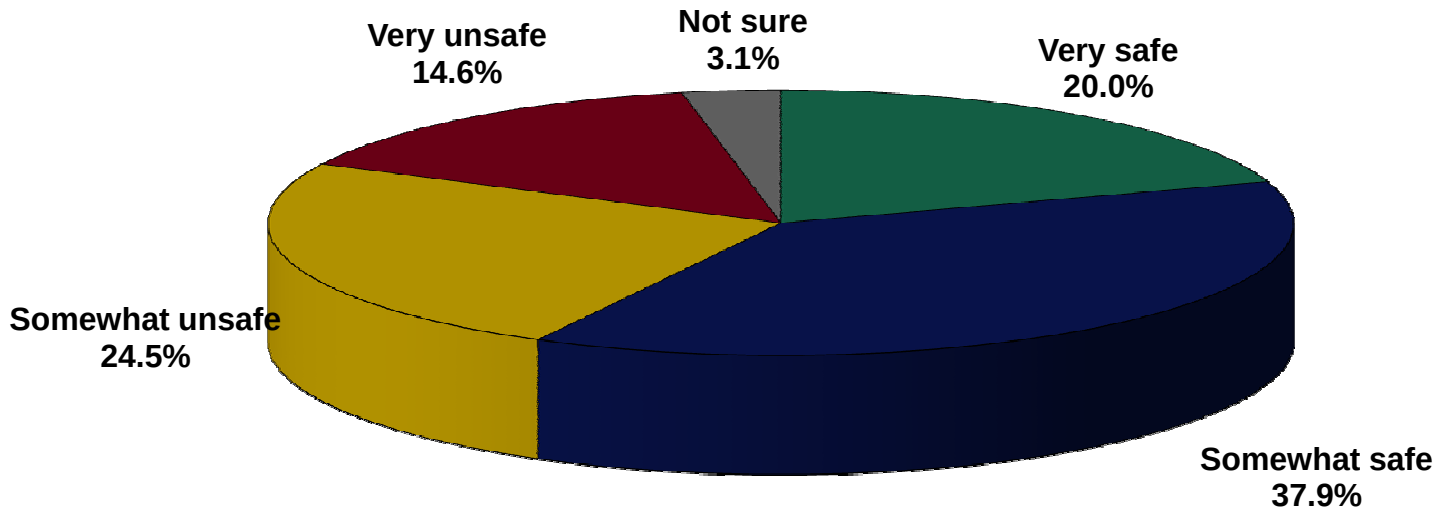
Using the same Diagram for Figure 2, respondents were next asked which features they **disliked** for potential Option 2 of Segment 3. 'One travel lane for traffic in both directions' was the least popular feature, with more than three-quarters (78%) of respondents selecting this feature as one they **disliked**. 'Narrowed travel lanes' was the next least popular feature with slightly more than half (53%) of respondents selecting this feature as something they **disliked**. 'Parking in limited areas along Moraga Road' was the fifth least popular feature of Option 2 with slightly more than one-fifth (21%) of respondents selection this feature as something they **disliked**. Again, respondents could select more than one feature, thus results add up to greater than one-hundred (100%) percent.



Q18a. Perception of Safety of the Option 2 Configuration for Drivers (n=1,141)

GODBE RESEARCH
Gain Insight

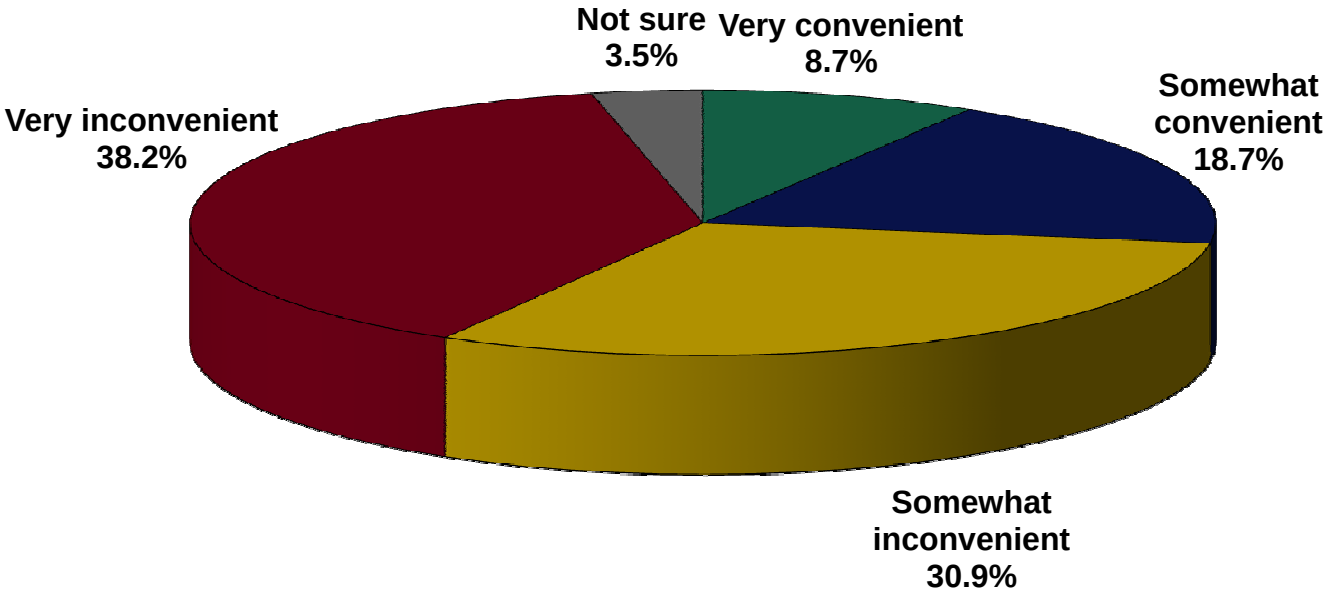
Similar to the questions for the Typical Existing Conditions and Option 1, respondents were next asked about their perceived safety of Option 2 specifically for **drivers**. Almost sixty percent (58%) of respondents feel that Option 2 is 'safe' (somewhat safe or very safe) for **drivers** in comparison to the slightly less than three-quarters (74%) of respondents who indicated that they feel that Option 1 is 'safe' for **drivers** and the nearly ninety percent (89%) of respondents that feel the Typical Existing Conditions are 'safe' for **drivers**.



Q18b. Perception of Convenience of the Option 2 Configuration for Drivers (n=941)

GODBE RESEARCH
Gain Insight

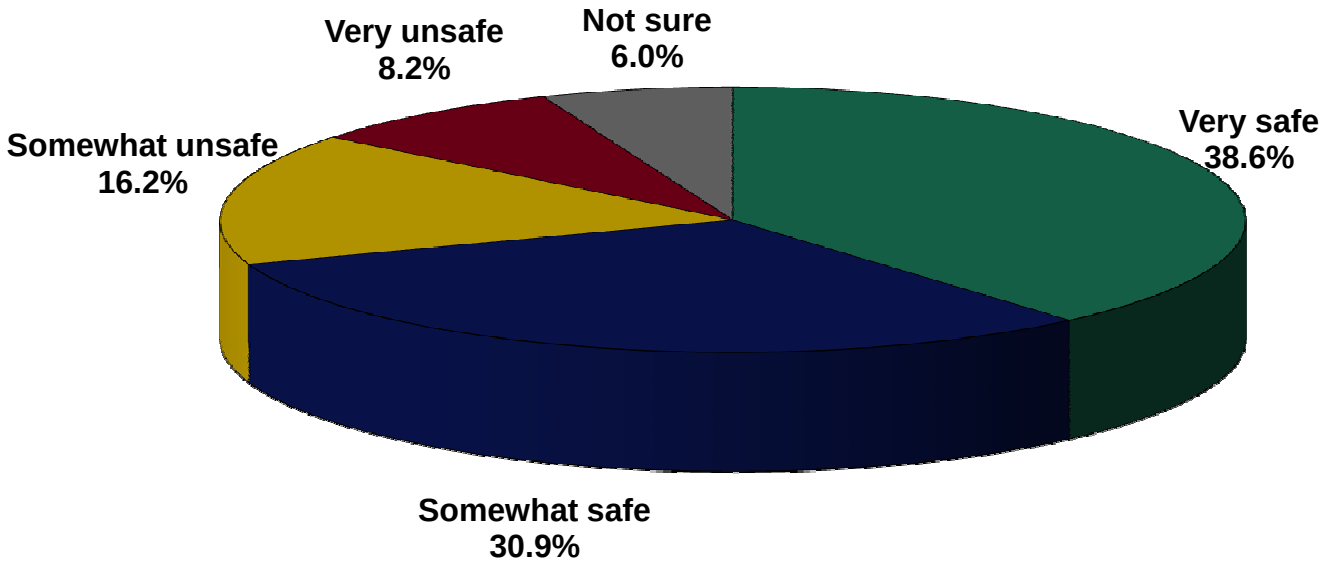
As the second part of Question 18, respondents were asked about their perceived convenience of Option 2 for **drivers**. Only slightly more than one-quarter (27%) of respondents feel that Option 2 is 'convenient' (somewhat convenient or very convenient) for **drivers**, in comparison to the slightly more than fifty percent (51%) of respondents feel that Option 1 is 'convenient' for **drivers** and the slightly less than ninety percent (88%) of respondents who indicated that they feel that the Typical Existing Conditions were 'convenient' for **drivers**.



Q19a. Perception of Safety of the Option 2 Configuration for Non-Drivers (n=1,043)

GODBE RESEARCH
Gain Insight

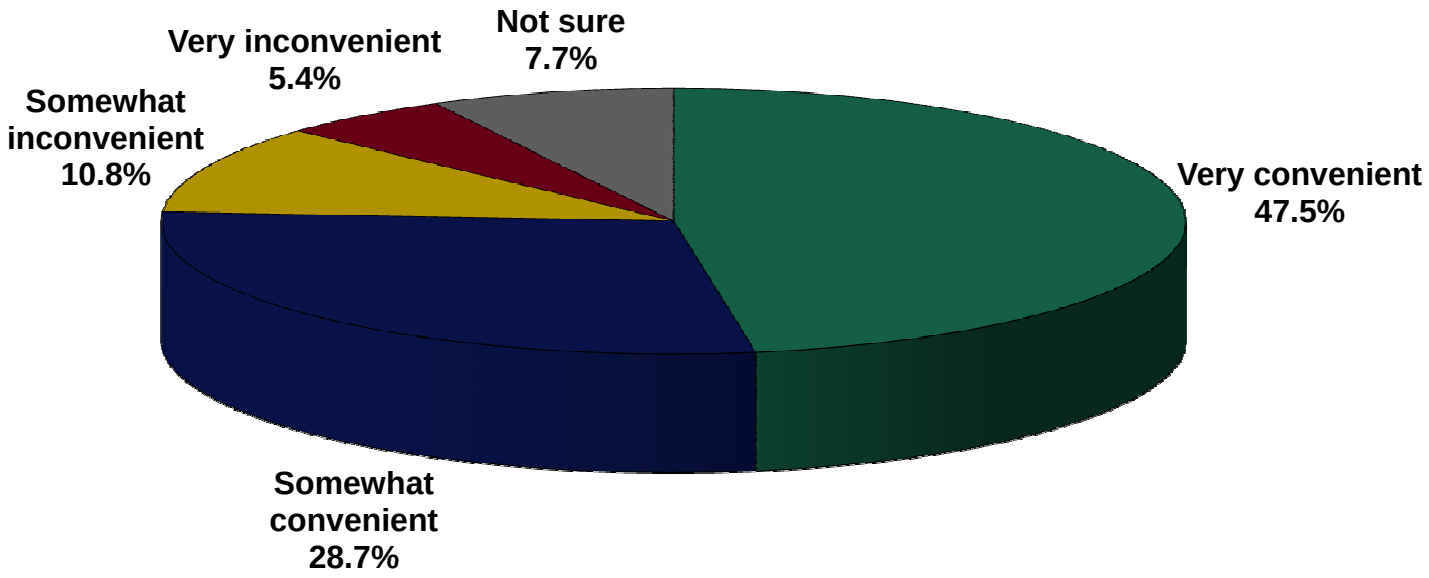
The first part of Question 19 then asked respondents about their perception of safety for Option 2 specifically for **pedestrians, bicyclists, and other non-drivers**. Seventy percent (70%) of respondents feel that Option 2 is 'safe' (somewhat safe or very safe) for non-drivers in comparison to the eighty percent (80%) of respondents who feel that Option 1 is 'safe' and the less than one-third (32%) of respondents who feel that the Typical Existing Conditions are 'safe' for **pedestrians, bicyclists, and other non-drivers**.



Q19b. Perception of Convenience of the Option 2 Configuration for Non-Drivers (n=933)

GODBE RESEARCH
Gain Insight

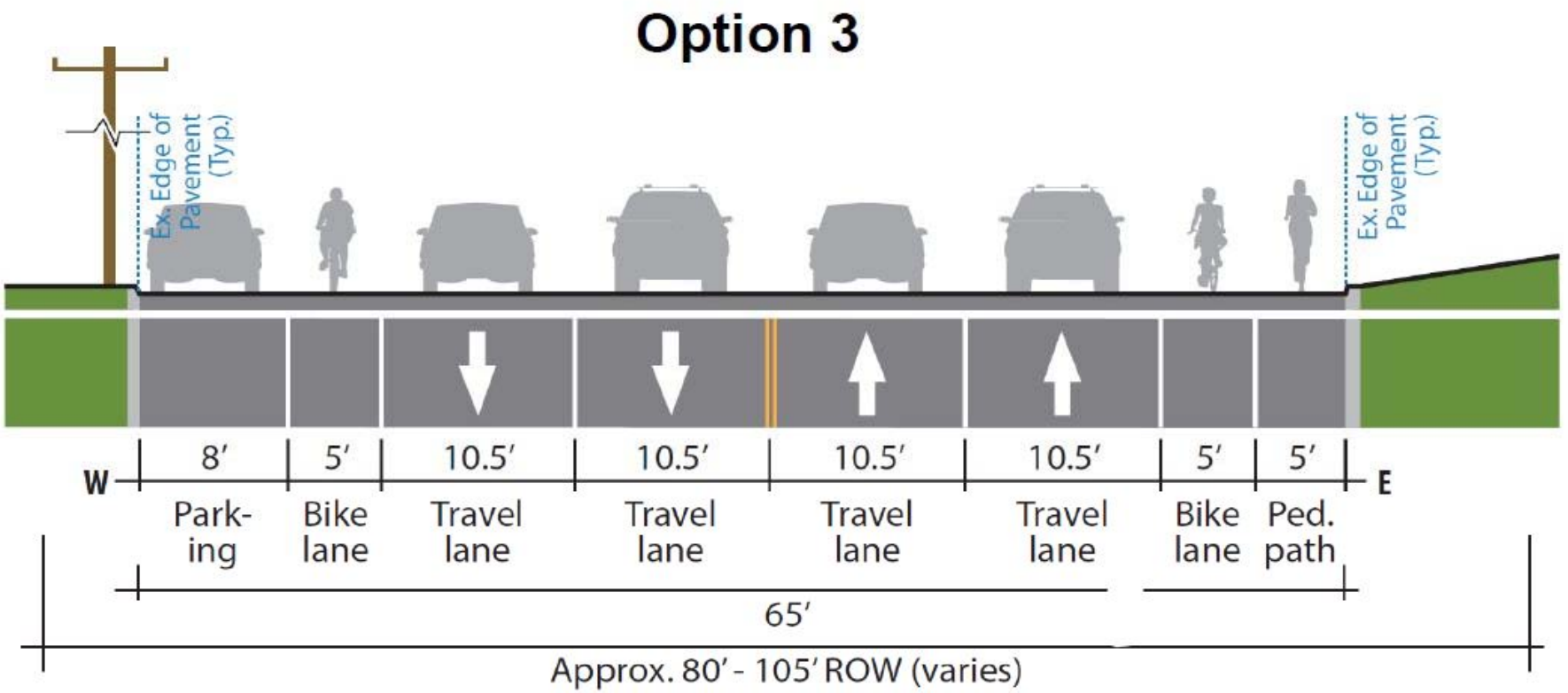
Regarding perceived convenience for **pedestrians, bicyclists, and other non-drivers** for Option 2, slightly more than three-quarters (76%) of respondents feel that this option is 'convenient' (somewhat convenient or very convenient) for non-drivers, where more than eighty percent (82%) feel that Option 1 is convenient and slightly more than one-third (37%) of respondents feel that the Typical Existing Conditions are convenient for **pedestrians, bicyclists, and other non-drivers**.



Questions on the Option 3 Configuration of Segment 3

GODBE RESEARCH
Gain Insight

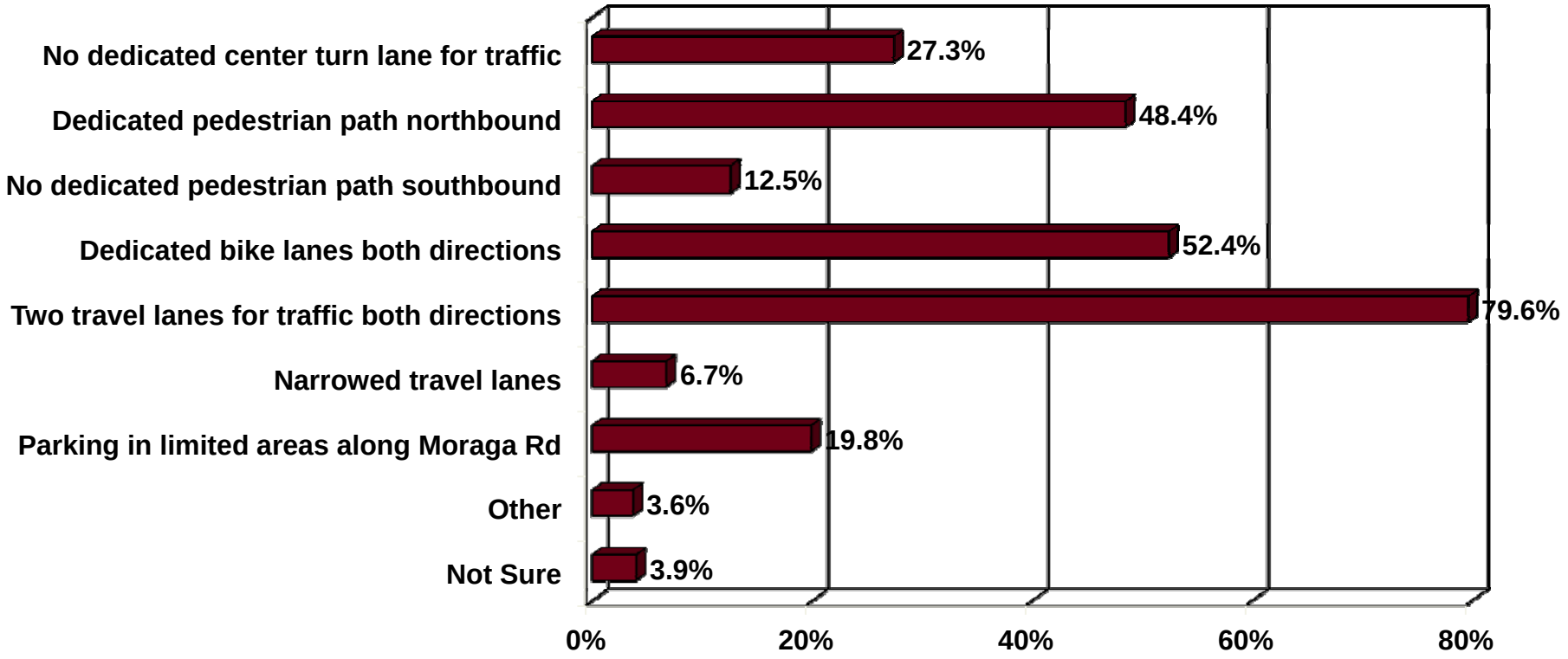
Similar to the other Options and Typical Existing Conditions sections of the survey, respondents were provided with a final diagram for Option 3. Below is the diagram for Option 3, which was labeled short-term Option A for previous community outreach for the Livable Moraga Road project.



Q20. Liked Features About the Option 3 Configuration

GODBE RESEARCH
Gain Insight

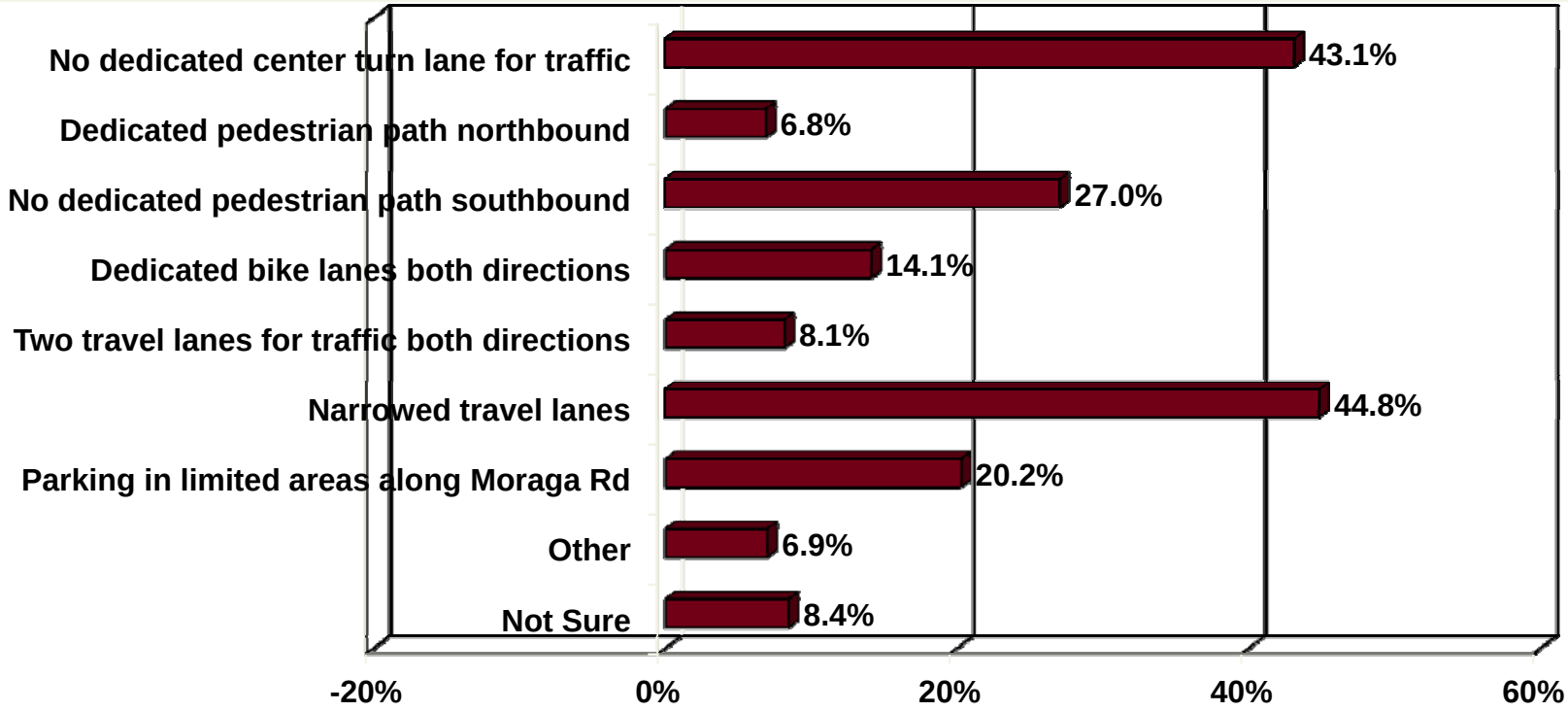
The top feature that was **liked** by respondents for Option 3 was the 'two travel lanes in both directions' with more than three-quarters (80%) of respondents selecting this feature. 'Dedicated bike lanes in both directions' was the second most popular feature with more than fifty percent (52%) of respondents selecting this feature as one they **liked**. 'Dedicated pedestrian path northbound' was the third most popular feature with just under fifty percent (48%) of respondents selecting this feature for Option 3. Similar to previous like/dislike questions, respondents could select more than one option, thus cumulative results are greater than one-hundred percent (100%).



Q21. Disliked Features About the Option 3 Configuration

GODBE RESEARCH
Gain Insight

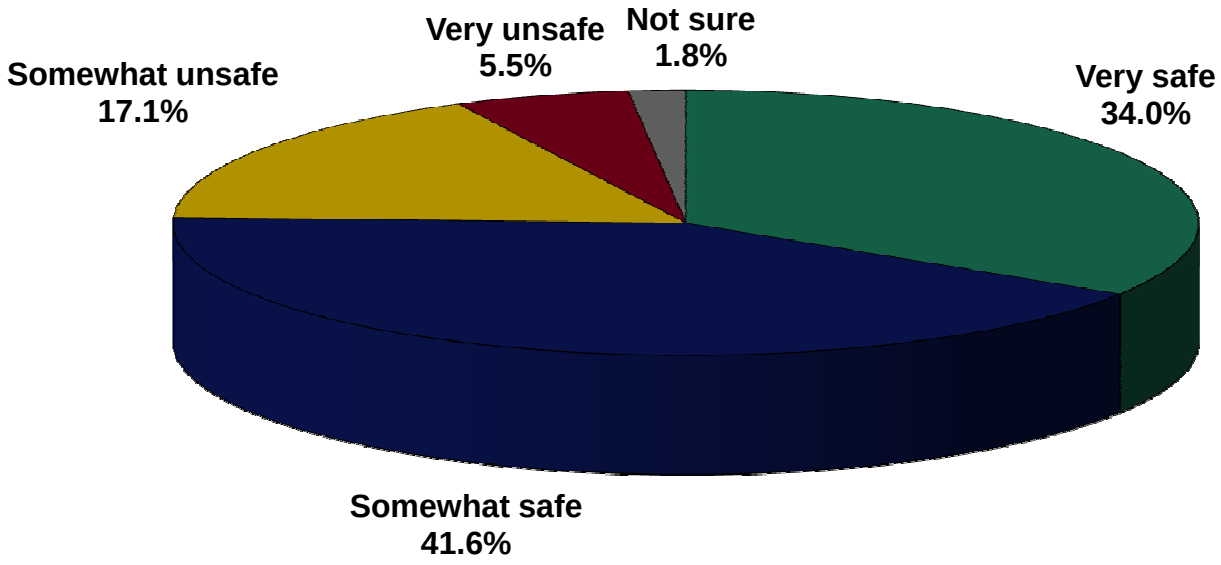
Respondents were next asked which features they **disliked** for Option 3 of Segment 3 as the last Option tested in the survey. 'Narrowed travel lanes' (45%) and 'no dedicated center turn lane for traffic' (43%) were the least popular features, with more than four in ten respondents selecting these features as something they **disliked** regarding Option 3. The only other feature **disliked** by more than a quarter of respondents was "no dedicated pedestrian path southbound' with 27% of respondents selecting this feature. Consistent with Options 1 and 2, 'parking in limited areas along Moraga Road' was the fourth least popular feature of Option 3 with one-fifth (20%) of respondents selection this feature as something they **disliked**. Again, respondents could select more than one response, thus cumulative results are greater than one-hundred percent (100%).



Q22a. Perception of Safety of the Option 3 Configuration for Drivers (n=1,044)

GODBE RESEARCH
Gain Insight

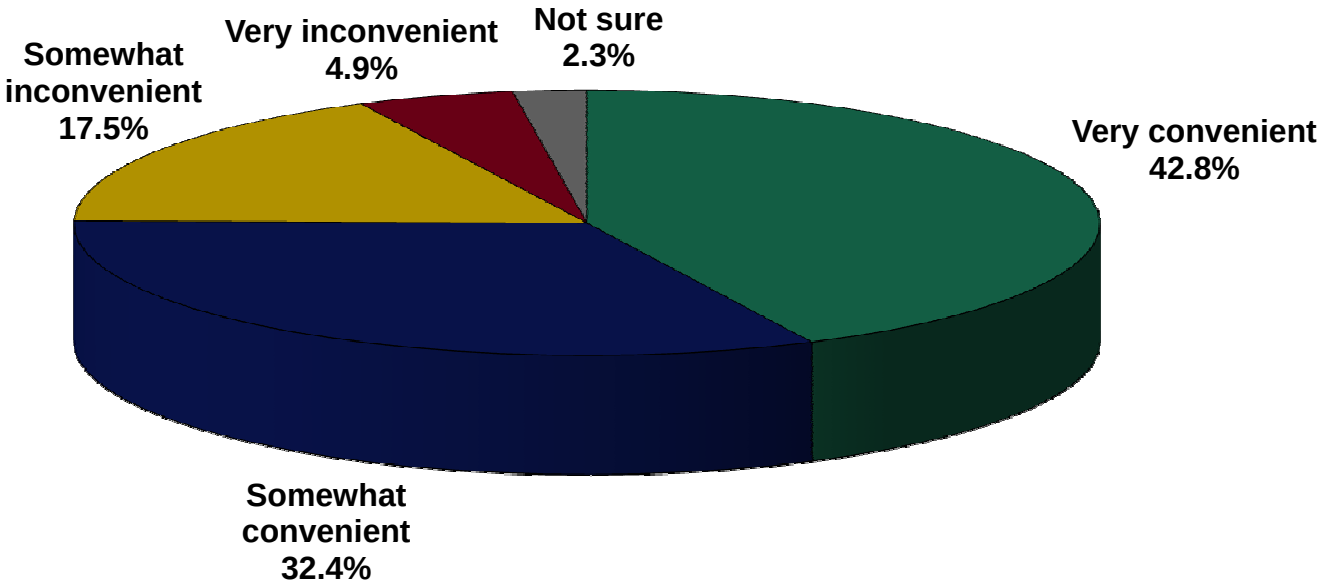
As the last Option tested and similar to previous options, respondents were asked about their perceived safety of Option 3 specifically for **drivers**. Slightly more than seventy-five percent (76%) of respondents indicated that they feel Option 3 is 'safe' (somewhat safe or very safe) for **drivers**, in comparison to the slightly more than fifty-five percent (58%) of respondents that feel that Option 2 is 'safe' , the slightly less than three-quarters (74%) of respondents who indicated that they feel that Option 1 is 'safe' , and the nearly ninety percent (89%) of respondents that feel the Typical Existing Conditions are 'safe' for **drivers**.



Q22b. Perception of Convenience of the Option 3 Configuration for Drivers (n=924)

GODBE RESEARCH
Gain Insight

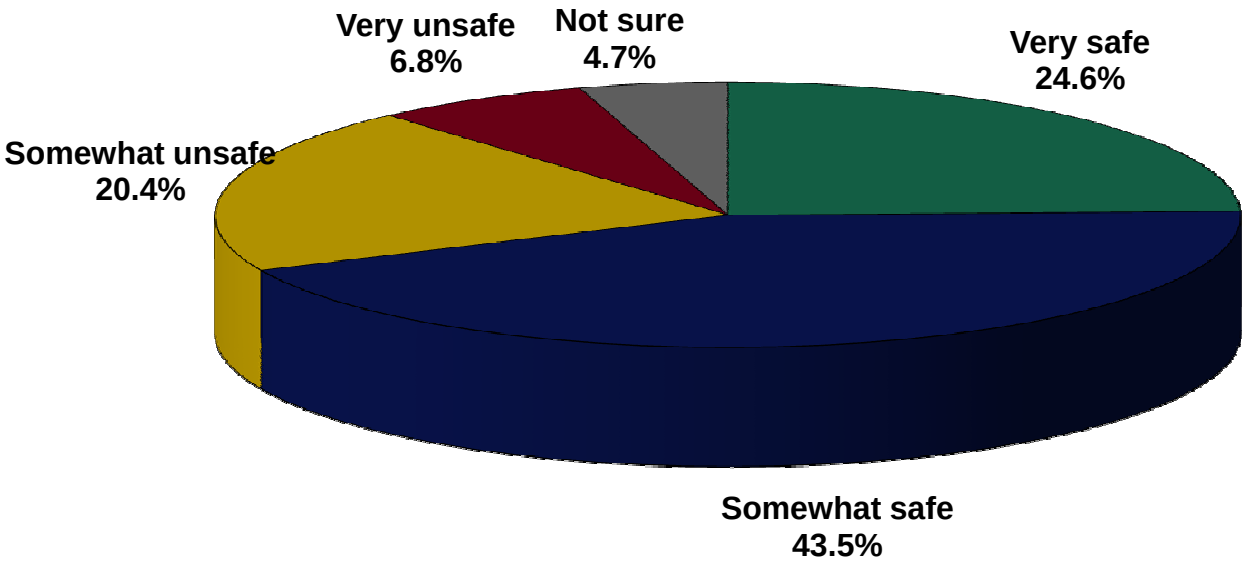
As the second part of Question 22, respondents were asked about their perceived convenience of Option 3 specifically for **drivers**. Mirroring the safety portion of this question, seventy-five percent (75%) of respondents feel that this Option is 'convenient' (somewhat convenient or very convenient) for **drivers**. In comparison, only slightly more than one-quarter (27%) of respondents feel that Option 2 is 'convenient', slightly more than half (51%) of respondents feel that Option 1 is 'convenient', and slightly less than ninety percent (88%) of respondents feel that the Typical Existing Conditions are 'convenient' for **drivers**.



Q23a. Perception of Safety of the Option 3 Configuration for Non-drivers (n=1,059)

GODBE RESEARCH
Gain Insight

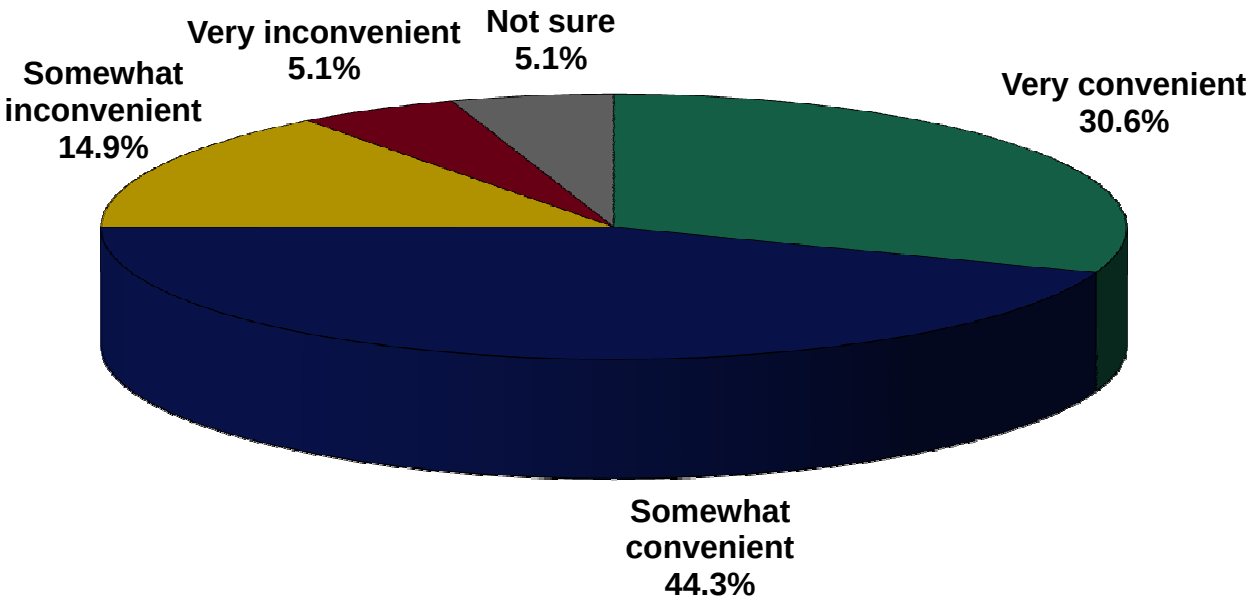
Similar to the other Options tested, respondents were next asked about their perception of the safety of Option 3 specifically for **pedestrians, bicyclists, and other non-drivers**. Slightly more than two-thirds (68%) of respondents feel that Option 3 is 'safe' (somewhat safe or very safe) for non-drivers. In comparison, seventy percent (70%) of respondents feel that Option 2 is 'safe', eighty percent (80%) of respondents feel that Option 1 is 'safe', and less than one-third (32%) of respondents feel that the Typical Existing Conditions are 'safe' for **pedestrians, bicyclists, and other non-drivers**.



Q23b. Perception of Convenience of the Option 3 Configuration for Non-drivers (n=942)

GODBE RESEARCH
Gain Insight

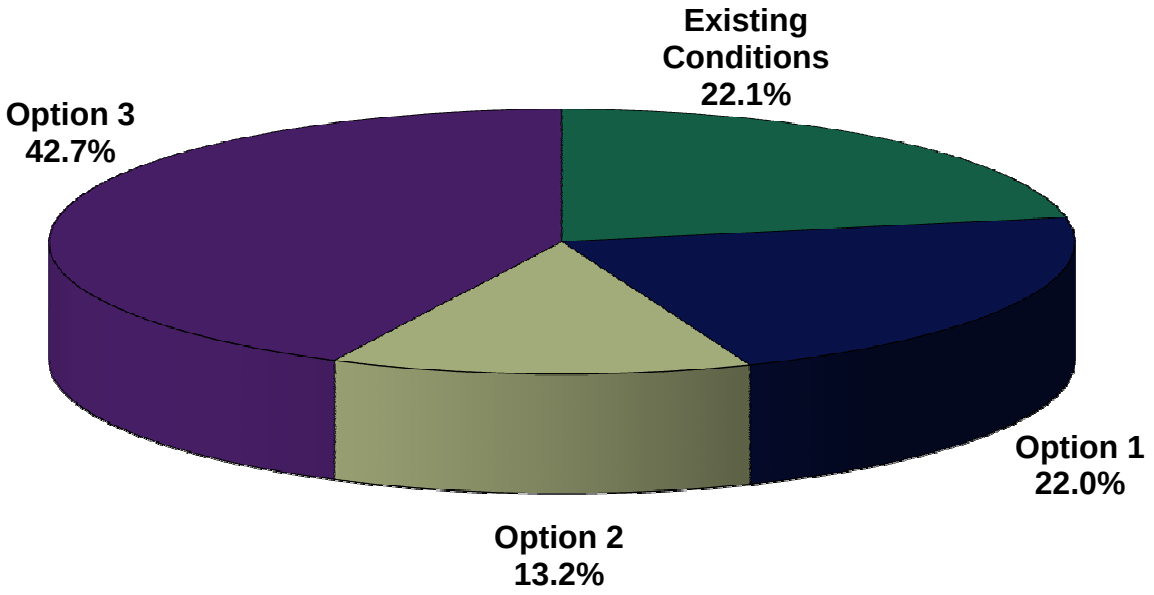
The second part of Question 23 asked respondents about their perception of convenience for **pedestrians, bicyclists, and other non-drivers** for Option 3. Seventy-five percent (75%) of respondents indicated that Option 3 was 'convenient' (somewhat convenient or very convenient) for non-drivers. In comparison, more than three-quarters (76%) of respondents feel that Option 2 is 'convenient', more than eighty percent (82%) feel that Option 1 is 'convenient', and slightly more than one-third (37%) of respondents feel that the Typical Existing Conditions are 'convenient' for **pedestrians, bicyclists, and other non-drivers**.



Q24. Preferred Roadway Configuration (n=1,050)

GODBE RESEARCH
Gain Insight

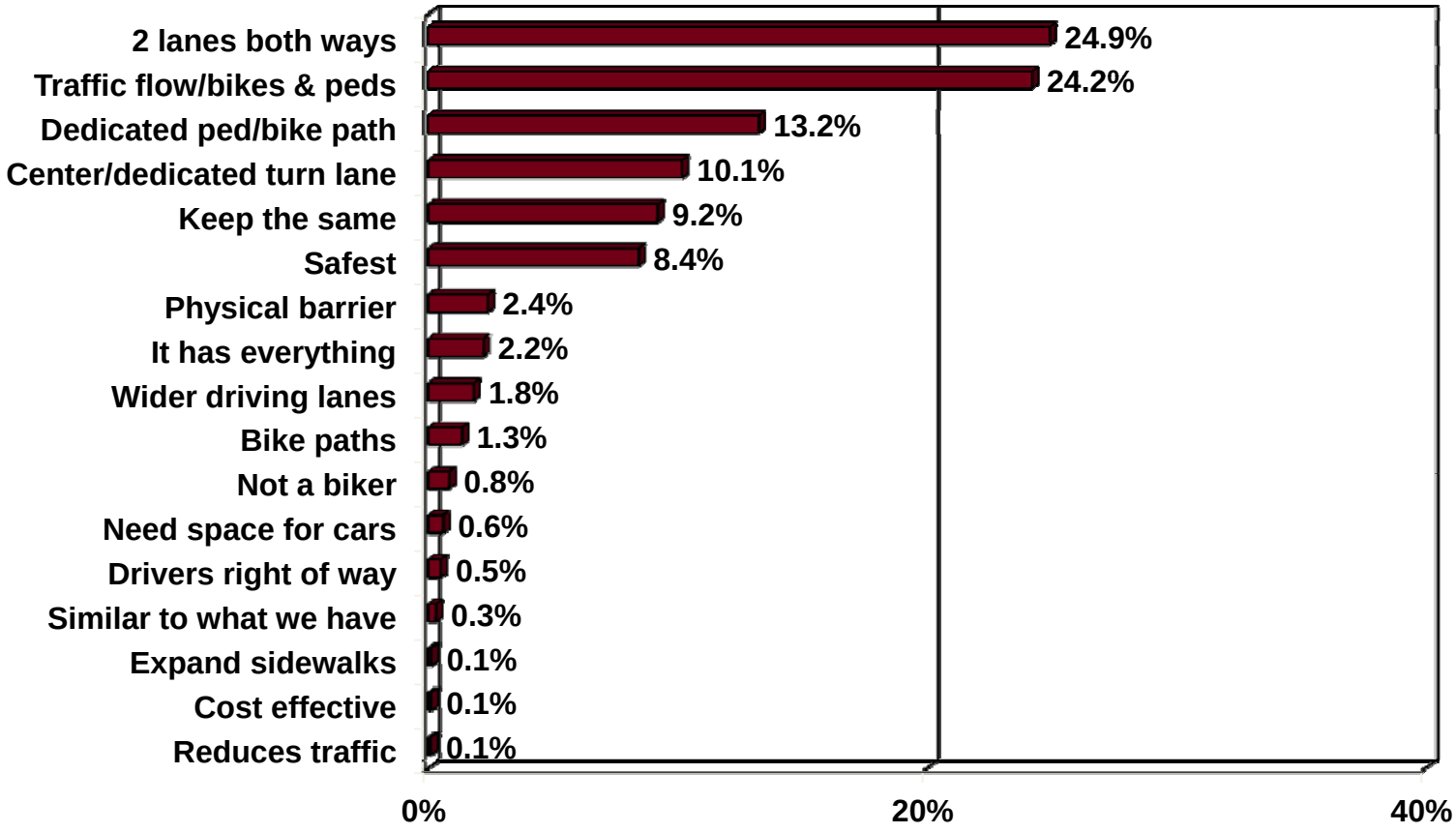
After presenting respondents with information , diagrams, and questions regarding the Typical Existing Conditions and the three potential options for Segment 3 of the Livable Moraga Road Project, they were asked to select the option that they feel works best as a solution for drivers, bicyclists, pedestrians, and public transit. By far, Option 3 was the most popular Option among respondents (43%), with the Typical Existing Conditions (22%) and Option 1 (22%) being second choices with no statistical difference between these two Options. Option 2 (13%) was clearly the least popular option among respondents. It should also be noted that more than seventy-five percent of respondents favored some sort of change in the roadway configuration for Segment 3 of the Livable Moraga Road Project (selected an option), where less than twenty-five percent of respondents favored leaving things the way they are now (selected existing conditions).



Q25. Reasons for Preferred Roadway Configuration Choice (n=737)

GODBE RESEARCH
Gain Insight

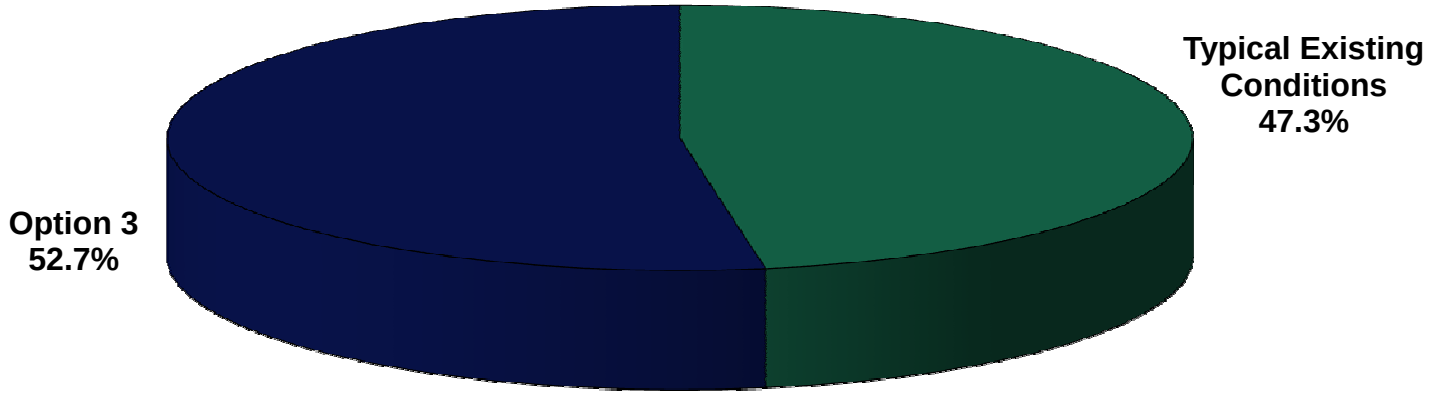
As a follow-up to Question 24, respondents were asked in an open-ended format why they chose the option that they selected. The two most popular responses were 'two lanes in both directions' and 'traffic flow vs. bicyclists and pedestrians' with about one-quarter of respondents indicating each of these two reasons for their specific choice.



Q26. Change of Preferred Option (n=165)

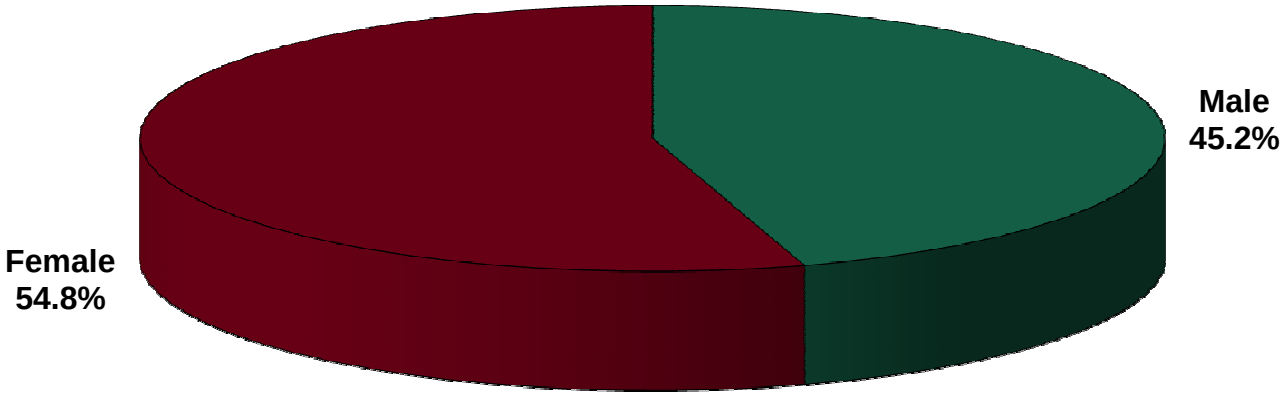
GODBE RESEARCH
Gain Insight

As the final substantive question in the survey, respondents were provided with information that traffic speeds could be reduced moderately (3 to 5 MPH) on Segment 3 in approximately 10 years, specifically for Option 1 and Option 2, and if this would change their opinion regarding these two Options. Of the respondents who indicated that they would change their opinion (45% of the respondents who selected Option 1 or Option 2), slightly more than half (53%) indicated they would change to Option 3 where slightly less than half (47%) indicated that they would now prefer the Typical Existing Conditions. While this makes the Typical Existing Conditions the clear second choice among all the options tested, Option 3 is still the preferred choice for Segment 3 among survey respondents.

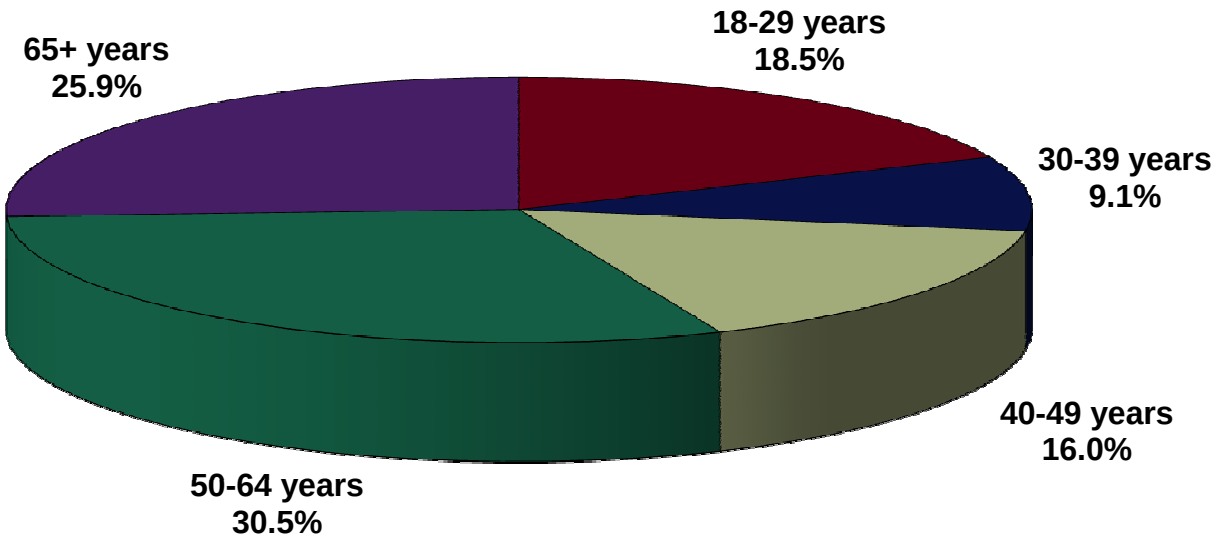


Appendix A: Additional Demographic Information

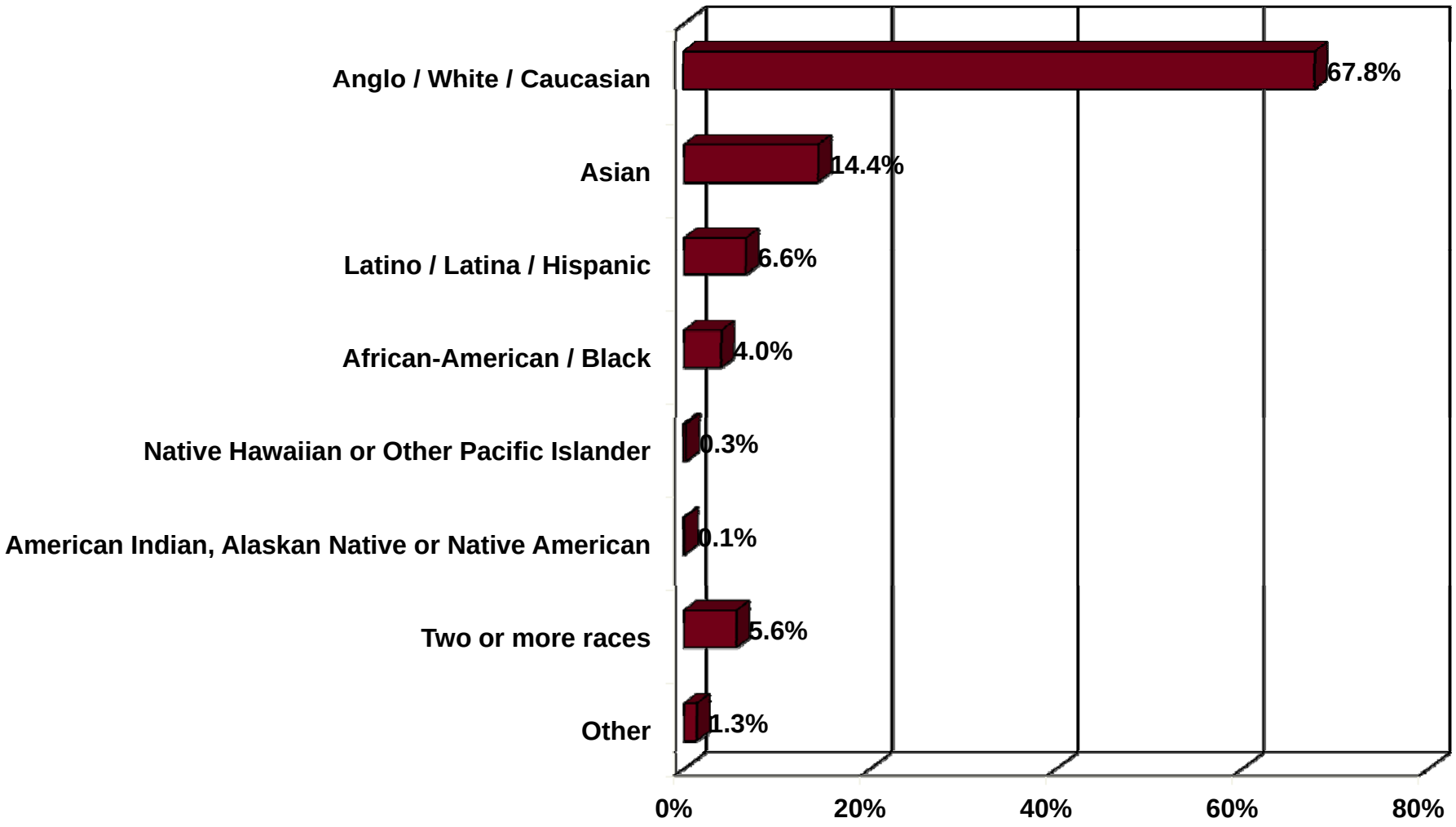
QA. Gender



QB. Age


18-29 years
18.5%
30-39 years
9.1%
40-49 years
16.0%
50-64 years
30.5%
65+ years
25.9%

QC. Ethnicity



Appendix B: Detailed Methodology

Survey Methodology

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Survey Parameters

As part of the survey process for the Livable Moraga Road Project Segment 3 – Mail Survey of Households, Godbe Research collected a total of 1,108 surveys from Town of Moraga households, although not every respondent answered every question in the survey. Surveys were mailed to each household in the Town of Moraga including Saint Mary's College. The error rate is plus or minus 2.6% to 3.0% for the survey process based on the number of responses to each specific question in the survey. Surveys were collected from December 17, 2015 through January 8, 2016.

Sample and Weighting

Once collected, the limited demographic information in the survey was compared with the respective resident population in the Town to examine possible differences between the demographics of the survey respondents and the actual universe of Town of Moraga residents. The data were weighted to correct these differences, and the results presented are representative of the voter characteristics of the Town in terms of gender, age, and ethnicity. While crosstabulations were produced based on demographics and other questions in the survey, results were not reported on by demographic variables given the nature and research objectives for this specific survey process.

Reading Crosstabulation Tables

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Gain Insight

The questions discussed and analyzed in this report comprise a subset of various crosstabulation tables available for each question. Only those subgroups that are of particular interest or that illustrate particular insights are included in the discussion. Should readers wish to conduct a closer analysis of subgroups for a given question, the complete breakdowns appear in Appendix E. These crosstabulation tables provide detailed information on the responses to each question by demographic and behavioral groups that were assessed in the survey. A typical crosstabulation table is shown here.

A short description of the item appears on the left-hand side of the table. The item sample size (n = 600) is presented in the first column of data under "Total."

The results to each possible answer choice of all respondents are presented in the first column of data under "Total." The aggregate number of respondents in each answer category is presented as a whole number, and the percent of the entire sample that this number represents is just below the whole number. In this example, among the total respondents, 268 residents reported their "Yes" response, and this number of respondents equals 44.7% of the total sample size of 600. Next to the "Total" column are the other columns representing responses men and women. The data from these columns are read in exactly the same fashion as the data in the "Total" column, although each group makes up a smaller percent of the entire sample.

EXAMPLE OF DATA CROSSTABULATION TABLE		Total	Male	Female
Have you visited City offices or interacted with City Staff in the last 12 months?	Total	600	273	327
	Yes	268	114	154
		44.7%	41.8%	47.1%
	No	331	159	172
		55.2%	58.2%	52.6%
	DK/NA	1	0	1
		0.2%	0.0%	0.3%

Subgroup Comparisons

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To test whether or not the differences found in percent results among subgroups are likely due to actual differences in opinions or behaviors – rather than the results of chance due to the random nature of the sampling design – a "z-test" was performed. In the headings of each column are labels, "A," "B," "C," etc. along with a description of the variable. The "z-test" is performed by comparing the percent in each cell with all other cells in the same row within a given variable (within Gender in the pictured table, for example).

The results from the "z-test" are displayed in a separate table below the crosstabulation table. If the percent in one cell is statistically different from the percent in another, the column label will be displayed in the cell from which it varies significantly. For instance, in the adjacent table, a significantly higher percent of women (47.1%) reported "Yes" than men (41.8%). Hence, the letter "A," which stands for men, appears under Column "B," which stands for women. The letters in the table indicate the differences where one can be 95% confident that the results are due to actual differences in opinions or behaviors reported by subgroups of respondents.

It is important to note that the percent difference among subgroups is just one piece in the equation to determine whether or not two percentage figures are significantly different from each other. The variance and sample size associated with each data point is integral to determining significance. Therefore, two calculations may be different from each other, yet the difference may not be statistically significant according to the "z" statistic.

EXAMPLE OF DATA CROSSTABULATION TABLE		Total	Male	Female
Have you visited City offices or interacted with City Staff in the last 12 months?	Total	600	273	327
	Yes	268	114	154
		44.7%	41.8%	47.1%
	No	331	159	172
		55.2%	58.2%	52.6%
	DK/NA	1	0	1
		0.2%	0.0%	0.3%

EXAMPLE OF DATA FOR Z-TEST		Total	Male (A)	Female (B)
Have you visited City offices or interacted with City Staff in the last 12 months?	Total	600	273	327
	Yes			A
	No			
	DK/NA			

Appendix C: Topline Report

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TOWN OF MORAGA

2015 Livable Moraga Road Mail Survey

Topline Report
Sample Size: n=1,108
Sample Universe: All Moraga Residential Households

January 31, 2016

www.godberesearch.com

California and Corporate Offices
1575 Old Bayshore Highway, Suite 102
Burlingame, CA 94010

Nevada
59 Damonte Ranch Parkway, Suite B309
Reno, NV 89521

Pacific Northwest
601 108th Avenue NE, Suite 1900
Bellevue, WA 98004

METHODOLOGY

Survey Methodology: Mail Survey
Interview Dates: December 17, 2015 to January 8, 2016
Sample Size: N=1,108
Sample Type: Census of Moraga Households

		Column N %	Count
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less	5.7%	63
	2 to 3 years	7.1%	79
	4 to 6 years	8.0%	88
	7 to 10 years	5.7%	63
	More than 10 years	69.6%	771
	St. Mary's College Student	4.0%	44
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important	36.1%	397
	Somewhat important	42.2%	464
	Somewhat unimportant	13.5%	149
	Not important at all	7.8%	86
	Not sure	0.3%	4
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important	45.3%	499
	Somewhat important	35.3%	388
	Somewhat unimportant	11.4%	126
	Not important at all	8.0%	88
	Not sure	0.0%	0
4. How often (if at all) do you use Moraga Road?	Everyday	74.9%	830
	3 to 5 times per week	21.7%	240
	1 to 2 times per week	3.0%	33
	A few times a month	0.4%	5
	Once a month or less	0.0%	0
	Never	0.0%	0
	Not sure	0.0%	0
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent	12.6%	138
	Good	47.3%	517
	Fair	30.2%	330
	Poor	9.4%	102
	Not sure	0.5%	6
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent	4.6%	51
	Good	22.8%	251
	Fair	28.5%	314
	Poor	35.9%	395
	Not sure	8.1%	89
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes	38.0%	419
	No	62.0%	684

		Column N %	Count
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars	86.7%	928
	No dedicated center turn lane	16.8%	180
	Wide travel lanes for cars	53.4%	572
	Shoulder with shared use for parking, bicyclists and pedestrians	33.3%	356
	Other	2.1%	23
	Not Sure	2.0%	21
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars	3.0%	27
	No dedicated center turn lane	42.2%	380
	Wide travel lanes for cars	5.3%	47
	Shoulder for use for parking, and bicyclists and pedestrians	47.7%	429
	Other	14.3%	129
	Not Sure	11.3%	101
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe	49.2%	535
	Somewhat safe	39.4%	428
	Somewhat unsafe	9.7%	105
	Very unsafe	1.3%	14
	Not sure	0.5%	5
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe	9.3%	101
	Somewhat safe	22.5%	244
	Somewhat unsafe	35.7%	388
	Very unsafe	27.9%	303
	Not sure	4.6%	50
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic	53.9%	515
	Dedicated multi-use path southbound	53.5%	511
	Dedicated bike path northbound	48.3%	461
	Two travel lanes for traffic northbound	48.8%	466
	One travel lane for traffic southbound	6.8%	65
	Narrowed travel lanes	7.8%	74
	Allows parking in more limited areas along both sides of Moraga Road	17.0%	163
	Physical barrier/buffer between multi-use path and parking aisle	48.4%	463
	Other	2.4%	23
	Not Sure	2.7%	26

		Column N %	Count
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	26.5%	271
	Dedicated multi-use path for southbound	14.0%	143
	Dedicated bike path for northbound	9.2%	94
	Two travel lanes for traffic northbound	6.2%	64
	One travel lane for traffic southbound	65.1%	665
	Narrowed travel lanes	46.8%	479
	Allows parking in some more limited areas along both sides of Moraga Road	24.4%	250
	Physical barrier/buffer between multi-use path and parking aisle	16.6%	170
	Other	5.1%	52
	Not Sure	4.9%	50
14. How safe do you find this potential option for drivers for Segment 3?	Very safe	26.5%	271
	Somewhat safe	47.4%	486
	Somewhat unsafe	14.7%	150
	Very unsafe	6.3%	65
	Not sure	5.1%	52
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	12.1%	112
	Somewhat convenient	39.1%	363
	Somewhat inconvenient	24.6%	228
	Very inconvenient	20.3%	189
	Not sure	3.8%	35
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	37.3%	389
	Somewhat safe	42.4%	443
	Somewhat unsafe	10.0%	104
	Very unsafe	4.6%	48
	Not sure	5.8%	61
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	37.5%	345
	Somewhat convenient	44.8%	412
	Somewhat inconvenient	5.8%	53
	Very inconvenient	4.8%	45
	Not sure	7.1%	65
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic	51.9%	452
	Dedicated multi-use path southbound	51.2%	447
	Dedicated pedestrian path northbound	41.2%	359
	Dedicated bike lanes in both directions	44.6%	389
	One travel lane for traffic in both directions	9.5%	83
	Narrowed travel lanes	5.3%	46
	Parking in some more limited areas along both sides of Moraga Road	18.2%	159
	Physical barrier between multi-use path and parking aisle	46.3%	404
	Other	2.5%	22
	Not Sure	6.5%	57

		Column N %	Count
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	25.7%	254
	Dedicated multi-use path southbound	16.0%	159
	Dedicated pedestrian path northbound	13.4%	132
	Dedicated bike lanes in both directions	28.7%	283
	One travel lane for traffic in both directions	78.1%	772
	Narrowed travel lanes	52.9%	523
	Parking in some more limited areas along both sides of Moraga Road	21.4%	211
	Physical barrier between multi-use path and parking aisle	17.9%	177
	Other	5.9%	58
	Not Sure	2.9%	28
18. How safe do you find this potential option for drivers for Segment 3?	Very safe	20.0%	208
	Somewhat safe	37.9%	394
	Somewhat unsafe	24.5%	255
	Very unsafe	14.6%	152
	Not sure	3.1%	32
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	8.7%	82
	Somewhat convenient	18.7%	176
	Somewhat inconvenient	30.9%	291
	Very inconvenient	38.2%	359
	Not sure	3.5%	33
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	38.6%	403
	Somewhat safe	30.9%	323
	Somewhat unsafe	16.2%	169
	Very unsafe	8.2%	86
	Not sure	6.0%	63
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	47.5%	443
	Somewhat convenient	28.7%	267
	Somewhat inconvenient	10.8%	101
	Very inconvenient	5.4%	51
	Not sure	7.7%	72
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic	27.3%	282
	Dedicated pedestrian path northbound	48.4%	499
	No dedicated pedestrian path southbound	12.5%	129
	Dedicated bike lanes in both directions	52.4%	540
	Two travel lanes for traffic in both directions	79.6%	821
	Narrowed travel lanes	6.7%	69
	Parking in some limited areas along both sides of Moraga Road	19.8%	205
	Other	3.6%	38
	Not Sure	3.9%	41

		Column N %	Count
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic	43.1%	416
	Dedicated pedestrian path northbound	6.8%	66
	No dedicated pedestrian path southbound	27.0%	261
	Dedicated bike lanes in both directions	14.1%	136
	Two travel lanes for traffic in both directions	8.1%	78
	Narrowed travel lanes	44.8%	433
	Parking in some limited areas along both sides of Moraga Road	20.2%	196
	Other	6.9%	67
	Not Sure	8.4%	81
22. How safe do you find this potential option for drivers for Segment 3?	Very safe	34.0%	355
	Somewhat safe	41.6%	435
	Somewhat unsafe	17.1%	178
	Very unsafe	5.5%	58
	Not sure	1.8%	19
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	42.8%	395
	Somewhat convenient	32.4%	300
	Somewhat inconvenient	17.5%	162
	Very inconvenient	4.9%	46
	Not sure	2.3%	21
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	24.6%	261
	Somewhat safe	43.5%	461
	Somewhat unsafe	20.4%	216
	Very unsafe	6.8%	72
	Not sure	4.7%	49
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	30.6%	288
	Somewhat convenient	44.3%	418
	Somewhat inconvenient	14.9%	140
	Very inconvenient	5.1%	48
	Not sure	5.1%	48
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Existing Conditions	22.1%	237
	Option 1	22.0%	236
	Option 2	13.2%	142
	Option 3	42.7%	458

		Column N %	Count
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest	8.4%	62
	Bbike paths	1.3%	10
	Not a biker	0.8%	6
	Traffic flow/bikes & peds	24.2%	178
	Center/dedicated turn lane	10.1%	75
	2 lanes both ways	24.9%	183
	It has everything	2.2%	16
	Drivers right of way	0.5%	4
	Keep the same	9.2%	67
	Need space for cars	0.6%	4
	Expand sidewalks	0.1%	1
	Dedicated ped/bike path	13.2%	97
	Similar to what we have	0.3%	2
	Wider driving lanes	1.8%	13
	Physical barrier	2.4%	17
	Reduces traffic	0.1%	1
	Cost effective	0.1%	1
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions	47.3%	78
	Option 3	52.7%	87

DEMOGRAPHICS

		Column N %	Count
A. What is your gender?	**Male**	45.2%	471
	Female	54.8%	570
B. What is your age?	**18-29 years**	18.5%	195
	30-39 years	9.1%	96
	40-49 years	16.0%	169
	50-64 years	30.5%	322
	65+ years	25.9%	273
C. What is your racial or ethnic background?	**African-American / Black**	4.0%	38
	American Indian, Alaskan Native or Native American	0.1%	1
	Anglo / White / Caucasian	67.8%	649
	Asian	14.4%	138
	Latino / Latina / Hispanic	6.6%	63
	Native Hawaiian or Other Pacific Islander	0.3%	3
	Two or more races	5.6%	54
	Other	1.3%	13

Appendix D: Questionnaire

Dear Moraga Resident,

RE: Livable Moraga Road Project Segment 3 – Mail Survey of Households

The Town of Moraga has commissioned GRA, an independent marketing research firm, to conduct research on potential modifications to a section of Moraga Road between Donald Drive and Corliss Drive, described as "Segment 3", as part of the Livable Moraga Road Project. More information on the Livable Moraga Road Project can be found at www.moraga.ca.us/livablemoragaroad.

We hope that you will respond to this brief survey. Your individual responses are entirely confidential and will be used for research purposes only. Your personal data will not be sold or shared with anyone. You will also not be approached for any other reason - we are only interested in your opinions.

Please return one completed survey in the enclosed, postage-paid envelope. Your completed survey must be postmarked on or before January 8, 2015. Thank you in advance for your participation. If you have questions about the Town of Moraga, the Livable Moraga Road Project, or purpose of this survey please contact me at eclark@moraga.ca.us or (925) 888-7041.

Best regards,
Ellen Clark, Planning Director
Town of Moraga

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1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?

___ One year or less
___ 2 to 3 years
___ 4 to 6 years
___ 7 to 10 years
___ More than 10 years
___ St. Mary's College Student

2. How important is it to ease traffic congestion on major thoroughfares **within** the Town of Moraga?

___ Very important
___ Somewhat important
___ Somewhat unimportant
___ Not important at all
___ Not sure

3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?

___ Very important
___ Somewhat important
___ Somewhat unimportant
___ Not important at all
___ Not sure

4. How often (if at all) do you use Moraga Road?

___ Everyday
___ 3 to 5 times per week
___ 1 to 2 times per week
___ A few times a month
___ Once a month or less
___ Never
___ Not sure

5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for **drivers**?

___ Excellent
___ Good
___ Fair
___ Poor
___ Not sure

6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for **pedestrians, bicyclists, and other non-drivers**?

___ Excellent
___ Good
___ Fair
___ Poor
___ Not sure

7. Before taking this survey, were you aware of the Livable Moraga Road Project?

___ Yes
___ No

The Livable Moraga Road Project is a community-based planning effort for Moraga Road, looking at ways to improve the function, character and livability of the corridor between Campolindo High School and St. Mary's Road. Key issues to be addressed in the Livable Moraga Road Project include traffic flow, safety and connectivity along the corridor for all uses – drivers, bicycles, pedestrians and transit.

Segment 3 of the Livable Moraga Road Project is the approximately half mile long section of the project (one of four study segments), located between Donald Drive and Corliss Drive, where the Town is currently evaluating three potential options intended to improve safety and balanced use of the corridor for cars, public transit, pedestrians, and bicycles. Options being considered all use the existing roadway (curb-to-curb) area, and involve simple changes like re-striping without widening the existing pavement. Some of the options include reducing the number of vehicle through lanes to provide a dedicated left turn lane and accommodate improved pedestrian and bike facilities. All options meet required traffic design and safety standards, and would provide acceptable traffic operating conditions for approximately the next ten years based on existing and projected traffic volumes. After this date, options that reduce the number of through lanes would moderately worsen traffic conditions such that vehicle speeds might be reduced by 3-5 miles per hour (MPH) at peak periods, compared to retaining the current configuration.

The maps on Page 1 of the attached sheet shows an overview of Segment 3 in the context of the larger Livable Moraga Road Project, and the Typical Existing Conditions for Segment 3 between Donald Drive and Corliss Drive are shown as the first diagram at the top of Page 2 of the attached sheet.

8. In looking at the Typical Existing Conditions diagram, what do you **like** about the current configuration of Segment 3? *(check all that apply)*

___ Two travel lanes in each direction for cars
___ No dedicated center turn lane
___ Wide travel lanes for cars
___ Shoulder with shared use for parking, bicyclists and pedestrians
___ Other *(Please specify:)*_____ ___ Not Sure

9. In looking at the Typical Existing Conditions diagram, what do you **dislike** about the current configuration of Segment 3? *(check all that apply)*

___ Two travel lanes in each direction for cars
___ No dedicated center turn lane
___ Wide travel lanes for cars
___ Shoulder for use for parking, and bicyclists and pedestrians
___ Other *(Please specify:)*_____ ___ Not Sure

10. How safe and convenient do you find the current configuration of Segment 3 for **drivers**?

___ Very safe
___ Somewhat safe
___ Somewhat unsafe
___ Very unsafe
___ Not sure

___ Very convenient
___ Somewhat convenient
___ Somewhat inconvenient
___ Very inconvenient
___ Not sure

11. How safe and convenient do you find the current configuration of Segment 3 for **pedestrians, bicyclists, and other non-drivers**?

___ Very safe
___ Somewhat safe
___ Somewhat unsafe
___ Very unsafe
___ Not sure

___ Very convenient
___ Somewhat convenient
___ Somewhat inconvenient
___ Very inconvenient
___ Not sure

Now we are going to review three potential restriping options for this Segment 3 of the Livable Moraga Road Project that are under consideration by the Town. These options are presented as Options 1 through 3 on the same attached sheet included with this mail survey that contains the Typical Existing Conditions.

Option 1 on the attached sheet shows the first option under consideration by the Town. This includes the addition of a dedicated center turn lane; the addition of a bike lane (northbound) and a buffered multi-use path to be shared by bicycles and pedestrians (southbound) on one side of the road; and reconfiguration of the existing continuous on-street parking to be allowed in more limited areas along both sides of the road. These changes would be accommodated by converting one of the two existing through-lanes of travel for drivers on the southbound side of Segment 3 into a turn lane, and by slightly narrowing all travel lanes.

12. In looking at Option 1 as a potential option for Segment 3, what do you **like** about this configuration? *(check all that apply)*

___ Dedicated center turn lane for traffic
___ Dedicated multi-use path southbound
___ Dedicated bike path northbound
___ Two travel lanes for traffic northbound
___ One travel lane for traffic southbound
___ Narrowed travel lanes
___ Allows parking in more limited areas along both sides of Moraga Road
___ Physical barrier/buffer between multi-use path and parking aisle
___ Other *(Please specify:)*_____ ___ Not Sure

13. In looking at Option 1 as a potential option for Segment 3, what do you **dislike** about this configuration? *(check all that apply)*

___ Dedicated center turn lane for traffic
___ Dedicated multi-use path for southbound
___ Dedicated bike path for northbound
___ Two travel lanes for traffic northbound
___ One travel lane for traffic southbound
___ Narrowed travel lanes
___ Allows parking in some more limited areas along both sides of Moraga Road
___ Physical barrier/buffer between multi-use path and parking aisle
___ Other *(Please specify:)*_____ ___ Not Sure

14. How safe and convenient do you find this potential option for **drivers** for Segment 3?

___ Very safe
___ Somewhat safe
___ Somewhat unsafe
___ Very unsafe
___ Not sure

___ Very convenient
___ Somewhat convenient
___ Somewhat inconvenient
___ Very inconvenient
___ Not sure

15. How safe and convenient do you find this potential option for **pedestrians, bicyclists, and other non-drivers** for Segment 3?

___ Very safe
___ Somewhat safe
___ Somewhat unsafe
___ Very unsafe
___ Not sure

___ Very convenient
___ Somewhat convenient
___ Somewhat inconvenient
___ Very inconvenient
___ Not sure

Option 2 on the attached sheet shows a second option under consideration by the Town. This includes the addition of a dedicated center turn lane; addition of a buffered multi-use path (southbound) on one side of the road, and a pedestrian path on the northbound side; addition of bike lanes on both sides of the road; and reconfiguration of the existing continuous on-street parking to be allowed in more limited areas along both sides of the road. These changes would be accommodated by reducing the two lanes of travel for drivers to one lane in each direction on each side of Segment 3 of Moraga Road, and by slightly narrowing travel lanes.

16. In looking at Option 2 as a potential option for Segment 3, what do you **like** about this configuration? *(check all that apply)*

___ Dedicated center turn lane for traffic
___ Dedicated multi-use path southbound
___ Dedicated pedestrian path northbound
___ Dedicated bike lanes in both directions
___ One travel lane for traffic in both directions
___ Narrowed travel lanes
___ Parking in some more limited areas along both sides of Moraga Road
___ Physical barrier between multi-use path and parking aisle
___ Other *(Please specify:)*_____ ___ Not Sure

17. In looking at Option 2 as a potential option for Segment 3, what do you **dislike** about this configuration? *(check all that apply)*

___ Dedicated center turn lane for traffic
___ Dedicated multi-use path southbound
___ Dedicated pedestrian path northbound
___ Dedicated bike lanes in both directions
___ One travel lane for traffic in both directions
___ Narrowed travel lanes
___ Parking in some more limited areas along both sides of Moraga Road
___ Physical barrier between multi-use path and parking aisle
___ Other *(Please specify:)*_____ ___ Not Sure

18. How safe and convenient do you find this potential option for **drivers** for Segment 3?

___ Very safe
___ Somewhat safe
___ Somewhat unsafe
___ Very unsafe
___ Not sure

___ Very convenient
___ Somewhat convenient
___ Somewhat inconvenient
___ Very inconvenient
___ Not sure

19. How safe and convenient do you find this potential option for **pedestrians, bicyclists, and other non-drivers** for Segment 3?

___ Very safe
___ Somewhat safe
___ Somewhat unsafe
___ Very unsafe
___ Not sure

___ Very convenient
___ Somewhat convenient
___ Somewhat inconvenient
___ Very inconvenient
___ Not sure

Option 3 on the attached sheet shows the final option under consideration by the Town. This includes the addition of a bike lane on both sides of Segment 3; the addition of a pedestrian path on only one side of the road; and the addition of on-street parking on alternating sides of the road. This option would retain the existing two through lanes of traffic in each direction, although it would narrow lanes slightly, and would not add a dedicated center turn lane on Segment 3 of Moraga Road.

20. In looking at Option 3 as a potential option for Segment 3, what do you **like** about this configuration? *(check all that apply)*

___ No dedicated center turn lane for traffic
___ Dedicated pedestrian path northbound
___ No dedicated pedestrian path southbound
___ Dedicated bike lanes in both directions
___ Two travel lanes for traffic in both directions
___ Narrowed travel lanes
___ Parking in some limited areas along both sides of Moraga Road
___ Other *(Please specify:)*_____ ___ Not Sure

21. In looking at Option 3 as a potential option for Segment 3, what do you **dislike** about this configuration? *(check all that apply)*

___ No dedicated center turn lane for traffic
___ Dedicated pedestrian path northbound
___ No dedicated pedestrian path southbound
___ Dedicated bike lanes in both directions
___ Two travel lanes for traffic in both directions
___ Narrowed travel lanes
___ Parking in some limited areas along both sides of Moraga Road
___ Other *(Please specify:)*_____ ___ Not Sure

22. How safe and convenient do you find this potential option for **drivers** for Segment 3?

___ Very safe
___ Somewhat safe
___ Somewhat unsafe
___ Very unsafe
___ Not sure

___ Very convenient
___ Somewhat convenient
___ Somewhat inconvenient
___ Very inconvenient
___ Not sure

23. How safe and convenient do you find this potential option for **pedestrians, bicyclists, and other non-drivers** for Segment 3?

___ Very safe
___ Somewhat safe
___ Somewhat unsafe
___ Very unsafe
___ Not sure

___ Very convenient
___ Somewhat convenient
___ Somewhat inconvenient
___ Very inconvenient
___ Not sure

24. Now that you've had a chance to review the existing conditions and potential options for Segment 3, which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Road Project?

___ Existing Conditions
___ Option 1
___ Option 2
___ Option 3

25. Why did you choose that road way configuration as the best solution for Segment 3?

_____

26. If you selected Option 1 or Option 2 in Question 24 above, and if you knew that in approximately 10 years these two options would moderately reduce traffic speeds by 3 to 5 MPH for Segment 3 in comparison to the Existing Conditions or Option 3, please indicate if you would change your preferred option by selecting a new preferred option below.

___ Existing Conditions
___ Option 3

Now just a few questions for comparison purposes.

A. What is your gender?

___ Male
___ Female

B. What is your age?

___ 18-29 years
___ 30-39 years
___ 40-49 years
___ 50-64 years
___ 65+ years

C. What is your racial or ethnic background? (check all that apply)

___ African-American / Black
___ American Indian or Alaskan Native
___ Anglo / White / Caucasian
___ Asian
___ Latino / Latina / Hispanic
___ Native American
___ Native Hawaiian or Other Pacific Islander
___ Two or more races
___ Other *(Please specify:)* _____

Appendix E: Crosstabulation Tables

		Total	
		Total	Total
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	1108	1108
	One year or less	63 5.7%	63 5.7%
	2 to 3 years	79 7.1%	79 7.1%
	4 to 6 years	88 8.0%	88 8.0%
	7 to 10 years	63 5.7%	63 5.7%
	More than 10 years	771 69.6%	771 69.6%
	St. Mary's College Student	44 4.0%	44 4.0%

Comparisons of Column Proportions [a,b]

		Total
		Total
		(A)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less	.
	2 to 3 years	.
	4 to 6 years	.
	7 to 10 years	.
	More than 10 years	.
	St. Mary's College Student	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	1040	470	570
	One year or less	60 5.8%	48 10.2%	12 2.2%
	2 to 3 years	77 7.4%	25 5.4%	52 9.1%
	4 to 6 years	85 8.2%	31 6.5%	54 9.5%
	7 to 10 years	60 5.7%	20 4.3%	39 6.9%
	More than 10 years	714 68.6%	342 72.9%	372 65.2%
	St. Mary's College Student	44 4.2%	3 .7%	41 7.2%

Comparisons of Column Proportions [a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less	B	
	2 to 3 years		A
	4 to 6 years		
	7 to 10 years		
	More than 10 years	B	
	St. Mary's College Student		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	1053	195	96	169	321
	One year or less	60 5.7%	28 14.3%	22 22.8%	6 3.8%	2 .5%
	2 to 3 years	78 7.4%	13 6.8%	31 31.9%	23 13.6%	6 1.8%
	4 to 6 years	85 8.1%	13 6.5%	22 22.7%	35 20.8%	10 3.0%
	7 to 10 years	60 5.7%	0 .0%	2 1.7%	24 13.9%	29 9.1%
	More than 10 years	726 69.0%	113 57.7%	18 18.9%	70 41.6%	272 84.7%
	St. Mary's College Student	44 4.2%	29 14.7%	2 1.9%	11 6.3%	3 .9%

		Age
		65+ years
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	272
	One year or less	2 .9%
	2 to 3 years	5 2.0%
	4 to 6 years	6 2.2%
	7 to 10 years	5 1.9%
	More than 10 years	253 93.1%
	St. Mary's College Student	0 .0%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less	C D E	C D E			
	2 to 3 years	D	A C D E	D E		
	4 to 6 years		A D E	A D E		
	7 to 10 years	[a] .		B E	E	
	More than 10 years	B C		B	A B C	A B C D
	St. Mary's College Student	B D		D		[a] .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	958	38	1	649	138
	One year or less	54 5.7%	0 .0%	0 .0%	28 4.2%	21 15.1%
	2 to 3 years	67 7.0%	0 .0%	0 .0%	39 6.1%	14 10.0%
	4 to 6 years	81 8.4%	0 .0%	0 .0%	49 7.6%	6 4.5%
	7 to 10 years	54 5.6%	0 .0%	0 .0%	37 5.8%	10 7.1%
	More than 10 years	658 68.7%	30 79.3%	1 100.0%	475 73.2%	73 52.9%
	St. Mary's College Student	44 4.6%	8 20.7%	0 .0%	20 3.2%	14 10.5%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	63	0	3	54
	One year or less	6 9.6%	0 .3%	0 .0%	0 .0%
	2 to 3 years	0 .0%	0 .0%	1 25.5%	13 24.6%
	4 to 6 years	11 18.0%	0 .0%	1 23.4%	1 1.4%
	7 to 10 years	6 9.1%	0 .0%	1 25.5%	0 .0%
	More than 10 years	40 63.2%	0 99.7%	0 .0%	39 73.0%
	St. Mary's College Student	0 .0%	0 .0%	1 25.5%	1 1.0%

		Ethnicity
		Other
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	13
	One year or less	0 .0%
	2 to 3 years	0 .0%
	4 to 6 years	13 99.9%
	7 to 10 years	0 .0%
	More than 10 years	0 .1%
	St. Mary's College Student	0 .0%

Comparisons of Column Proportions [c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less	[a] .	[a,,b] .		C
	2 to 3 years	[a] .	[a,,b] .		
	4 to 6 years	[a] .	[a,,b] .		
	7 to 10 years	[a] .	[a,,b] .		
	More than 10 years	I	[a,,b] .	D I	I
	St. Mary's College Student	C H	[a,,b] .		C

Comparisons of Column Proportions [c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less		[,b] .	[a] .	[a] .
	2 to 3 years	[a] .	[a,,b] .		C
	4 to 6 years	D H	[a,,b] .		
	7 to 10 years		[a,,b] .	H	
	More than 10 years	I	[,b] .	[a] .	I
	St. Mary's College Student	[a] .	[a,,b] .		

Comparisons of Column Proportions [c,d]

		Ethnicity
		Other
		(I)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less	[a] .
	2 to 3 years	[a] .
	4 to 6 years	C D E G H
	7 to 10 years	
	More than 10 years	
	St. Mary's College Student	[a] .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.This category is not used in comparisons because the sum of case weights is less than two.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	1108	63	79	88	63
	One year or less	63 5.7%	63 100.0%	0 .0%	0 .0%	0 .0%
	2 to 3 years	79 7.1%	0 .0%	79 100.0%	0 .0%	0 .0%
	4 to 6 years	88 8.0%	0 .0%	0 .0%	88 100.0%	0 .0%
	7 to 10 years	63 5.7%	0 .0%	0 .0%	0 .0%	63 100.0%
	More than 10 years	771 69.6%	0 .0%	0 .0%	0 .0%	0 .0%
	St. Mary's College Student	44 4.0%	0 .0%	0 .0%	0 .0%	0 .0%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	771	44
	One year or less	0 .0%	0 .0%
	2 to 3 years	0 .0%	0 .0%
	4 to 6 years	0 .0%	0 .0%
	7 to 10 years	0 .0%	0 .0%
	More than 10 years	771 100.0%	0 .0%
	St. Mary's College Student	0 .0%	44 100.0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less	a.	a.	a.	a.
	2 to 3 years	a.	a.	a.	a.
	4 to 6 years	a.	a.	a.	a.
	7 to 10 years	a.	a.	a.	a.
	More than 10 years	a.	a.	a.	a.
	St. Mary's College Student	a.	a.	a.	a.

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less	a.	a.
	2 to 3 years	a.	a.
	4 to 6 years	a.	a.
	7 to 10 years	a.	a.
	More than 10 years	a.	a.
	St. Mary's College Student	a.	a.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	1099	499	387	126
	One year or less	63 5.8%	50 10.1%	12 3.2%	1 .5%
	2 to 3 years	79 7.2%	53 10.7%	20 5.1%	5 3.9%
	4 to 6 years	88 8.0%	32 6.4%	48 12.3%	3 2.5%
	7 to 10 years	63 5.7%	32 6.5%	22 5.6%	4 2.8%
	More than 10 years	762 69.3%	310 62.1%	278 71.8%	99 78.6%
	St. Mary's College Student	44 4.0%	21 4.3%	8 2.0%	15 11.9%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	88
	One year or less	0 .0%
	2 to 3 years	1 1.2%
	4 to 6 years	6 6.6%
	7 to 10 years	5 6.0%
	More than 10 years	76 86.3%
	St. Mary's College Student	0 .0%

Comparisons of Column Proportions [b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less	B C			[a] .
	2 to 3 years	B D			
	4 to 6 years		A C		
	7 to 10 years				
	More than 10 years		A	A	A B
	St. Mary's College Student			A B	[a] .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	1101	418	683
	One year or less	62 5.6%	8 2.0%	53 7.8%
	2 to 3 years	79 7.2%	40 9.5%	39 5.7%
	4 to 6 years	88 8.0%	33 8.0%	55 8.0%
	7 to 10 years	62 5.6%	19 4.5%	43 6.3%
	More than 10 years	767 69.6%	316 75.7%	451 65.9%
	St. Mary's College Student	44 4.0%	1 .3%	43 6.3%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less		A
	2 to 3 years	B	
	4 to 6 years		
	7 to 10 years		
	More than 10 years	B	
	St. Mary's College Student		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	Total	1071	237	235	142	457
	One year or less	62 5.8%	4 1.7%	11 4.8%	7 5.1%	39 8.6%
	2 to 3 years	77 7.1%	5 2.0%	26 11.0%	25 17.4%	21 4.7%
	4 to 6 years	87 8.1%	12 5.3%	24 10.1%	12 8.6%	39 8.5%
	7 to 10 years	60 5.6%	11 4.7%	11 4.8%	7 5.0%	31 6.7%
	More than 10 years	742 69.2%	204 86.1%	159 67.5%	91 64.0%	288 63.0%
	St. Mary's College Student	44 4.1%	1 .3%	4 1.9%	0 .0%	39 8.5%

Comparisons of Column Proportions[b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
1. How long have you lived in the Town of Moraga and are you a student at St. Mary's College?	One year or less				A
	2 to 3 years		A D	A D	
	4 to 6 years				
	7 to 10 years				
	More than 10 years	B C D			
	St. Mary's College Student			[a] .	A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	1099	1099
	Very important	397 36.1%	397 36.1%
	Somewhat important	464 42.2%	464 42.2%
	Somewhat unimportant	149 13.5%	149 13.5%
	Not important at all	86 7.8%	86 7.8%
	Not sure	4 .3%	4 .3%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important	.
	Somewhat important	.
	Somewhat unimportant	.
	Not important at all	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	1033	468	564
	Very important	385 37.3%	163 34.7%	223 39.4%
	Somewhat important	431 41.7%	188 40.1%	243 43.1%
	Somewhat unimportant	135 13.1%	80 17.1%	55 9.7%
	Not important at all	78 7.5%	38 8.1%	40 7.1%
	Not sure	4 .3%	0 .0%	4 .6%

Comparisons of Column Proportions [a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important Somewhat important Somewhat unimportant Not important at all Not sure	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	1046	195	96	168	318
	Very important	380 36.3%	26 13.2%	43 45.0%	67 40.0%	130 40.8%
	Somewhat important	450 43.0%	142 72.5%	34 35.8%	58 34.7%	118 37.3%
	Somewhat unimportant	135 12.9%	14 7.1%	15 15.6%	31 18.8%	39 12.2%
	Not important at all	78 7.5%	14 7.1%	2 1.9%	10 6.0%	30 9.4%
	Not sure	4 .3%	0 .0%	2 1.7%	1 .5%	1 .3%

		Age
		65+ years
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	270
	Very important	115 42.6%
	Somewhat important	97 36.0%
	Somewhat unimportant	36 13.2%
	Not important at all	22 8.2%
	Not sure	0 .0%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important		A	A	A	A
	Somewhat important	B C D E				
	Somewhat unimportant			A		
	Not important at all					
	Not sure	a .				a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	952	38	1	643	138
	Very important	344 36.2%	23 59.6%	0 49.9%	213 33.2%	51 36.8%
	Somewhat important	412 43.3%	15 40.4%	0 31.6%	257 40.0%	76 55.3%
	Somewhat unimportant	125 13.1%	0 .0%	0 18.5%	107 16.6%	7 5.1%
	Not important at all	67 7.0%	0 .0%	0 .0%	62 9.6%	4 2.9%
	Not sure	4 .4%	0 .0%	0 .0%	4 .5%	0 .0%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	63	0	3	54	13
	Very important	28 44.8%	0 .3%	2 74.5%	14 26.0%	13 99.9%
	Somewhat important	24 37.7%	0 .0%	0 .0%	40 73.9%	0 .0%
	Somewhat unimportant	11 17.5%	0 .0%	0 .0%	0 .0%	0 .0%
	Not important at all	0 .0%	0 99.7%	1 25.5%	0 .0%	0 .0%
	Not sure	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important	C H	a .			
	Somewhat important		a .		C I	
	Somewhat unimportant	,b .	a .	D H		D H
	Not important at all	,b .	a ,,b .			,b .
	Not sure	,b .	a ,,b .		,b .	,b .

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important	a .			C D E H
	Somewhat important	a ,,b .	,b .	A C E I	
	Somewhat unimportant	a ,,b .	,b .		
	Not important at all	a .	H		,b .
	Not sure	a ,,b .	,b .		,b .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	1098	63	79	87	63
	Very important	396 36.1%	21 33.0%	38 48.8%	40 45.5%	25 40.3%
	Somewhat important	464 42.3%	25 40.1%	25 31.3%	24 27.5%	23 36.4%
	Somewhat unimportant	149 13.5%	15 23.4%	11 14.4%	21 24.2%	8 12.5%
	Not important at all	85 7.8%	1 .9%	3 4.4%	2 2.9%	7 10.9%
	Not sure	4 .3%	2 2.6%	1 1.1%	0 .0%	0 .0%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	762	44
	Very important	267 35.0%	5 10.5%
	Somewhat important	328 43.1%	39 89.5%
	Somewhat unimportant	94 12.3%	0 .0%
	Not important at all	72 9.5%	0 .0%
	Not sure	1 .1%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important		F	F	F
	Somewhat important				
	Somewhat unimportant			E	
	Not important at all				
	Not sure	E		a .	a .

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important	F	
	Somewhat important		A B C D E a .
	Somewhat unimportant		a .
	Not important at all		a .
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	1094	496	388	125
	Very important	392 35.8%	216 43.6%	127 32.8%	31 24.9%
	Somewhat important	464 42.4%	204 41.2%	182 47.0%	52 41.2%
	Somewhat unimportant	149 13.6%	59 11.9%	53 13.8%	31 24.9%
	Not important at all	86 7.9%	16 3.2%	23 5.8%	11 9.0%
	Not sure	4 .3%	1 .2%	3 .7%	0 .0%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	86
	Very important	18 21.0%
	Somewhat important	26 30.5%
	Somewhat unimportant	5 5.9%
	Not important at all	36 42.6%
	Not sure	0 .0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important	B C D			
	Somewhat important		D		
	Somewhat unimportant			A B D	
	Not important at all			A	A B C
	Not sure			a .	a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	1094	417	678
	Very important	393 36.0%	143 34.4%	250 36.9%
	Somewhat important	464 42.4%	157 37.8%	306 45.2%
	Somewhat unimportant	148 13.5%	71 17.0%	77 11.4%
	Not important at all	86 7.9%	45 10.7%	41 6.1%
	Not sure	4 .3%	1 .2%	3 .4%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important		
	Somewhat important		A
	Somewhat unimportant	B	
	Not important at all	B	
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Total	1063	234	234	141	455
	Very important	385 36.2%	84 36.1%	91 39.0%	53 37.6%	156 34.4%
	Somewhat important	449 42.3%	65 27.9%	98 41.9%	62 43.9%	224 49.3%
	Somewhat unimportant	142 13.3%	30 13.0%	37 15.7%	16 11.0%	59 13.0%
	Not important at all	84 7.9%	54 23.0%	8 3.5%	9 6.2%	13 2.9%
	Not sure	4 .3%	0 .0%	0 .0%	2 1.2%	2 .4%

Comparisons of Column Proportions[b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
2. How important is it to ease traffic congestion on major thoroughfares within the Town of Moraga?	Very important				
	Somewhat important		A	A	A
	Somewhat unimportant				
	Not important at all	B C D [a]	[a]		
	Not sure	.	.		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	1100	1100
	Very important	499	499
		45.3%	45.3%
	Somewhat important	388	388
		35.3%	35.3%
	Somewhat unimportant	126	126
		11.4%	11.4%
	Not important at all	88	88
		8.0%	8.0%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important	.
	Somewhat important	.
	Somewhat unimportant	.
	Not important at all	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	1032	468	564
	Very important	466 45.1%	209 44.7%	257 45.5%
	Somewhat important	369 35.8%	160 34.3%	209 37.0%
	Somewhat unimportant	115 11.1%	54 11.6%	61 10.8%
	Not important at all	83 8.0%	44 9.5%	38 6.8%

Comparisons of Column Proportions [a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important		
	Somewhat important		
	Somewhat unimportant		
	Not important at all		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	1046	195	96	167	317
	Very important	482 46.1%	102 52.2%	52 54.2%	72 42.9%	149 47.0%
	Somewhat important	365 35.0%	40 20.4%	33 34.0%	80 47.8%	105 33.0%
	Somewhat unimportant	116 11.0%	27 14.1%	7 7.2%	12 7.0%	34 10.8%
	Not important at all	83 7.9%	26 13.3%	4 4.6%	4 2.3%	29 9.2%

		Age
		65+ years
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	271
	Very important	108 39.8%
	Somewhat important	109 40.1%
	Somewhat unimportant	35 13.0%
	Not important at all	19 7.1%

Comparisons of Column Proportions[a,b]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important					
	Somewhat important			A D	A	A
	Somewhat unimportant					
	Not important at all	C			C	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	952	38	1	643	138
	Very important	448 47.1%	8 19.8%	0 31.6%	310 48.3%	74 53.8%
	Somewhat important	328 34.5%	15 40.4%	0 49.9%	210 32.7%	53 38.3%
	Somewhat unimportant	102 10.7%	8 19.9%	0 18.5%	72 11.1%	8 5.5%
	Not important at all	74 7.8%	8 19.9%	0 .0%	51 7.9%	3 2.4%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	63	0	3	54	13
	Very important	41 65.0%	0 .0%	1 25.5%	14 26.7%	0 .0%
	Somewhat important	22 35.0%	0 .3%	1 48.9%	13 24.7%	13 99.9%
	Somewhat unimportant	0 .0%	0 99.7%	1 25.5%	14 25.7%	0 .0%
	Not important at all	0 .0%	0 .0%	0 .0%	12 23.0%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important		a	A H I	A H I	A H I
	Somewhat important		a			
	Somewhat unimportant		a			,b
	Not important at all	D	a ,,b			,b

Comparisons of Column Proportions [c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important	[a,,b] .			
	Somewhat important	[a] .			A C D E H
	Somewhat unimportant	[a] .		C D	
	Not important at all	[a,,b] .	[,b] .	C D	[,b] .

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a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

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d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	1099	63	79	88	63
	Very important	499 45.4%	50 79.7%	53 67.4%	32 35.9%	32 51.4%
	Somewhat important	387 35.2%	12 19.4%	20 25.1%	48 54.0%	22 34.6%
	Somewhat unimportant	126 11.4%	1 .9%	5 6.2%	3 3.5%	4 5.6%
	Not important at all	88 8.0%	0 .0%	1 1.3%	6 6.6%	5 8.4%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	762	44
	Very important	310 40.7%	21 48.3%
	Somewhat important	278 36.4%	8 17.8%
	Somewhat unimportant	99 13.0%	15 33.8%
	Not important at all	76 9.9%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important	C D E F	C E		
	Somewhat important			A B E F	
	Somewhat unimportant				
	Not important at all	[a] .			

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important		
	Somewhat important		
	Somewhat unimportant		A B C D E
	Not important at all		[a] .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	1100	499	388	126
	Very important	499 45.3%	499 100.0%	0 .0%	0 .0%
	Somewhat important	388 35.3%	0 .0%	388 100.0%	0 .0%
	Somewhat unimportant	126 11.4%	0 .0%	0 .0%	126 100.0%
	Not important at all	88 8.0%	0 .0%	0 .0%	0 .0%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	88
	Very important	0 .0%
	Somewhat important	0 .0%
	Somewhat unimportant	0 .0%
	Not important at all	88 100.0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important	a .	a .	a .	a .
	Somewhat important	a .	a .	a .	a .
	Somewhat unimportant	a .	a .	a .	a .
	Not important at all	a .	a .	a .	a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	1094	416	678
	Very important	495 45.3%	192 46.3%	303 44.7%
	Somewhat important	388 35.5%	134 32.3%	254 37.4%
	Somewhat unimportant	124 11.3%	34 8.1%	90 13.3%
	Not important at all	86 7.9%	55 13.3%	31 4.6%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important		
	Somewhat important		
	Somewhat unimportant		A
	Not important at all	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Total	1064	234	235	141	454
	Very important	483 45.4%	36 15.4%	131 55.9%	114 80.6%	202 44.4%
	Somewhat important	375 35.3%	78 33.5%	82 35.0%	24 16.7%	191 42.1%
	Somewhat unimportant	121 11.4%	44 19.0%	17 7.3%	4 2.7%	55 12.2%
	Not important at all	85 8.0%	75 32.0%	4 1.8%	0 .0%	6 1.4%

Comparisons of Column Proportions [b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
3. How important is it to balance the needs of drivers with the needs of pedestrians and bicyclists on major thoroughfares in the Town of Moraga?	Very important		A D	A B D	A
	Somewhat important	C	C		C
	Somewhat unimportant	B C			C
	Not important at all	B D		[a] .	

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
4. How often (if at all) do you use Moraga Road?	Total	1108	1108
	Everyday	830 74.9%	830 74.9%
	3 to 5 times per week	240 21.7%	240 21.7%
	1 to 2 times per week	33 3.0%	33 3.0%
	A few times a month	5 .4%	5 .4%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
4. How often (if at all) do you use Moraga Road?	Everyday	.
	3 to 5 times per week	.
	1 to 2 times per week	.
	A few times a month	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
4. How often (if at all) do you use Moraga Road?	Total	1041	470	570
	Everyday	770 74.0%	316 67.2%	454 79.5%
	3 to 5 times per week	233 22.4%	131 27.9%	102 17.9%
	1 to 2 times per week	33 3.2%	21 4.6%	12 2.1%
	A few times a month	5 .4%	1 .3%	3 .6%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
4. How often (if at all) do you use Moraga Road?	Everyday		A
	3 to 5 times per week	B	
	1 to 2 times per week	B	
	A few times a month		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
4. How often (if at all) do you use Moraga Road?	Total	1054	195	96	169	321	273
	Everyday	786 74.6%	139 71.2%	87 91.3%	146 86.3%	253 78.7%	161 59.1%
	3 to 5 times per week	230 21.8%	56 28.8%	7 7.3%	21 12.3%	52 16.1%	94 34.5%
	1 to 2 times per week	33 3.2%	0 .0%	1 1.4%	2 1.4%	16 4.9%	14 5.1%
	A few times a month	5 .4%	0 .0%	0 .0%	0 .0%	1 .4%	3 1.2%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
4. How often (if at all) do you use Moraga Road?	Everyday		A D E	A E	E	
	3 to 5 times per week	B C D				B C D
	1 to 2 times per week	a .				
	A few times a month	a .	a .	a .		

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b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
4. How often (if at all) do you use Moraga Road?	Total	958	38	1	649	138
	Everyday	711 74.2%	38 100.0%	0 50.1%	445 68.6%	102 73.7%
	3 to 5 times per week	213 22.2%	0 .0%	0 49.9%	175 27.0%	31 22.3%
	1 to 2 times per week	32 3.3%	0 .0%	0 .0%	27 4.2%	4 3.2%
	A few times a month	3 .3%	0 .0%	0 .0%	2 .2%	1 .8%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
4. How often (if at all) do you use Moraga Road?	Total	63	0	3	54	13
	Everyday	58 91.5%	0 .3%	2 74.5%	54 100.0%	13 100.0%
	3 to 5 times per week	5 8.5%	0 99.7%	1 25.5%	0 .0%	0 .0%
	1 to 2 times per week	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	A few times a month	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
4. How often (if at all) do you use Moraga Road?	Everyday	a	b	E H	H	C
	3 to 5 times per week	a	b			
	1 to 2 times per week	a	a,b			a
	A few times a month	a	a,b			a

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
4. How often (if at all) do you use Moraga Road?	Everyday	b		C D G	
	3 to 5 times per week	b	H		
	1 to 2 times per week	a,b	a		a
	A few times a month	a,b	a		a

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

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d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
4. How often (if at all) do you use Moraga Road?	Total	1107	63	79	88	63
	Everyday	829 74.9%	44 68.7%	69 88.1%	74 83.5%	49 78.6%
	3 to 5 times per week	240 21.7%	20 31.3%	7 9.0%	14 15.7%	12 19.0%
	1 to 2 times per week	33 3.0%	0 .0%	2 2.9%	1 .8%	1 .9%
	A few times a month	5 .4%	0 .0%	0 .0%	0 .0%	1 1.5%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
4. How often (if at all) do you use Moraga Road?	Total	770	44
	Everyday	551 71.5%	43 97.8%
	3 to 5 times per week	186 24.2%	1 2.2%
	1 to 2 times per week	30 3.9%	0 .0%
	A few times a month	4 .5%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
4. How often (if at all) do you use Moraga Road?	Everyday		E			
	3 to 5 times per week	B F				B F
	1 to 2 times per week	a				
	A few times a month	a	a	a		

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
4. How often (if at all) do you use Moraga Road?	Everyday	A E
	3 to 5 times per week	
	1 to 2 times per week	a .
	A few times a month	a .

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		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
4. How often (if at all) do you use Moraga Road?	Total	1099	498	388	126
	Everyday	824 75.0%	369 74.1%	293 75.5%	99 78.8%
	3 to 5 times per week	237 21.6%	115 23.1%	79 20.2%	23 18.4%
	1 to 2 times per week	33 3.0%	13 2.5%	14 3.7%	3 2.8%
	A few times a month	5 .4%	1 .3%	2 .6%	0 .0%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
4. How often (if at all) do you use Moraga Road?	Total	88
	Everyday	63 72.0%
	3 to 5 times per week	21 23.6%
	1 to 2 times per week	3 3.3%
	A few times a month	1 1.1%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
4. How often (if at all) do you use Moraga Road?	Everyday				
	3 to 5 times per week				
	1 to 2 times per week				
	A few times a month			a .	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
4. How often (if at all) do you use Moraga Road?	Total	1102	418	684
	Everyday	827 75.0%	342 81.7%	485 70.9%
	3 to 5 times per week	238 21.6%	67 16.0%	171 25.0%
	1 to 2 times per week	33 3.0%	8 1.9%	26 3.7%
	A few times a month	5 .4%	2 .4%	3 .4%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
4. How often (if at all) do you use Moraga Road?	Everyday	B	
	3 to 5 times per week		A
	1 to 2 times per week		
	A few times a month		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
4. How often (if at all) do you use Moraga Road?	Total	1072	237	235	142	458
	Everyday	799 74.6%	168 71.0%	183 77.9%	114 80.0%	334 73.0%
	3 to 5 times per week	236 22.1%	59 24.8%	46 19.7%	23 15.9%	109 23.7%
	1 to 2 times per week	32 3.0%	9 3.8%	5 2.1%	5 3.5%	13 2.8%
	A few times a month	5 .4%	1 .4%	1 .2%	1 .5%	2 .5%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
4. How often (if at all) do you use Moraga Road?	Everyday 3 to 5 times per week 1 to 2 times per week A few times a month				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Total	1093	1093
	Excellent	138 12.6%	138 12.6%
	Good	517 47.3%	517 47.3%
	Fair	330 30.2%	330 30.2%
	Poor	102 9.4%	102 9.4%
	Not sure	6 .5%	6 .5%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent	.
	Good	.
	Fair	.
	Poor	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Total	1026	468	558
	Excellent	128 12.5%	84 18.0%	44 7.9%
	Good	473 46.1%	223 47.5%	250 44.8%
	Fair	322 31.4%	131 28.0%	191 34.2%
	Poor	97 9.5%	26 5.7%	71 12.7%
	Not sure	6 .6%	4 .8%	2 .4%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent	B	
	Good		
	Fair		A
	Poor		A
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Total	1039	195	96	161	318	269
	Excellent	128 12.3%	28 14.3%	13 13.5%	31 19.0%	32 10.0%	25 9.2%
	Good	487 46.9%	73 37.2%	42 43.9%	57 35.1%	163 51.2%	153 56.9%
	Fair	321 30.9%	67 34.3%	36 37.7%	59 36.7%	85 26.7%	74 27.3%
	Poor	97 9.4%	27 14.1%	3 3.3%	15 9.2%	36 11.3%	16 6.0%
	Not sure	6 .5%	0 .0%	1 1.5%	0 .0%	2 .8%	2 .6%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent			E		
	Good				A C	A C
	Fair					
	Poor	B E				
	Not sure	.[a]		.[a]		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Total	944	38	1	642	137	57
	Excellent	119 12.6%	7 19.7%	0 26.9%	81 12.7%	24 17.4%	5 9.3%
	Good	451 47.8%	15 39.7%	0 27.0%	310 48.3%	62 45.5%	35 61.4%
	Fair	286 30.3%	8 20.7%	0 46.1%	191 29.8%	43 31.1%	17 29.3%
	Poor	84 8.9%	8 19.9%	0 .0%	57 8.9%	6 4.6%	0 .0%
	Not sure	3 .4%	0 .0%	0 .0%	2 .2%	2 1.3%	0 .0%

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Total	0	3	54	13
	Excellent	0 .0%	1 23.4%	0 .0%	0 .0%
	Good	0 99.7%	1 25.5%	28 51.7%	0 .0%
	Fair	0 .3%	1 51.1%	13 23.6%	13 100.0%
	Poor	0 .0%	0 .0%	13 24.6%	0 .0%
	Not sure	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent	H	a .		H	
	Good		a .	I	I	I
	Fair		a .			
	Poor	D ,b	a,,b .			,b .
	Not sure	.	a,,b .			,b .

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent	a,,b .	H		
	Good	a .		I	
	Fair	a .			A C D E H
	Poor	a,,b .	,b .	C D ,b	
	Not sure	a,,b .	,b .	.	,b .

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a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College					
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Total	1091	63	79	82	63	760
	Excellent	138 12.6%	17 27.0%	9 11.6%	11 13.5%	5 8.7%	94 12.4%
	Good	516 47.3%	18 29.1%	42 53.8%	28 34.0%	27 42.4%	382 50.3%
	Fair	330 30.2%	26 40.6%	19 23.6%	42 51.3%	23 36.9%	196 25.7%
	Poor	102 9.4%	1 .9%	9 11.1%	1 1.2%	7 12.0%	84 11.1%
	Not sure	6 .5%	1 2.3%	0 .0%	0 .0%	0 .0%	4 .5%

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Total	44
	Excellent	1 1.4%
	Good	18 41.8%
	Fair	24 55.4%
	Poor	1 1.4%
	Not sure	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent	E F				
	Good		A			A
	Fair			B E		
	Poor					
	Not sure		[a] .	[a] .	[a] .	

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent	
	Good	
	Fair	B E
	Poor	
	Not sure	[a] .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Total	1084	494	379	124	87
	Excellent	138	56	44	13	25
		12.7%	11.3%	11.5%	10.3%	29.4%
	Good	512	273	161	53	25
		47.3%	55.4%	42.5%	42.7%	29.0%
	Fair	329	118	140	44	26
		30.3%	24.0%	37.0%	35.6%	29.9%
	Poor	99	45	32	12	10
		9.2%	9.1%	8.4%	10.1%	11.7%
	Not sure	6	1	3	2	0
		.5%	.3%	.7%	1.4%	.0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent				A B C
	Good	B D			
	Fair		A		
	Poor				
	Not sure				[a] .

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Total	1086	415	671
	Excellent	136 12.5%	71 17.2%	64 9.6%
	Good	516 47.5%	208 50.1%	309 46.0%
	Fair	328 30.2%	108 26.1%	220 32.7%
	Poor	101 9.3%	27 6.5%	74 11.0%
	Not sure	6 .5%	1 .2%	5 .7%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent	B	
	Good		
	Fair		A
	Poor		A
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Total	1056	233	235	142	446
	Excellent	135 12.7%	47 20.1%	22 9.4%	21 14.8%	45 10.0%
	Good	496 47.0%	99 42.5%	119 50.7%	80 56.4%	198 44.4%
	Fair	320 30.3%	69 29.6%	70 30.0%	32 22.8%	148 33.1%
	Poor	100 9.4%	18 7.7%	22 9.2%	7 4.6%	54 12.1%
	Not sure	6 .5%	0 .0%	2 .7%	2 1.5%	2 .4%

Comparisons of Column Proportions[b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
5. How would you rate the traffic on Moraga Road between Campolindo Drive and Saint Mary's Road for drivers?	Excellent	B D			
	Good				
	Fair				
	Poor				
	Not sure	.[a]			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Total	1100	1100
	Excellent	51 4.6%	51 4.6%
	Good	251 22.8%	251 22.8%
	Fair	314 28.5%	314 28.5%
	Poor	395 35.9%	395 35.9%
	Not sure	89 8.1%	89 8.1%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent	.
	Good	.
	Fair	.
	Poor	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Total	1034	470	564
	Excellent	48 4.6%	23 4.9%	25 4.4%
	Good	238 23.0%	114 24.3%	124 21.9%
	Fair	297 28.8%	144 30.7%	153 27.2%
	Poor	362 35.0%	141 30.0%	221 39.2%
	Not sure	88 8.6%	47 10.0%	41 7.3%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent		
	Good		
	Fair		
	Poor		A
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Total	1047	195	94	167	321	270
	Excellent	48 4.6%	13 6.8%	3 3.1%	4 2.5%	20 6.2%	7 2.7%
	Good	232 22.1%	52 26.6%	6 6.6%	33 19.7%	61 18.9%	80 29.7%
	Fair	297 28.4%	42 21.7%	28 30.1%	45 26.7%	94 29.3%	88 32.6%
	Poor	382 36.5%	74 37.7%	45 48.4%	77 46.3%	122 37.9%	63 23.5%
	Not sure	88 8.5%	14 7.2%	11 11.7%	8 4.8%	24 7.6%	31 11.5%

Comparisons of Column Proportions [a,b]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent					
	Good	B		B	B	B D
	Fair					
	Poor	E	E	E	E	
	Not sure					

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Total	952	38	1	643	138	63
	Excellent	42 4.4%	8 19.9%	0 .0%	19 3.0%	2 1.6%	0 .0%
	Good	211 22.1%	8 19.8%	0 18.5%	128 19.8%	19 13.7%	16 26.0%
	Fair	271 28.5%	8 20.7%	0 18.4%	198 30.7%	65 47.4%	0 .0%
	Poor	350 36.7%	7 19.7%	1 63.1%	252 39.2%	27 19.3%	47 74.0%
	Not sure	79 8.3%	8 19.9%	0 .0%	46 7.2%	25 18.0%	0 .0%

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Total	0	3	54	13
	Excellent	0 .0%	0 .0%	13 24.6%	0 .0%
	Good	0 .0%	1 48.9%	26 48.6%	13 99.9%
	Fair	0 .3%	0 .0%	0 .0%	0 .0%
	Poor	0 99.7%	1 51.1%	14 26.7%	0 .0%
	Not sure	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent	C D	a,,b .			,b .
	Good		a .			
	Fair	H	a .	H	A C H I	,b .
	Poor		a .	D		A C D H I
	Not sure	C H	a,,b .		C H	,b .

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent	a,,b .	,b .	C D	,b .
	Good	a,,b .		C D	A C D E H
	Fair	a .	,b .		
	Poor	a .			
	Not sure	a,,b .	,b .		,b .

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a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College					
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Total	1099	63	79	86	62	765
	Excellent	51	0	0	3	2	46
		4.6%	.0%	.0%	3.5%	2.8%	6.0%
	Good	250	3	18	26	10	193
		22.8%	4.9%	22.3%	30.3%	15.9%	25.2%
	Fair	313	40	19	20	15	196
		28.5%	63.3%	23.6%	23.6%	24.2%	25.6%
	Poor	395	17	34	35	31	260
		36.0%	26.9%	42.8%	40.2%	50.3%	34.0%
	Not sure	89	3	9	2	4	70
		8.1%	4.9%	11.3%	2.3%	6.8%	9.2%

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Total	44
	Excellent	0 .0%
	Good	1 2.7%
	Fair	23 52.8%
	Poor	19 42.4%
	Not sure	1 2.1%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent	[a] .	[a] .			
	Good			A F		A F
	Fair	B C D E				
	Poor					
	Not sure					

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent	[a] .
	Good	
	Fair	B C D E
	Poor	
	Not sure	

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Total	1093	498	385	124	86
	Excellent	51 4.6%	3 .7%	3 .8%	23 18.2%	22 25.2%
	Good	250 22.8%	66 13.2%	107 27.8%	33 27.0%	43 50.1%
	Fair	310 28.4%	156 31.4%	124 32.2%	25 19.8%	5 5.9%
	Poor	393 36.0%	254 51.1%	110 28.6%	23 18.8%	6 6.4%
	Not sure	89 8.2%	18 3.6%	41 10.5%	20 16.3%	11 12.4%

Comparisons of Column Proportions [a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent			A B	A B
	Good		A	A	A B C
	Fair	D	D	D	
	Poor	B C D	D		
	Not sure		A	A	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Total	1094	414	680
	Excellent	50 4.5%	18 4.4%	31 4.6%
	Good	250 22.9%	111 26.7%	140 20.5%
	Fair	314 28.7%	103 25.0%	210 30.9%
	Poor	392 35.8%	164 39.7%	228 33.5%
	Not sure	89 8.1%	18 4.3%	71 10.4%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent		
	Good	B	
	Fair		A
	Poor	B	
	Not sure		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Total	1064	233	236	142	453
	Excellent	51	27	4	0	20
		4.8%	11.5%	1.5%	.0%	4.5%
	Good	242	106	28	35	73
		22.8%	45.4%	12.0%	24.6%	16.1%
	Fair	300	55	62	18	165
		28.2%	23.6%	26.4%	12.9%	36.3%
	Poor	382	24	107	82	169
		35.9%	10.3%	45.4%	57.9%	37.2%
	Not sure	89	21	35	7	26
		8.3%	9.1%	14.7%	4.7%	5.8%

Comparisons of Column Proportions[b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
6. How would you rate the conditions on Moraga Road between Campolindo Drive and Saint Mary's Road for pedestrians, bicyclists, and other non-drivers?	Excellent	B D		.[a]	
	Good	B C D		B	
	Fair		C		A C
	Poor		A	A D	A
	Not sure		C D		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Total	1103	1103
	Yes	419 38.0%	419 38.0%
	No	684 62.0%	684 62.0%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes	.
	No	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Total	1036	470	566
	Yes	383 36.9%	174 37.1%	209 36.8%
	No	653 63.1%	295 62.9%	358 63.2%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes		
	No		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Total	1049	195	94	168	321	271
	Yes	396 37.7%	57 29.3%	45 47.7%	78 46.6%	129 40.1%	87 32.1%
	No	653 62.3%	138 70.7%	49 52.3%	90 53.4%	192 59.9%	184 67.9%

Comparisons of Column Proportions [a,b]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes		A	A E		
	No	B C				C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Total	955	38	1	648	135	63
	Yes	358 37.5%	23 59.4%	1 81.5%	250 38.5%	27 20.2%	29 46.7%
	No	597 62.5%	15 40.6%	0 18.5%	399 61.5%	108 79.8%	34 53.3%

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Total	0	3	54	13
	Yes	0 99.7%	1 51.1%	27 49.7%	0 .0%
	No	0 .3%	1 48.9%	27 50.3%	13 100.0%

Comparisons of Column Proportions [b,c]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes	D I	.[a]	D		D I
	No		.[a]		A C E H	

Comparisons of Column Proportions[b,c]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes	.[a]		D I	
	No	.[a]			A E H

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a. This category is not used in comparisons because the sum of case weights is less than two.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College					
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Total	1101	62	79	88	62	767
	Yes	418 37.9%	8 13.7%	40 50.4%	33 37.8%	19 30.2%	316 41.3%
	No	683 62.1%	53 86.3%	39 49.6%	55 62.2%	43 69.8%	451 58.7%

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Total	44
	Yes	1 2.9%
	No	43 97.1%

Comparisons of Column Proportions[a,b]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes		A F	A F	F	A F
	No	B C E				

Comparisons of Column Proportions [a,b]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes	
	No	B C D E

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Total	1094	495	388	124	86
	Yes	416 38.0%	192 38.9%	134 34.6%	34 27.2%	55 64.0%
	No	678 62.0%	303 61.1%	254 65.4%	90 72.8%	31 36.0%

Comparisons of Column Proportions [a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes				A B C
	No	D	D	D	

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Total	1103	419	684
	Yes	419 38.0%	419 100.0%	0 .0%
	No	684 62.0%	0 .0%	684 100.0%

Comparisons of Column Proportions[b,c]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes	[a] .	[a] .
	No	[a] .	[a] .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Total	1067	233	236	140	458
	Yes	413	115	100	86	112
		38.7%	49.2%	42.6%	61.3%	24.4%
	No	654	118	135	54	346
		61.3%	50.8%	57.4%	38.7%	75.6%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
7. Before taking this survey, were you aware of the Livable Moraga Road Project?	Yes	D	D	B D	
	No		C		A B C

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		Total	
		Total	Total
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	1071	1071
	Two travel lanes in each direction for cars	928 86.7%	928 86.7%
	No dedicated center turn lane	180 16.8%	180 16.8%
	Wide travel lanes for cars	572 53.4%	572 53.4%
	Shoulder with shared use for parking, bicyclists and pedestrians	356 33.3%	356 33.3%
	Other	23 2.1%	23 2.1%
	Not Sure	21 2.0%	21 2.0%

Comparisons of Column Proportions [a,b]

		Total
		Total
		(A)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars	.
	No dedicated center turn lane	.
	Wide travel lanes for cars	.
	Shoulder with shared use for parking, bicyclists and pedestrians	.
	Other	.
	Not Sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	1005	451	555
	Two travel lanes in each direction for cars	866 86.1%	388 86.0%	478 86.2%
	No dedicated center turn lane	169 16.8%	63 14.0%	106 19.1%
	Wide travel lanes for cars	524 52.1%	230 51.0%	294 53.1%
	Shoulder with shared use for parking, bicyclists and pedestrians	323 32.1%	147 32.5%	176 31.8%
	Other	21 2.1%	9 2.1%	12 2.1%
	Not Sure	20 2.0%	7 1.7%	13 2.3%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars		A
	No dedicated center turn lane		
	Wide travel lanes for cars		
	Shoulder with shared use for parking, bicyclists and pedestrians		
	Other		
	Not Sure		

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	1019	195	86	166	311
	Two travel lanes in each direction for cars	879 86.3%	181 92.9%	70 80.8%	139 83.8%	261 83.9%
	No dedicated center turn lane	168 16.4%	40 20.6%	10 12.1%	15 9.3%	60 19.2%
	Wide travel lanes for cars	538 52.8%	112 57.5%	38 43.9%	74 44.4%	175 56.3%
	Shoulder with shared use for parking, bicyclists and pedestrians	337 33.1%	57 29.4%	28 32.8%	47 28.2%	109 35.0%
	Other	22 2.2%	0 .0%	1 .9%	4 2.4%	11 3.6%
	Not Sure	20 2.0%	0 .0%	4 4.1%	2 1.2%	11 3.4%

		Age
		65+ years
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	259
	Two travel lanes in each direction for cars	227 87.5%
	No dedicated center turn lane	42 16.0%
	Wide travel lanes for cars	139 53.5%
	Shoulder with shared use for parking, bicyclists and pedestrians	96 36.8%
	Other	6 2.3%
	Not Sure	4 1.6%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars	B D				
	No dedicated center turn lane	C			C	
	Wide travel lanes for cars					
	Shoulder with shared use for parking, bicyclists and pedestrians					
	Other	a				
	Not Sure	a				

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		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	925	38	1	623	137
	Two travel lanes in each direction for cars	802 86.8%	38 100.0%	1 100.0%	525 84.3%	125 91.1%
	No dedicated center turn lane	153 16.6%	0 .0%	0 .0%	109 17.5%	13 9.5%
	Wide travel lanes for cars	481 52.0%	15 40.6%	0 36.8%	306 49.2%	85 62.1%
	Shoulder with shared use for parking, bicyclists and pedestrians	302 32.7%	8 19.9%	1 68.3%	190 30.5%	53 39.0%
	Other	15 1.6%	0 .0%	0 .0%	14 2.2%	1 1.1%
	Not Sure	19 2.1%	0 .0%	0 .0%	12 1.9%	1 .8%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	57	0	3	54
	Two travel lanes in each direction for cars	45 79.9%	0 .3%	3 100.0%	53 99.0%
	No dedicated center turn lane	6 10.1%	0 .0%	0 .0%	13 24.6%
	Wide travel lanes for cars	34 60.5%	0 100.0%	0 .0%	26 49.3%
	Shoulder with shared use for parking, bicyclists and pedestrians	24 41.6%	0 .3%	1 48.9%	26 48.3%
	Other	0 .0%	0 .0%	0 .0%	0 .0%
	Not Sure	6 10.1%	0 .0%	0 .0%	1 1.0%

		Ethnicity
		Other
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	13
	Two travel lanes in each direction for cars	13 100.0%
	No dedicated center turn lane	13 99.9%
	Wide travel lanes for cars	13 100.0%
	Shoulder with shared use for parking, bicyclists and pedestrians	0 .0%
	Other	0 .0%
	Not Sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars	a .	a,,b .		
	No dedicated center turn lane	a .	a,,b .		
	Wide travel lanes for cars		,b .		
	Shoulder with shared use for parking, bicyclists and pedestrians		,b .		
	Other	a .	a,,b .		
	Not Sure	a .	a,,b .		

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars		,b .	a .	C E
	No dedicated center turn lane		a,,b .	a .	
	Wide travel lanes for cars		a,,b .	a .	
	Shoulder with shared use for parking, bicyclists and pedestrians		,b .		I
	Other	a .	a,,b .	a .	
	Not Sure	C D	a,,b .	a .	

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars	
	No dedicated center turn lane	C D E H
	Wide travel lanes for cars	A C H
	Shoulder with shared use for parking, bicyclists and pedestrians	
	Other	a .
	Not Sure	

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d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	1070	57	76	86	62
	Two travel lanes in each direction for cars	928 86.7%	37 64.5%	60 78.1%	72 83.7%	54 88.3%
	No dedicated center turn lane	179 16.8%	2 3.9%	8 10.8%	18 21.0%	18 29.9%
	Wide travel lanes for cars	571 53.4%	26 45.9%	24 30.9%	36 41.7%	34 55.3%
	Shoulder with shared use for parking, bicyclists and pedestrians	355 33.2%	21 36.7%	30 38.8%	26 30.4%	18 28.7%
	Other	23 2.1%	1 1.6%	1 1.7%	2 1.9%	0 .0%
	Not Sure	21 2.0%	1 1.8%	3 4.1%	0 .0%	2 3.6%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	745	44
	Two travel lanes in each direction for cars	664 89.1%	42 94.5%
	No dedicated center turn lane	118 15.9%	14 32.5%
	Wide travel lanes for cars	425 57.0%	26 59.7%
	Shoulder with shared use for parking, bicyclists and pedestrians	258 34.7%	3 5.7%
	Other	19 2.6%	0 .0%
	Not Sure	13 1.8%	1 3.3%

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars				A
	No dedicated center turn lane				A
	Wide travel lanes for cars				
	Shoulder with shared use for parking, bicyclists and pedestrians	F	F	F	F
	Other				
	Not Sure			[a] .	

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars	A	A
	No dedicated center turn lane		A
	Wide travel lanes for cars	B	B
	Shoulder with shared use for parking, bicyclists and pedestrians	F	
	Other		[a] .
	Not Sure		

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	1063	474	381	122
	Two travel lanes in each direction for cars	920 86.6%	373 78.6%	352 92.3%	113 92.8%
	No dedicated center turn lane	178 16.8%	54 11.3%	66 17.3%	43 35.0%
	Wide travel lanes for cars	568 53.5%	241 50.8%	217 56.9%	51 41.6%
	Shoulder with shared use for parking, bicyclists and pedestrians	354 33.3%	144 30.4%	124 32.6%	41 33.5%
	Other	23 2.2%	9 1.9%	8 2.2%	4 3.1%
	Not Sure	21 2.0%	19 4.0%	2 .6%	0 .0%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	85
	Two travel lanes in each direction for cars	82 96.6%
	No dedicated center turn lane	16 18.8%
	Wide travel lanes for cars	59 69.7%
	Shoulder with shared use for parking, bicyclists and pedestrians	44 52.1%
	Other	2 2.0%
	Not Sure	0 .0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars		A	A	A
	No dedicated center turn lane			A B	
	Wide travel lanes for cars		C		A C
	Shoulder with shared use for parking, bicyclists and pedestrians				A B C
	Other				
	Not Sure	B		a .	a .

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b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	1065	393	672
	Two travel lanes in each direction for cars	922 86.6%	334 84.9%	588 87.6%
	No dedicated center turn lane	179 16.8%	48 12.3%	130 19.4%
	Wide travel lanes for cars	567 53.2%	211 53.7%	356 53.0%
	Shoulder with shared use for parking, bicyclists and pedestrians	356 33.4%	144 36.8%	211 31.4%
	Other	23 2.2%	10 2.5%	13 2.0%
	Not Sure	21 2.0%	8 2.0%	14 2.0%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars		A
	No dedicated center turn lane		
	Wide travel lanes for cars		
	Shoulder with shared use for parking, bicyclists and pedestrians		
	Other		
	Not Sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Total	1038	232	224	129	453
	Two travel lanes in each direction for cars	907 87.3%	221 95.6%	185 82.4%	86 66.5%	414 91.4%
	No dedicated center turn lane	176 17.0%	58 24.9%	5 2.2%	2 1.7%	111 24.5%
	Wide travel lanes for cars	558 53.7%	158 68.2%	116 52.0%	55 42.5%	228 50.4%
	Shoulder with shared use for parking, bicyclists and pedestrians	346 33.3%	120 52.0%	50 22.3%	53 40.7%	123 27.0%
	Other	21 2.0%	8 3.6%	5 2.3%	4 3.2%	3 .8%
	Not Sure	14 1.3%	1 .3%	2 .9%	9 7.1%	2 .5%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
8. In looking at the Typical Existing Conditions diagram, what do you like about the current configuration of Segment 3?	Two travel lanes in each direction for cars	B C	C		B C
	No dedicated center turn lane	B C			B C
	Wide travel lanes for cars	B C D			
	Shoulder with shared use for parking, bicyclists and pedestrians	B D		B D	
	Other	D			
	Not Sure			A B D	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	900	900
	Two travel lanes in each direction for cars	27 3.0%	27 3.0%
	No dedicated center turn lane	380 42.2%	380 42.2%
	Wide travel lanes for cars	47 5.3%	47 5.3%
	Shoulder for use for parking, and bicyclists and pedestrians	429 47.7%	429 47.7%
	Other	129 14.3%	129 14.3%
	Not Sure	101 11.3%	101 11.3%

Comparisons of Column Proportions [a,b]

		Total
		Total
		(A)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars	.
	No dedicated center turn lane	.
	Wide travel lanes for cars	.
	Shoulder for use for parking, and bicyclists and pedestrians	.
	Other	.
	Not Sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	845	397	448
	Two travel lanes in each direction for cars	24 2.8%	14 3.4%	10 2.3%
	No dedicated center turn lane	367 43.5%	168 42.3%	199 44.5%
	Wide travel lanes for cars	47 5.5%	32 8.0%	15 3.3%
	Shoulder for use for parking, and bicyclists and pedestrians	396 46.8%	154 38.8%	242 53.9%
	Other	119 14.1%	56 14.2%	63 14.0%
	Not Sure	98 11.6%	43 10.8%	55 12.3%

Comparisons of Column Proportions [a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars		
	No dedicated center turn lane		
	Wide travel lanes for cars	B	
	Shoulder for use for parking, and bicyclists and pedestrians		A
	Other		
	Not Sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	860	157	89	152	255
	Two travel lanes in each direction for cars	24 2.8%	0 .0%	4 5.0%	3 1.9%	9 3.7%
	No dedicated center turn lane	366 42.6%	43 27.3%	40 45.6%	64 41.9%	119 46.8%
	Wide travel lanes for cars	47 5.5%	14 9.0%	7 7.7%	2 1.3%	18 7.1%
	Shoulder for use for parking, and bicyclists and pedestrians	414 48.2%	115 73.2%	38 43.1%	73 48.1%	106 41.6%
	Other	119 13.8%	28 18.1%	11 12.8%	23 15.3%	34 13.2%
	Not Sure	96 11.2%	0 .0%	12 13.3%	17 11.2%	30 11.7%

		Age
		65+ years
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	208
	Two travel lanes in each direction for cars	7 3.4%
	No dedicated center turn lane	100 48.2%
	Wide travel lanes for cars	6 3.1%
	Shoulder for use for parking, and bicyclists and pedestrians	82 39.6%
	Other	22 10.5%
	Not Sure	38 18.1%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars	[a] .				
	No dedicated center turn lane		A		A	A
	Wide travel lanes for cars	C				
	Shoulder for use for parking, and bicyclists and pedestrians	B C D E				
	Other					
	Not Sure	[a] .				

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		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	791	30	0	542	124
	Two travel lanes in each direction for cars	21 2.7%	0 .0%	0 .0%	21 3.9%	0 .0%
	No dedicated center turn lane	336 42.4%	8 24.8%	0 .0%	230 42.5%	74 59.5%
	Wide travel lanes for cars	45 5.6%	0 .0%	0 .0%	22 4.0%	17 13.7%
	Shoulder for use for parking, and bicyclists and pedestrians	392 49.5%	15 50.4%	0 63.3%	270 49.8%	44 35.2%
	Other	104 13.1%	0 .0%	0 36.7%	72 13.3%	25 20.1%
	Not Sure	86 10.9%	8 24.8%	0 .0%	67 12.4%	11 8.7%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	63	0	3	15
	Two travel lanes in each direction for cars	0 .0%	0 .0%	0 .0%	0 .0%
	No dedicated center turn lane	22 35.7%	0 .3%	1 51.1%	0 1.4%
	Wide travel lanes for cars	6 9.6%	0 .0%	0 .0%	0 .0%
	Shoulder for use for parking, and bicyclists and pedestrians	35 55.2%	0 99.7%	1 25.5%	14 95.0%
	Other	6 9.1%	0 .0%	0 .0%	1 7.3%
	Not Sure	0 .0%	0 .0%	1 23.4%	0 .0%

		Ethnicity
		Other
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	13
	Two travel lanes in each direction for cars	0 .0%
	No dedicated center turn lane	0 .0%
	Wide travel lanes for cars	0 .0%
	Shoulder for use for parking, and bicyclists and pedestrians	13 99.9%
	Other	0 .0%
	Not Sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars	a .	a,,b .		a .
	No dedicated center turn lane		a,,b .	H I	A C E H I
	Wide travel lanes for cars	a .	a,,b .		C
	Shoulder for use for parking, and bicyclists and pedestrians		,b .		
	Other	a .	,b .		
	Not Sure		a,,b .		

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars	a .	a,,b .	a .	
	No dedicated center turn lane		,b .		
	Wide travel lanes for cars		a,,b .	a .	
	Shoulder for use for parking, and bicyclists and pedestrians		,b .		C D
	Other		a,,b .	a .	
	Not Sure	a .	a,,b .		

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars	
	No dedicated center turn lane	
	Wide travel lanes for cars	a .
	Shoulder for use for parking, and bicyclists and pedestrians	A C D E G
	Other	
	Not Sure	

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		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	899	63	61	80	51
	Two travel lanes in each direction for cars	27 3.0%	1 2.4%	3 5.1%	1 1.1%	2 3.1%
	No dedicated center turn lane	379 42.2%	15 23.4%	25 41.0%	35 43.9%	19 36.9%
	Wide travel lanes for cars	47 5.3%	20 32.1%	4 7.0%	2 2.4%	3 6.9%
	Shoulder for use for parking, and bicyclists and pedestrians	429 47.7%	13 21.1%	34 55.7%	40 50.2%	27 53.6%
	Other	129 14.3%	19 31.0%	6 9.9%	6 6.9%	7 14.5%
	Not Sure	101 11.3%	4 5.6%	7 10.9%	7 9.0%	4 6.9%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	602	43
	Two travel lanes in each direction for cars	20 3.3%	0 .0%
	No dedicated center turn lane	269 44.7%	16 37.9%
	Wide travel lanes for cars	18 2.9%	0 .0%
	Shoulder for use for parking, and bicyclists and pedestrians	274 45.5%	41 95.3%
	Other	74 12.3%	16 38.3%
	Not Sure	80 13.4%	0 .0%

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars				
	No dedicated center turn lane				
	Wide travel lanes for cars	B C D E			
	Shoulder for use for parking, and bicyclists and pedestrians		A	A	A
	Other	C E			
	Not Sure				

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars		[a] .
	No dedicated center turn lane	A	
	Wide travel lanes for cars		[a] .
	Shoulder for use for parking, and bicyclists and pedestrians	A	A B C D E
	Other		B C E
	Not Sure		[a] .

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		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	894	447	318	87
	Two travel lanes in each direction for cars	27 3.0%	15 3.4%	9 2.9%	1 1.4%
	No dedicated center turn lane	379 42.4%	212 47.4%	132 41.7%	27 31.7%
	Wide travel lanes for cars	47 5.3%	36 8.0%	9 2.7%	3 3.6%
	Shoulder for use for parking, and bicyclists and pedestrians	426 47.7%	232 52.1%	142 44.6%	29 33.9%
	Other	126 14.1%	87 19.5%	22 6.8%	9 9.9%
	Not Sure	101 11.3%	24 5.3%	51 15.9%	22 25.2%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	43
	Two travel lanes in each direction for cars	1 3.0%
	No dedicated center turn lane	7 16.7%
	Wide travel lanes for cars	0 .0%
	Shoulder for use for parking, and bicyclists and pedestrians	23 53.1%
	Other	9 21.3%
	Not Sure	4 10.4%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars				
	No dedicated center turn lane	C D	D		
	Wide travel lanes for cars	B			a .
	Shoulder for use for parking, and bicyclists and pedestrians	C			
	Other	B			B
	Not Sure		A	A	

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		Previous Awareness of Project		
		Total	Yes	No
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	897	333	564
	Two travel lanes in each direction for cars	27 3.0%	16 4.7%	11 2.0%
	No dedicated center turn lane	380 42.3%	146 43.7%	234 41.5%
	Wide travel lanes for cars	47 5.3%	21 6.2%	27 4.7%
	Shoulder for use for parking, and bicyclists and pedestrians	426 47.5%	167 50.3%	259 45.9%
	Other	129 14.4%	45 13.5%	84 14.9%
	Not Sure	101 11.3%	37 11.1%	64 11.4%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars	B	
	No dedicated center turn lane		
	Wide travel lanes for cars		
	Shoulder for use for parking, and bicyclists and pedestrians		
	Other		
	Not Sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Total	870	130	230	124	386
	Two travel lanes in each direction for cars	26 3.0%	2 1.2%	6 2.8%	15 11.8%	3 .8%
	No dedicated center turn lane	374 43.0%	37 28.4%	127 55.4%	66 53.0%	144 37.3%
	Wide travel lanes for cars	46 5.3%	2 1.3%	11 4.8%	8 6.3%	25 6.5%
	Shoulder for use for parking, and bicyclists and pedestrians	418 48.0%	47 36.1%	94 40.7%	77 62.0%	200 51.8%
	Other	118 13.5%	20 15.1%	20 8.6%	18 14.1%	61 15.7%
	Not Sure	95 10.9%	31 23.5%	23 10.1%	3 2.8%	38 9.8%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
9. In looking at the Typical Existing Conditions diagram, what do you dislike about the current configuration of Segment 3?	Two travel lanes in each direction for cars			A B D	
	No dedicated center turn lane		A D	A D	
	Wide travel lanes for cars				
	Shoulder for use for parking, and bicyclists and pedestrians			A B	A B
	Other				
	Not Sure	B C D			

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
10. How safe do you find the current configuration of Segment 3 for drivers?	Total	1087	1087
	Very safe	535 49.2%	535 49.2%
	Somewhat safe	428 39.4%	428 39.4%
	Somewhat unsafe	105 9.7%	105 9.7%
	Very unsafe	14 1.3%	14 1.3%
	Not sure	5 .5%	5 .5%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe	.
	Somewhat safe	.
	Somewhat unsafe	.
	Very unsafe	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
10. How safe do you find the current configuration of Segment 3 for drivers?	Total	1022	463	559
	Very safe	496 48.6%	214 46.3%	282 50.5%
	Somewhat safe	410 40.1%	200 43.1%	210 37.6%
	Somewhat unsafe	100 9.8%	45 9.8%	55 9.9%
	Very unsafe	11 1.1%	2 .5%	9 1.6%
	Not sure	4 .4%	1 .3%	3 .5%

Comparisons of Column Proportions [a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe		
	Somewhat safe		
	Somewhat unsafe		
	Very unsafe		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
10. How safe do you find the current configuration of Segment 3 for drivers?	Total	1035	195	96	161	319	264
	Very safe	511 49.3%	125 63.8%	44 46.2%	66 41.2%	147 45.9%	129 48.9%
	Somewhat safe	408 39.4%	42 21.7%	44 46.0%	77 47.8%	138 43.2%	107 40.5%
	Somewhat unsafe	101 9.8%	28 14.5%	8 7.9%	14 8.8%	28 8.9%	23 8.6%
	Very unsafe	11 1.1%	0 .0%	0 .0%	2 1.6%	5 1.7%	3 1.2%
	Not sure	4 .4%	0 .0%	0 .0%	1 .7%	1 .3%	2 .9%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe	B C D E				
	Somewhat safe		A	A	A	A
	Somewhat unsafe					
	Very unsafe	a	a			
	Not sure	a	a			

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
10. How safe do you find the current configuration of Segment 3 for drivers?	Total	941	38	1	638	138
	Very safe	461 49.0%	30 79.3%	1 68.4%	274 43.0%	54 39.3%
	Somewhat safe	372 39.5%	8 20.7%	0 31.6%	281 44.0%	59 43.2%
	Somewhat unsafe	94 10.0%	0 .0%	0 .0%	70 11.0%	22 16.3%
	Very unsafe	11 1.2%	0 .0%	0 .0%	10 1.6%	1 .8%
	Not sure	3 .3%	0 .0%	0 .0%	2 .4%	1 .5%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
10. How safe do you find the current configuration of Segment 3 for drivers?	Total	57	0	3	54	13
	Very safe	35 61.4%	0 .3%	1 25.5%	53 98.9%	13 99.9%
	Somewhat safe	22 38.6%	0 .0%	1 48.9%	0 .0%	0 .0%
	Somewhat unsafe	0 .0%	0 99.7%	1 25.5%	1 1.0%	0 .0%
	Very unsafe	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Not sure	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe	C D	a .			
	Somewhat safe	H	a .	H I	H I	H
	Somewhat unsafe	,b .	a ,,b .		H	,b .
	Very unsafe	,b .	a ,,b .			,b .
	Not sure	,b .	a ,,b .			,b .

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe	a .		A C D E G	C D G
	Somewhat safe	a ,,b .	H		
	Somewhat unsafe	a .	H		,b .
	Very unsafe	a ,,b .	,b .		
	Not sure	a ,,b .	,b .		

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a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
10. How safe do you find the current configuration of Segment 3 for drivers?	Total	1087	63	77	82	62
	Very safe	535 49.2%	45 71.6%	37 47.8%	43 51.8%	26 42.0%
	Somewhat safe	428 39.4%	15 23.6%	31 40.6%	34 40.9%	26 42.0%
	Somewhat unsafe	105 9.7%	1 1.6%	9 11.6%	5 6.2%	6 10.2%
	Very unsafe	14 1.3%	1 1.5%	0 .0%	0 .0%	4 5.7%
	Not sure	5 .5%	1 1.6%	0 .0%	1 1.2%	0 .0%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
10. How safe do you find the current configuration of Segment 3 for drivers?	Total	758	44
	Very safe	367 48.4%	17 37.9%
	Somewhat safe	309 40.8%	12 28.0%
	Somewhat unsafe	69 9.1%	15 34.0%
	Very unsafe	9 1.3%	0 .0%
	Not sure	3 .4%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe	D E F				
	Somewhat safe					
	Somewhat unsafe		a	a		
	Very unsafe		.	.	E	
	Not sure		a .		a .	

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe	
	Somewhat safe	
	Somewhat unsafe	A B C D E
	Very unsafe	a .
	Not sure	a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
10. How safe do you find the current configuration of Segment 3 for drivers?	Total	1078	491	379	121	88
	Very safe	530 49.1%	218 44.5%	171 45.0%	84 69.8%	56 64.3%
	Somewhat safe	427 39.6%	204 41.5%	175 46.1%	35 28.7%	13 15.3%
	Somewhat unsafe	102 9.5%	57 11.7%	28 7.4%	2 1.5%	15 17.4%
	Very unsafe	14 1.3%	8 1.7%	3 .8%	0 .0%	3 3.0%
	Not sure	5 .5%	3 .6%	3 .7%	0 .0%	0 .0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe			A B	A B
	Somewhat safe	D	C D		
	Somewhat unsafe	C			B C
	Very unsafe			a .	
	Not sure			a .	a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
10. How safe do you find the current configuration of Segment 3 for drivers?	Total	1082	415	667
	Very safe	530 49.0%	211 50.8%	319 47.9%
	Somewhat safe	428 39.5%	140 33.7%	288 43.2%
	Somewhat unsafe	105 9.7%	53 12.8%	52 7.8%
	Very unsafe	14 1.3%	8 1.9%	6 .9%
	Not sure	5 .5%	3 .8%	2 .3%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe Somewhat safe Somewhat unsafe Very unsafe Not sure	B	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
10. How safe do you find the current configuration of Segment 3 for drivers?	Total	1055	233	232	135	455
	Very safe	518 49.1%	151 64.8%	67 28.9%	69 51.2%	231 50.8%
	Somewhat safe	416 39.5%	60 25.9%	126 54.1%	40 29.8%	190 41.9%
	Somewhat unsafe	104 9.8%	19 8.1%	34 14.8%	21 15.9%	29 6.4%
	Very unsafe	12 1.2%	2 .9%	5 2.1%	4 2.6%	2 .4%
	Not sure	4 .4%	1 .4%	0 .0%	1 .5%	3 .6%

Comparisons of Column Proportions [a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
10. How safe do you find the current configuration of Segment 3 for drivers?	Very safe	B D		B	B
	Somewhat safe		A C D		A
	Somewhat unsafe		D	D	
	Very unsafe				
	Not sure				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	898	898
	Very convenient	431 48.0%	431 48.0%
	Somewhat convenient	354 39.4%	354 39.4%
	Somewhat inconvenient	94 10.5%	94 10.5%
	Very inconvenient	11 1.3%	11 1.3%
	Not sure	7 .8%	7 .8%

Comparisons of Column Proportions [a,b]

		Total
		Total
		(A)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient	.
	Somewhat convenient	.
	Somewhat inconvenient	.
	Very inconvenient	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	845	384	461
	Very convenient	393 46.5%	186 48.4%	208 45.0%
	Somewhat convenient	343 40.6%	162 42.2%	181 39.2%
	Somewhat inconvenient	92 10.9%	32 8.4%	60 13.0%
	Very inconvenient	10 1.1%	3 .7%	7 1.5%
	Not sure	7 .8%	1 .3%	6 1.3%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient Somewhat convenient Somewhat inconvenient Very inconvenient Not sure		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	858	195	76	130	255
	Very convenient	411 47.9%	111 56.9%	33 42.8%	65 50.0%	120 47.0%
	Somewhat convenient	340 39.6%	56 28.4%	36 47.5%	53 40.8%	107 42.1%
	Somewhat inconvenient	91 10.6%	29 14.7%	7 9.6%	9 6.7%	21 8.1%
	Very inconvenient	10 1.1%	0 .0%	0 .0%	1 .8%	6 2.5%
	Not sure	7 .8%	0 .0%	0 .0%	2 1.7%	1 .2%

		Age
		65+ years
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	201
	Very convenient	82 40.9%
	Somewhat convenient	87 43.4%
	Somewhat inconvenient	25 12.6%
	Very inconvenient	2 1.1%
	Not sure	4 2.2%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient	E				
	Somewhat convenient		A		A	A
	Somewhat inconvenient	a	a			
	Very inconvenient	.	.			
	Not sure	a	a			
		.	.			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	788	30	1	527	109
	Very convenient	374 47.5%	7 24.6%	0 53.8%	227 43.0%	46 42.0%
	Somewhat convenient	311 39.4%	23 75.4%	0 46.2%	223 42.2%	39 35.9%
	Somewhat inconvenient	90 11.4%	0 .0%	0 .0%	66 12.5%	23 21.1%
	Very inconvenient	8 1.1%	0 .0%	0 .0%	7 1.4%	1 1.0%
	Not sure	5 .6%	0 .0%	0 .0%	5 .9%	0 .0%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	52	0	2	53
	Very convenient	40 78.5%	0 .0%	1 33.3%	40 74.2%
	Somewhat convenient	11 21.5%	0 100.0%	1 33.3%	14 25.8%
	Somewhat inconvenient	0 .0%	0 .0%	1 33.3%	0 .0%
	Very inconvenient	0 .0%	0 .0%	0 .0%	0 .0%
	Not sure	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnicity
		Other
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	13
	Very convenient	13 100.0%
	Somewhat convenient	0 .0%
	Somewhat inconvenient	0 .0%
	Very inconvenient	0 .0%
	Not sure	0 .0%

Comparisons of Column Proportions [c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient		a .		
	Somewhat convenient	C D E H I	a .	I	
	Somewhat inconvenient	,b .	a ,,b .		H
	Very inconvenient	,b .	a ,,b .		
	Not sure	,b .	a ,,b .		,b .

Comparisons of Column Proportions [c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient	A C D	a ,,b .		A C D
	Somewhat convenient		a ,,b .		
	Somewhat inconvenient	,b .	a ,,b .	H	
	Very inconvenient	,b .	a ,,b .	,b .	,b .
	Not sure	,b .	a ,,b .	,b .	,b .

Comparisons of Column Proportions [c,d]

		Ethnicity
		Other
		(I)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient	A C D G
	Somewhat convenient	
	Somewhat inconvenient	
	Very inconvenient	,b .
	Not sure	,b .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	898	59	56	69	49
	Very convenient	431 48.1%	47 78.8%	31 55.2%	42 60.0%	24 49.3%
	Somewhat convenient	353 39.4%	11 18.6%	19 34.8%	23 33.0%	19 39.0%
	Somewhat inconvenient	94 10.5%	2 2.6%	6 10.0%	5 7.0%	5 9.6%
	Very inconvenient	11 1.3%	0 .0%	0 .0%	0 .0%	1 2.1%
	Not sure	7 .8%	0 .0%	0 .0%	0 .0%	0 .0%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	622	43
	Very convenient	287 46.1%	2 3.6%
	Somewhat convenient	270 43.4%	11 26.6%
	Somewhat inconvenient	48 7.7%	30 69.8%
	Very inconvenient	10 1.7%	0 .0%
	Not sure	7 1.2%	0 .0%

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient	D E F	F	F	F
	Somewhat convenient				
	Somewhat inconvenient				
	Very inconvenient	a .	a .	a .	
	Not sure	a .	a .	a .	a .

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient	F	
	Somewhat convenient	A	
	Somewhat inconvenient		A B C D E
	Very inconvenient		a
	Not sure		.
			a
			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	891	407	320	101
	Very convenient	426 47.9%	202 49.7%	143 44.6%	45 44.6%
	Somewhat convenient	353 39.6%	144 35.5%	149 46.6%	36 36.1%
	Somewhat inconvenient	94 10.6%	53 12.9%	23 7.2%	18 17.8%
	Very inconvenient	10 1.2%	5 1.2%	3 1.1%	0 .0%
	Not sure	7 .8%	3 .7%	2 .5%	2 1.5%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	63
	Very convenient	37 58.0%
	Somewhat convenient	23 35.9%
	Somewhat inconvenient	1 1.5%
	Very inconvenient	2 3.1%
	Not sure	1 1.5%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient Somewhat convenient Somewhat inconvenient Very inconvenient Not sure	D	A	B D a .	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	894	343	551
	Very convenient	428 47.9%	170 49.5%	258 46.8%
	Somewhat convenient	353 39.5%	141 41.2%	212 38.5%
	Somewhat inconvenient	94 10.5%	22 6.3%	73 13.2%
	Very inconvenient	11 1.3%	6 1.6%	6 1.1%
	Not sure	7 .8%	5 1.4%	2 .5%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient Somewhat convenient Somewhat inconvenient Very inconvenient Not sure		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
10. How convenient do you find the current configuration of Segment 3 for drivers?	Total	877	179	198	121	378
	Very convenient	423 48.2%	104 58.4%	70 35.3%	69 56.6%	180 47.5%
	Somewhat convenient	345 39.4%	64 35.7%	105 52.7%	36 29.4%	141 37.3%
	Somewhat inconvenient	94 10.7%	5 2.8%	21 10.7%	14 11.2%	54 14.2%
	Very inconvenient	10 1.2%	4 2.2%	3 1.3%	2 2.0%	2 .4%
	Not sure	5 .5%	2 .9%	0 .0%	1 .8%	2 .6%

Comparisons of Column Proportions [b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
10. How convenient do you find the current configuration of Segment 3 for drivers?	Very convenient	B		B	B
	Somewhat convenient		A C D		
	Somewhat inconvenient		A	A	A
	Very inconvenient				
	Not sure		[a] .		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	1086	1086
	Very safe	101 9.3%	101 9.3%
	Somewhat safe	244 22.5%	244 22.5%
	Somewhat unsafe	388 35.7%	388 35.7%
	Very unsafe	303 27.9%	303 27.9%
	Not sure	50 4.6%	50 4.6%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe	.
	Somewhat safe	.
	Somewhat unsafe	.
	Very unsafe	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	1020	465	556
	Very safe	96 9.4%	48 10.4%	48 8.6%
	Somewhat safe	232 22.7%	113 24.4%	118 21.3%
	Somewhat unsafe	372 36.5%	186 40.0%	187 33.6%
	Very unsafe	272 26.7%	94 20.3%	178 32.0%
	Not sure	48 4.7%	23 5.0%	25 4.4%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe		
	Somewhat safe		
	Somewhat unsafe	B	
	Very unsafe		A
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	1033	195	94	167	315	262
	Very safe	95 9.1%	12 6.2%	4 4.3%	12 7.4%	36 11.4%	30 11.5%
	Somewhat safe	227 22.0%	13 6.8%	19 20.4%	41 24.3%	74 23.6%	80 30.4%
	Somewhat unsafe	373 36.1%	84 42.8%	32 34.4%	59 35.3%	115 36.6%	83 31.7%
	Very unsafe	291 28.2%	87 44.3%	34 36.2%	49 29.6%	73 23.1%	48 18.5%
	Not sure	48 4.6%	0 .0%	4 4.7%	6 3.3%	17 5.4%	21 7.9%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe					
	Somewhat safe		A	A	A	A
	Somewhat unsafe					
	Very unsafe	C D E	E			
	Not sure	a.				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	942	38	1	636	135
	Very safe	77 8.2%	8 19.9%	0 .1%	50 7.9%	7 5.1%
	Somewhat safe	206 21.9%	8 19.8%	0 36.8%	150 23.6%	23 17.4%
	Somewhat unsafe	346 36.7%	15 40.6%	0 31.6%	226 35.6%	61 45.2%
	Very unsafe	273 29.0%	7 19.7%	0 .0%	177 27.8%	38 28.1%
	Not sure	40 4.2%	0 .0%	0 31.6%	33 5.2%	6 4.3%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	63	0	3	54	13
	Very safe	0 .0%	0 .0%	0 .0%	13 23.6%	0 .0%
	Somewhat safe	11 17.5%	0 .0%	1 25.5%	13 25.0%	0 .0%
	Somewhat unsafe	29 45.4%	0 .0%	1 25.5%	14 25.7%	0 .0%
	Very unsafe	23 37.1%	0 99.7%	1 23.4%	14 25.7%	13 99.9%
	Not sure	0 .0%	0 .3%	1 25.5%	0 .0%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe	D	a			b
	Somewhat safe		a			
	Somewhat unsafe		a		I	I
	Very unsafe		a,b			
	Not sure	b	a			b

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe	a,b	b	C D	
	Somewhat safe	a,b			
	Somewhat unsafe	a,b			
	Very unsafe	a			A C D E G H
	Not sure	a		b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	1085	63	76	86	61
	Very safe	101 9.3%	0 .0%	1 1.5%	6 6.6%	5 8.8%
	Somewhat safe	244 22.5%	5 7.4%	24 31.9%	22 25.1%	10 16.3%
	Somewhat unsafe	388 35.7%	46 72.1%	21 27.5%	28 32.9%	25 41.6%
	Very unsafe	303 27.9%	11 17.6%	26 34.3%	27 31.4%	16 26.7%
	Not sure	50 4.6%	2 2.9%	4 4.8%	3 4.0%	4 6.7%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	756	43
	Very safe	89 11.8%	0 .0%
	Somewhat safe	181 23.9%	3 6.5%
	Somewhat unsafe	243 32.1%	25 56.8%
	Very unsafe	207 27.4%	15 34.5%
	Not sure	36 4.7%	1 2.2%

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe	.[a]				B
	Somewhat safe		A F			A
	Somewhat unsafe	B C D E				
	Very unsafe					
	Not sure					

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe	.[a]
	Somewhat safe	
	Somewhat unsafe	B E
	Very unsafe	
	Not sure	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	1078	493	379	119	86
	Very safe	99	16	24	19	41
		9.2%	3.2%	6.2%	15.5%	47.8%
	Somewhat safe	242	82	108	38	14
		22.4%	16.7%	28.5%	31.7%	15.8%
	Somewhat unsafe	386	168	152	49	18
		35.8%	34.0%	39.9%	40.9%	21.4%
	Very unsafe	302	218	76	5	4
		28.0%	44.1%	20.1%	3.8%	4.1%
	Not sure	49	10	20	10	9
		4.5%	2.0%	5.2%	8.0%	11.0%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe			A B	A B C
	Somewhat safe		A	A	
	Somewhat unsafe		D	D	
	Very unsafe	B C D	C D		
	Not sure			A	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	1081	411	670
	Very safe	100 9.3%	52 12.7%	48 7.1%
	Somewhat safe	244 22.6%	101 24.6%	143 21.4%
	Somewhat unsafe	387 35.8%	114 27.9%	272 40.7%
	Very unsafe	301 27.9%	130 31.6%	171 25.6%
	Not sure	49 4.5%	13 3.2%	36 5.3%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe	B	
	Somewhat safe		
	Somewhat unsafe		A
	Very unsafe	B	
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	1052	229	231	140	452
	Very safe	97 9.2%	73 31.9%	6 2.6%	1 1.1%	16 3.6%
	Somewhat safe	235 22.4%	73 31.9%	40 17.4%	28 19.8%	95 20.9%
	Somewhat unsafe	373 35.5%	53 23.2%	91 39.3%	32 23.0%	197 43.6%
	Very unsafe	300 28.5%	8 3.4%	87 37.6%	76 54.2%	129 28.6%
	Not sure	47 4.4%	22 9.5%	7 3.0%	3 2.0%	15 3.3%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
11. How safe do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very safe	B C D			
	Somewhat safe	B D			
	Somewhat unsafe		A C		A C
	Very unsafe		A	A B D	A
	Not sure	B C D			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
	Total	911	911
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient	84 9.3%	84 9.3%
	Somewhat convenient	248 27.3%	248 27.3%
	Somewhat inconvenient	270 29.6%	270 29.6%
	Very inconvenient	253 27.7%	253 27.7%
	Not sure	56 6.2%	56 6.2%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient	.
	Somewhat convenient	.
	Somewhat inconvenient	.
	Very inconvenient	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	857	388	470
	Very convenient	79 9.2%	31 8.1%	48 10.2%
	Somewhat convenient	242 28.2%	119 30.8%	123 26.1%
	Somewhat inconvenient	258 30.1%	136 35.1%	122 26.0%
	Very inconvenient	224 26.1%	77 19.9%	146 31.2%
	Not sure	54 6.3%	24 6.1%	30 6.5%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient Somewhat convenient Somewhat inconvenient Very inconvenient Not sure	B	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	871	195	74	128	261
	Very convenient	79 9.1%	12 6.2%	3 4.6%	12 9.3%	33 12.7%
	Somewhat convenient	237 27.3%	67 34.3%	11 14.6%	29 22.7%	63 24.0%
	Somewhat inconvenient	257 29.5%	42 21.6%	24 32.1%	38 29.8%	90 34.5%
	Very inconvenient	243 27.9%	74 37.9%	32 42.7%	42 32.9%	57 21.9%
	Not sure	54 6.2%	0 .0%	4 6.0%	7 5.3%	18 6.9%

		Age
		65+ years
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	211
	Very convenient	19 8.8%
	Somewhat convenient	68 32.1%
	Somewhat inconvenient	63 29.6%
	Very inconvenient	38 17.8%
	Not sure	25 11.7%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient					
	Somewhat convenient	B				B
	Somewhat inconvenient				A	
	Very inconvenient	D E	D E	E		
	Not sure	.[a]				

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	800	30	1	538	117
	Very convenient	68 8.4%	0 .0%	0 18.4%	42 7.9%	7 5.9%
	Somewhat convenient	226 28.3%	8 24.8%	0 18.4%	134 25.0%	34 29.1%
	Somewhat inconvenient	234 29.3%	15 49.4%	0 31.6%	187 34.8%	25 21.6%
	Very inconvenient	227 28.4%	8 25.8%	0 .0%	136 25.3%	45 38.4%
	Not sure	45 5.6%	0 .0%	0 31.6%	38 7.1%	6 4.9%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	46	0	2	53
	Very convenient	5 11.7%	0 .0%	1 33.3%	12 22.7%
	Somewhat convenient	11 23.3%	0 .0%	0 .0%	27 50.5%
	Somewhat inconvenient	6 12.5%	0 .0%	1 33.3%	0 .0%
	Very inconvenient	24 52.5%	0 99.7%	0 .0%	14 26.8%
	Not sure	0 .0%	0 .3%	1 33.3%	0 .0%

		Ethnicity
		Other
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	13
	Very convenient	0 .0%
	Somewhat convenient	13 100.0%
	Somewhat inconvenient	0 .0%
	Very inconvenient	0 .0%
	Not sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient	[a] .	[b] .			
	Somewhat convenient		[b] .			
	Somewhat inconvenient	D E H I	[b] .	E H	H	
	Very inconvenient		[a,b] .			C I
	Not sure	[a] .	[b] .			[a] .

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient	[a,b] .		C D	[a] .
	Somewhat convenient	[a,b] .	[a] .	C	A C D E H
	Somewhat inconvenient	[a,b] .	H		
	Very inconvenient	[b] .	[a] .		
	Not sure	[b] .		[a] .	

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b.This category is not used in comparisons because the sum of case weights is less than two.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	910	58	59	61	51
	Very convenient	84 9.3%	0 .0%	0 .0%	4 6.7%	6 10.9%
	Somewhat convenient	248 27.2%	4 7.1%	21 35.9%	23 38.0%	7 13.5%
	Somewhat inconvenient	270 29.6%	26 44.8%	16 27.2%	17 27.5%	20 38.6%
	Very inconvenient	253 27.7%	25 43.7%	18 30.2%	13 22.2%	15 30.2%
	Not sure	56 6.2%	3 4.4%	4 6.7%	3 5.6%	3 6.8%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	639	42
	Very convenient	75 11.7%	0 .0%
	Somewhat convenient	190 29.8%	2 4.5%
	Somewhat inconvenient	176 27.5%	16 37.0%
	Very inconvenient	157 24.5%	24 56.2%
	Not sure	42 6.5%	1 2.3%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient	.[a]			
	Somewhat convenient		A F	A F	
	Somewhat inconvenient				
	Very inconvenient	E			
	Not sure				

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient	B	.[a]
	Somewhat convenient	A F	
	Somewhat inconvenient		
	Very inconvenient		C E
	Not sure		

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	904	415	315	105
	Very convenient	82 9.1%	21 5.1%	18 5.8%	13 12.7%
	Somewhat convenient	247 27.3%	62 15.0%	120 38.1%	40 38.4%
	Somewhat inconvenient	268 29.7%	138 33.4%	90 28.6%	37 35.3%
	Very inconvenient	252 27.8%	184 44.2%	63 20.1%	3 3.3%
	Not sure	55 6.1%	10 2.3%	23 7.3%	11 10.4%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	69
	Very convenient	30 43.3%
	Somewhat convenient	24 35.4%
	Somewhat inconvenient	2 3.4%
	Very inconvenient	1 1.4%
	Not sure	11 16.5%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient			A	A B C
	Somewhat convenient		A	A	A
	Somewhat inconvenient	D	D	D	
	Very inconvenient	B C D	C D		
	Not sure		A	A	A

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	907	353	554
	Very convenient	83 9.2%	39 11.0%	44 8.0%
	Somewhat convenient	248 27.4%	106 30.1%	142 25.7%
	Somewhat inconvenient	266 29.4%	85 24.2%	181 32.7%
	Very inconvenient	253 27.9%	107 30.3%	146 26.3%
	Not sure	56 6.2%	16 4.5%	40 7.3%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient		
	Somewhat convenient		
	Somewhat inconvenient		A
	Very inconvenient		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Total	888	182	200	118	388
	Very convenient	82 9.2%	51 28.0%	5 2.6%	1 .8%	25 6.4%
	Somewhat convenient	240 27.0%	79 43.1%	49 24.2%	25 21.4%	87 22.5%
	Somewhat inconvenient	264 29.7%	26 14.4%	75 37.4%	28 23.8%	135 34.7%
	Very inconvenient	250 28.2%	4 2.4%	61 30.3%	60 51.2%	125 32.3%
	Not sure	52 5.9%	22 12.0%	11 5.5%	3 2.8%	16 4.1%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
11. How convenient do you find the current configuration of Segment 3 for pedestrians, bicyclists, and other non-drivers?	Very convenient	B C D			
	Somewhat convenient	B C D			
	Somewhat inconvenient		A		A
	Very inconvenient		A	A B D	A
	Not sure	C D			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	956	956
	Dedicated center turn lane for traffic	515 53.9%	515 53.9%
	Dedicated multi-use path southbound	511 53.5%	511 53.5%
	Dedicated bike path northbound	461 48.3%	461 48.3%
	Two travel lanes for traffic northbound	466 48.8%	466 48.8%
	One travel lane for traffic southbound	65 6.8%	65 6.8%
	Narrowed travel lanes	74 7.8%	74 7.8%
	Allows parking in more limited areas along both sides of Moraga Road	163 17.0%	163 17.0%
	Physical barrier/buffer between multi-use path and parking aisle	463 48.4%	463 48.4%
	Other	23 2.4%	23 2.4%
	Not Sure	26 2.7%	26 2.7%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic	.
	Dedicated multi-use path southbound	.
	Dedicated bike path northbound	.
	Two travel lanes for traffic northbound	.
	One travel lane for traffic southbound	.
	Narrowed travel lanes	.
	Allows parking in more limited areas along both sides of Moraga Road	.
	Physical barrier/buffer between multi-use path and parking aisle	.
	Other	.
	Not Sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	899	387	513
	Dedicated center turn lane for traffic	481 53.5%	210 54.2%	272 53.0%
	Dedicated multi-use path southbound	478 53.1%	199 51.5%	279 54.4%
	Dedicated bike path northbound	427 47.5%	193 50.0%	233 45.5%
	Two travel lanes for traffic northbound	427 47.5%	165 42.7%	262 51.2%
	One travel lane for traffic southbound	46 5.1%	22 5.6%	24 4.7%
	Narrowed travel lanes	71 7.9%	37 9.6%	34 6.7%
	Allows parking in more limited areas along both sides of Moraga Road	144 16.0%	61 15.7%	83 16.2%
	Physical barrier/buffer between multi-use path and parking aisle	429 47.7%	186 48.1%	243 47.5%
	Other	21 2.4%	13 3.2%	9 1.7%
	Not Sure	24 2.7%	11 2.9%	13 2.5%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path southbound		
	Dedicated bike path northbound		
	Two travel lanes for traffic northbound		A
	One travel lane for traffic southbound		
	Narrowed travel lanes		
	Allows parking in more limited areas along both sides of Moraga Road		
	Physical barrier/buffer between multi-use path and parking aisle		
	Other		
	Not Sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	916	169	94	155	269
	Dedicated center turn lane for traffic	499 54.5%	101 59.7%	50 53.5%	78 50.5%	146 54.3%
	Dedicated multi-use path southbound	496 54.1%	87 51.6%	57 61.1%	104 67.3%	141 52.6%
	Dedicated bike path northbound	445 48.6%	86 51.0%	56 59.3%	74 47.8%	131 48.7%
	Two travel lanes for traffic northbound	445 48.6%	87 51.2%	49 52.0%	77 49.4%	132 49.0%
	One travel lane for traffic southbound	64 7.0%	18 10.6%	7 7.2%	8 5.0%	15 5.7%
	Narrowed travel lanes	71 7.8%	0 .0%	9 9.2%	10 6.3%	31 11.5%
	Allows parking in more limited areas along both sides of Moraga Road	162 17.7%	45 26.9%	20 20.8%	27 17.4%	40 14.8%
	Physical barrier/buffer between multi-use path and parking aisle	448 48.9%	100 59.2%	62 65.5%	76 49.1%	131 48.7%
	Other	21 2.3%	0 .0%	2 1.8%	6 3.6%	7 2.7%
	Not Sure	22 2.4%	0 .0%	1 1.4%	3 1.6%	8 2.9%

		Age
		65+ years
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	228
	Dedicated center turn lane for traffic	123 54.1%
	Dedicated multi-use path southbound	105 46.0%
	Dedicated bike path northbound	98 42.7%
	Two travel lanes for traffic northbound	101 44.4%
	One travel lane for traffic southbound	16 7.0%
	Narrowed travel lanes	22 9.6%
	Allows parking in more limited areas along both sides of Moraga Road	30 13.2%
	Physical barrier/buffer between multi-use path and parking aisle	79 34.4%
	Other	7 3.0%
	Not Sure	10 4.6%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic					
	Dedicated multi-use path southbound			A D E		
	Dedicated bike path northbound					
	Two travel lanes for traffic northbound					
	One travel lane for traffic southbound					
	Narrowed travel lanes	[a] .				
	Allows parking in more limited areas along both sides of Moraga Road	D E				
	Physical barrier/buffer between multi-use path and parking aisle	E	E	E	E	
	Other	[a] .				
	Not Sure	[a] .				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	830	15	1	567	132
	Dedicated center turn lane for traffic	459 55.3%	0 .0%	0 73.0%	308 54.2%	87 65.8%
	Dedicated multi-use path southbound	461 55.6%	8 51.0%	0 73.0%	322 56.8%	68 51.9%
	Dedicated bike path northbound	411 49.5%	0 .0%	0 73.0%	282 49.8%	65 49.0%
	Two travel lanes for traffic northbound	408 49.1%	0 .0%	0 27.0%	266 46.8%	79 59.9%
	One travel lane for traffic southbound	61 7.4%	0 .0%	0 .0%	36 6.3%	7 5.4%
	Narrowed travel lanes	66 8.0%	8 49.0%	0 .0%	41 7.2%	5 3.9%
	Allows parking in more limited areas along both sides of Moraga Road	150 18.0%	8 51.0%	0 .0%	93 16.3%	12 9.1%
	Physical barrier/buffer between multi-use path and parking aisle	415 50.0%	8 51.0%	1 99.8%	280 49.4%	64 48.4%
	Other	19 2.3%	0 .0%	0 .0%	14 2.5%	5 3.6%
	Not Sure	18 2.2%	0 .0%	0 .0%	17 3.0%	1 1.1%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	58	0	3	41
	Dedicated center turn lane for traffic	35 61.0%	0 99.7%	2 74.5%	27 64.2%
	Dedicated multi-use path southbound	46 80.1%	0 99.7%	2 74.5%	1 2.7%
	Dedicated bike path northbound	35 61.0%	0 99.7%	1 48.9%	14 33.2%
	Two travel lanes for traffic northbound	34 59.8%	0 .3%	1 48.9%	14 35.0%
	One travel lane for traffic southbound	18 31.2%	0 .0%	1 23.4%	0 .0%
	Narrowed travel lanes	12 20.5%	0 .0%	1 23.4%	0 .0%
	Allows parking in more limited areas along both sides of Moraga Road	24 41.8%	0 .0%	0 .0%	13 31.8%
	Physical barrier/buffer between multi-use path and parking aisle	35 60.5%	0 .0%	1 25.5%	14 34.5%
	Other	0 .0%	0 .0%	0 .0%	0 .0%
	Not Sure	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnicity
		Other
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	13
	Dedicated center turn lane for traffic	0 .0%
	Dedicated multi-use path southbound	13 100.0%
	Dedicated bike path northbound	13 99.9%
	Two travel lanes for traffic northbound	13 100.0%
	One travel lane for traffic southbound	0 .0%
	Narrowed travel lanes	0 .0%
	Allows parking in more limited areas along both sides of Moraga Road	0 .0%
	Physical barrier/buffer between multi-use path and parking aisle	13 99.9%
	Other	0 .0%
	Not Sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic	[a] .	[b] .	I	I
	Dedicated multi-use path southbound	H	[b] .	H	H
	Dedicated bike path northbound	[a] .	[b] .		
	Two travel lanes for traffic northbound	[a] .	[b] .		
	One travel lane for traffic southbound	[a] .	[a,b] .		
	Narrowed travel lanes	C D H	[a,b] .		
	Allows parking in more limited areas along both sides of Moraga Road	C D I	[a,b] .		
	Physical barrier/buffer between multi-use path and parking aisle		[b] .		
	Other	[a] .	[a,b] .		
	Not Sure	[a] .	[a,b] .		

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic	I	b .	I	I
	Dedicated multi-use path southbound	C D H	b .	H	
	Dedicated bike path northbound		b .		
	Two travel lanes for traffic northbound		b .		
	One travel lane for traffic southbound	C D H	a,b .	H	
	Narrowed travel lanes	C D H	a,b .	H	
	Allows parking in more limited areas along both sides of Moraga Road	C D	a,b .	a .	D
	Physical barrier/buffer between multi-use path and parking aisle		a,b .		
	Other	a .	a,b .	a .	a .
	Not Sure	a .	a,b .	a .	

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic	
	Dedicated multi-use path southbound	C D H
	Dedicated bike path northbound	C D H
	Two travel lanes for traffic northbound	C H
	One travel lane for traffic southbound	
	Narrowed travel lanes	a .
	Allows parking in more limited areas along both sides of Moraga Road	
	Physical barrier/buffer between multi-use path and parking aisle	C D G H
	Other	a .
	Not Sure	a .

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	954	63	75	85	58
	Dedicated center turn lane for traffic	514 53.8%	34 53.6%	37 49.5%	36 43.0%	25 43.9%
	Dedicated multi-use path southbound	511 53.6%	21 32.8%	42 55.1%	61 71.4%	33 57.1%
	Dedicated bike path northbound	461 48.3%	38 61.2%	44 58.0%	51 60.0%	31 52.9%
	Two travel lanes for traffic northbound	466 48.9%	13 21.4%	28 36.6%	51 60.1%	33 57.8%
	One travel lane for traffic southbound	65 6.8%	2 4.0%	6 7.5%	2 2.1%	4 7.6%
	Narrowed travel lanes	74 7.8%	7 10.8%	4 5.3%	6 6.7%	7 11.5%
	Allows parking in more limited areas along both sides of Moraga Road	162 17.0%	9 15.0%	9 12.0%	11 12.8%	7 11.6%
	Physical barrier/buffer between multi-use path and parking aisle	462 48.4%	51 81.0%	42 55.2%	45 53.0%	28 48.7%
	Other	23 2.4%	0 .0%	1 .8%	3 3.1%	4 7.4%
	Not Sure	26 2.7%	0 .0%	1 1.7%	1 1.4%	1 1.6%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	630	44
	Dedicated center turn lane for traffic	362 57.5%	19 43.0%
	Dedicated multi-use path southbound	327 52.0%	29 64.8%
	Dedicated bike path northbound	277 44.0%	20 45.0%
	Two travel lanes for traffic northbound	310 49.3%	31 69.4%
	One travel lane for traffic southbound	50 8.0%	0 .0%
	Narrowed travel lanes	51 8.1%	0 .0%
	Allows parking in more limited areas along both sides of Moraga Road	103 16.4%	23 51.7%
	Physical barrier/buffer between multi-use path and parking aisle	269 42.7%	28 62.5%
	Other	16 2.5%	0 .0%
	Not Sure	23 3.6%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic				
	Dedicated multi-use path southbound			A E	
	Dedicated bike path northbound				
	Two travel lanes for traffic northbound			A B	A
	One travel lane for traffic southbound				
	Narrowed travel lanes				
	Allows parking in more limited areas along both sides of Moraga Road				
	Physical barrier/buffer between multi-use path and parking aisle	B C D E			
	Other	a			
	Not Sure	a			

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path southbound		A
	Dedicated bike path northbound		
	Two travel lanes for traffic northbound	A	A B
	One travel lane for traffic southbound		a
	Narrowed travel lanes		a
	Allows parking in more limited areas along both sides of Moraga Road		A B C D E
	Physical barrier/buffer between multi-use path and parking aisle		
	Other		a
	Not Sure		a

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b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	950	482	339	98
	Dedicated center turn lane for traffic	514 54.0%	287 59.5%	174 51.4%	42 42.5%
	Dedicated multi-use path southbound	509 53.6%	300 62.1%	190 56.1%	16 16.8%
	Dedicated bike path northbound	461 48.5%	280 58.0%	160 47.2%	20 20.3%
	Two travel lanes for traffic northbound	462 48.6%	199 41.3%	194 57.4%	50 51.5%
	One travel lane for traffic southbound	65 6.8%	49 10.2%	15 4.3%	1 1.2%
	Narrowed travel lanes	74 7.8%	48 10.0%	22 6.4%	3 3.5%
	Allows parking in more limited areas along both sides of Moraga Road	162 17.1%	85 17.7%	55 16.4%	19 19.3%
	Physical barrier/buffer between multi-use path and parking aisle	461 48.5%	309 64.1%	134 39.6%	15 14.9%
	Other	23 2.4%	11 2.3%	4 1.1%	3 3.5%
	Not Sure	26 2.8%	5 1.0%	12 3.6%	8 8.1%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	32
	Dedicated center turn lane for traffic	11 35.3%
	Dedicated multi-use path southbound	3 10.3%
	Dedicated bike path northbound	2 4.9%
	Two travel lanes for traffic northbound	18 57.2%
	One travel lane for traffic southbound	0 .0%
	Narrowed travel lanes	1 3.0%
	Allows parking in more limited areas along both sides of Moraga Road	3 7.9%
	Physical barrier/buffer between multi-use path and parking aisle	3 9.1%
	Other	5 14.9%
	Not Sure	1 3.8%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic	C D			
	Dedicated multi-use path southbound	C D	C D		
	Dedicated bike path northbound	B C D	C D		
	Two travel lanes for traffic northbound		A		
	One travel lane for traffic southbound	B C			[a] .
	Narrowed travel lanes				
	Allows parking in more limited areas along both sides of Moraga Road				
	Physical barrier/buffer between multi-use path and parking aisle	B C D	C D		
	Other				A B
	Not Sure			A	

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b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	952	347	604
	Dedicated center turn lane for traffic	513 54.0%	199 57.2%	315 52.1%
	Dedicated multi-use path southbound	510 53.6%	195 56.0%	315 52.1%
	Dedicated bike path northbound	460 48.3%	203 58.4%	257 42.5%
	Two travel lanes for traffic northbound	465 48.8%	168 48.3%	297 49.1%
	One travel lane for traffic southbound	63 6.6%	37 10.8%	26 4.2%
	Narrowed travel lanes	74 7.8%	42 12.0%	33 5.4%
	Allows parking in more limited areas along both sides of Moraga Road	163 17.1%	74 21.4%	89 14.7%
	Physical barrier/buffer between multi-use path and parking aisle	460 48.4%	180 51.8%	280 46.4%
	Other	23 2.4%	14 4.1%	9 1.5%
	Not Sure	25 2.6%	9 2.7%	15 2.5%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path southbound		
	Dedicated bike path northbound	B	
	Two travel lanes for traffic northbound		
	One travel lane for traffic southbound	B	
	Narrowed travel lanes	B	
	Allows parking in more limited areas along both sides of Moraga Road	B	
	Physical barrier/buffer between multi-use path and parking aisle		
	Other	B	
	Not Sure		

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Total	925	138	225	142	420
	Dedicated center turn lane for traffic	497 53.8%	51 36.9%	178 79.1%	93 65.6%	175 41.7%
	Dedicated multi-use path southbound	494 53.5%	33 24.3%	162 71.7%	95 66.8%	205 48.7%
	Dedicated bike path northbound	454 49.1%	32 23.4%	136 60.2%	94 66.3%	192 45.8%
	Two travel lanes for traffic northbound	460 49.7%	72 52.7%	118 52.5%	38 27.0%	231 54.9%
	One travel lane for traffic southbound	64 6.9%	2 1.6%	23 10.0%	35 24.3%	5 1.1%
	Narrowed travel lanes	66 7.2%	2 1.5%	26 11.8%	18 12.8%	20 4.7%
	Allows parking in more limited areas along both sides of Moraga Road	161 17.4%	10 7.0%	39 17.3%	37 26.2%	75 18.0%
	Physical barrier/buffer between multi-use path and parking aisle	452 48.9%	30 21.8%	135 60.0%	85 59.9%	202 48.1%
	Other	22 2.3%	9 6.9%	4 1.8%	2 1.5%	6 1.4%
	Not Sure	23 2.5%	13 9.1%	0 .0%	0 .0%	11 2.6%

Comparisons of Column Proportions[b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
12. In looking at Option 1 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic		A C D	A D	
	Dedicated multi-use path southbound		A D	A D	A
	Dedicated bike path northbound		A D	A D	A
	Two travel lanes for traffic northbound	C	C		C
	One travel lane for traffic southbound		A D	A B D	
	Narrowed travel lanes		A D	A D	
	Allows parking in more limited areas along both sides of Moraga Road		A	A	A
	Physical barrier/buffer between multi-use path and parking aisle		A D	A	A
	Other	D			
	Not Sure	D	.[a]	.[a]	

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	1023	1023
	Dedicated center turn lane for traffic	271 26.5%	271 26.5%
	Dedicated multi-use path for southbound	143 14.0%	143 14.0%
	Dedicated bike path for northbound	94 9.2%	94 9.2%
	Two travel lanes for traffic northbound	64 6.2%	64 6.2%
	One travel lane for traffic southbound	665 65.1%	665 65.1%
	Narrowed travel lanes	479 46.8%	479 46.8%
	Allows parking in some more limited areas along both sides of Moraga Road	250 24.4%	250 24.4%
	Physical barrier/buffer between multi-use path and parking aisle	170 16.6%	170 16.6%
	Other	52 5.1%	52 5.1%
	Not Sure	50 4.9%	50 4.9%

Comparisons of Column Proportions [a,b]

		Total
		Total
		(A)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	.
	Dedicated multi-use path for southbound	.
	Dedicated bike path for northbound	.
	Two travel lanes for traffic northbound	.
	One travel lane for traffic southbound	.
	Narrowed travel lanes	.
	Allows parking in some more limited areas along both sides of Moraga Road	.
	Physical barrier/buffer between multi-use path and parking aisle	.
	Other	.
	Not Sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	960	435	525
	Dedicated center turn lane for traffic	255 26.6%	109 25.1%	146 27.8%
	Dedicated multi-use path for southbound	128 13.3%	62 14.2%	66 12.5%
	Dedicated bike path for northbound	90 9.3%	41 9.5%	48 9.2%
	Two travel lanes for traffic northbound	59 6.1%	26 6.0%	33 6.3%
	One travel lane for traffic southbound	636 66.2%	261 60.0%	374 71.4%
	Narrowed travel lanes	456 47.5%	205 47.1%	251 47.8%
	Allows parking in some more limited areas along both sides of Moraga Road	239 24.9%	92 21.1%	147 28.0%
	Physical barrier/buffer between multi-use path and parking aisle	163 17.0%	74 16.9%	89 17.1%
	Other	31 3.2%	13 3.0%	18 3.4%
	Not Sure	49 5.1%	24 5.6%	25 4.8%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path for southbound		
	Dedicated bike path for northbound		
	Two travel lanes for traffic northbound		
	One travel lane for traffic southbound		A
	Narrowed travel lanes		
	Allows parking in some more limited areas along both sides of Moraga Road		A
	Physical barrier/buffer between multi-use path and parking aisle		
	Other		
	Not Sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	973	195	86	157	290
	Dedicated center turn lane for traffic	253 26.0%	53 27.2%	14 16.5%	34 21.6%	79 27.2%
	Dedicated multi-use path for southbound	126 13.0%	28 14.5%	2 2.8%	8 5.3%	45 15.5%
	Dedicated bike path for northbound	89 9.1%	0 .0%	10 11.3%	14 8.6%	32 10.9%
	Two travel lanes for traffic northbound	59 6.1%	0 .0%	3 3.7%	9 5.7%	18 6.3%
	One travel lane for traffic southbound	632 64.9%	136 69.7%	53 61.7%	102 64.8%	189 65.0%
	Narrowed travel lanes	453 46.6%	95 48.6%	31 36.2%	57 36.2%	140 48.4%
	Allows parking in some more limited areas along both sides of Moraga Road	235 24.1%	53 27.3%	24 27.5%	36 23.1%	67 23.1%
	Physical barrier/buffer between multi-use path and parking aisle	163 16.7%	12 6.2%	17 19.6%	18 11.5%	65 22.3%
	Other	49 5.0%	18 9.2%	5 5.3%	8 4.9%	11 3.7%
	Not Sure	49 5.1%	13 6.8%	7 7.8%	5 2.9%	17 5.7%

		Age
		65+ years
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	245
	Dedicated center turn lane for traffic	73 29.9%
	Dedicated multi-use path for southbound	42 17.2%
	Dedicated bike path for northbound	34 13.9%
	Two travel lanes for traffic northbound	29 11.6%
	One travel lane for traffic southbound	153 62.2%
	Narrowed travel lanes	130 53.1%
	Allows parking in some more limited areas along both sides of Moraga Road	54 22.2%
	Physical barrier/buffer between multi-use path and parking aisle	51 21.0%
	Other	8 3.2%
	Not Sure	8 3.4%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic					
	Dedicated multi-use path for southbound	B C			B C	B C
	Dedicated bike path for northbound	[a] .				
	Two travel lanes for traffic northbound	[a] .				
	One travel lane for traffic southbound					
	Narrowed travel lanes					C
	Allows parking in some more limited areas along both sides of Moraga Road					
	Physical barrier/buffer between multi-use path and parking aisle		A		A	A
	Other					
	Not Sure					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	884	23	1	599	135
	Dedicated center turn lane for traffic	233 26.4%	7 32.7%	0 .0%	155 25.8%	34 25.2%
	Dedicated multi-use path for southbound	114 12.9%	0 .0%	0 .0%	85 14.3%	23 16.7%
	Dedicated bike path for northbound	75 8.4%	0 .0%	0 .0%	62 10.4%	6 4.6%
	Two travel lanes for traffic northbound	52 5.9%	0 .0%	0 .0%	44 7.4%	3 1.9%
	One travel lane for traffic southbound	571 64.6%	8 34.3%	1 68.4%	399 66.7%	87 64.0%
	Narrowed travel lanes	412 46.6%	8 34.3%	1 81.5%	285 47.6%	67 49.7%
	Allows parking in some more limited areas along both sides of Moraga Road	215 24.3%	0 .0%	0 .0%	125 20.9%	53 39.3%
	Physical barrier/buffer between multi-use path and parking aisle	145 16.5%	0 .0%	0 .0%	107 17.8%	10 7.3%
	Other	44 4.9%	0 .0%	0 .0%	20 3.3%	6 4.5%
	Not Sure	45 5.1%	8 33.0%	0 .0%	19 3.2%	4 2.6%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	57	0	3	54
	Dedicated center turn lane for traffic	11 19.4%	0 .0%	1 25.5%	13 23.7%
	Dedicated multi-use path for southbound	5 9.4%	0 100.0%	0 .0%	1 1.4%
	Dedicated bike path for northbound	5 9.4%	0 .0%	0 .0%	1 1.4%
	Two travel lanes for traffic northbound	5 9.4%	0 .0%	0 .0%	0 .0%
	One travel lane for traffic southbound	22 38.0%	0 100.0%	2 76.6%	40 74.3%
	Narrowed travel lanes	11 18.8%	0 100.0%	1 51.1%	39 72.9%
	Allows parking in some more limited areas along both sides of Moraga Road	11 19.3%	0 .0%	1 51.1%	12 22.6%
	Physical barrier/buffer between multi-use path and parking aisle	17 29.3%	0 .0%	0 .0%	12 22.6%
	Other	18 31.4%	0 .0%	0 .0%	0 .0%
	Not Sure	0 .0%	0 .0%	1 23.4%	14 25.7%

		Ethnicity
		Other
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	13
	Dedicated center turn lane for traffic	13 99.9%
	Dedicated multi-use path for southbound	0 .0%
	Dedicated bike path for northbound	0 .0%
	Two travel lanes for traffic northbound	0 .0%
	One travel lane for traffic southbound	13 100.0%
	Narrowed travel lanes	0 .0%
	Allows parking in some more limited areas along both sides of Moraga Road	13 99.9%
	Physical barrier/buffer between multi-use path and parking aisle	0 .0%
	Other	0 .0%
	Not Sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic		a,,b .		
	Dedicated multi-use path for southbound	,b .	a,,b .		H
	Dedicated bike path for northbound	,b .	a,,b .		
	Two travel lanes for traffic northbound	,b .	a,,b .		
	One travel lane for traffic southbound		a .	A E	E
	Narrowed travel lanes		a .	E I	E I
	Allows parking in some more limited areas along both sides of Moraga Road	,b .	a,,b .		C
	Physical barrier/buffer between multi-use path and parking aisle	,b .	a,,b .	D	
	Other	,b .	a,,b .		
	Not Sure	C D	a,,b .		

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic		a,,b .		
	Dedicated multi-use path for southbound		a,,b .	,b .	
	Dedicated bike path for northbound		a,,b .	,b .	
	Two travel lanes for traffic northbound		a,,b .	,b .	
	One travel lane for traffic southbound		a,,b .		A E
	Narrowed travel lanes		a,,b .		A C E I
	Allows parking in some more limited areas along both sides of Moraga Road		a,,b .		
	Physical barrier/buffer between multi-use path and parking aisle	D	a,,b .	,b .	D
	Other	C D H	a,,b .	,b .	
	Not Sure	,b .	a,,b .		C D

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	A C D E G H
	Dedicated multi-use path for southbound	
	Dedicated bike path for northbound	
	Two travel lanes for traffic northbound	,b .
	One travel lane for traffic southbound	A E
	Narrowed travel lanes	
	Allows parking in some more limited areas along both sides of Moraga Road	C D E H
	Physical barrier/buffer between multi-use path and parking aisle	
	Other	,b .
	Not Sure	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	1021	59	71	86	55
	Dedicated center turn lane for traffic	271 26.5%	18 31.0%	7 9.9%	21 24.9%	20 36.0%
	Dedicated multi-use path for southbound	142 13.9%	16 26.8%	5 6.7%	4 4.6%	3 5.9%
	Dedicated bike path for northbound	94 9.2%	0 .0%	6 8.0%	2 2.4%	3 5.9%
	Two travel lanes for traffic northbound	64 6.3%	1 2.5%	6 8.0%	1 .6%	3 5.9%
	One travel lane for traffic southbound	665 65.1%	41 68.5%	31 43.0%	64 73.5%	34 61.9%
	Narrowed travel lanes	479 46.9%	12 20.0%	21 29.0%	25 28.6%	22 40.4%
	Allows parking in some more limited areas along both sides of Moraga Road	250 24.4%	19 32.7%	16 21.8%	36 41.6%	16 29.1%
	Physical barrier/buffer between multi-use path and parking aisle	170 16.7%	8 14.4%	7 9.9%	5 5.9%	6 11.0%
	Other	52 5.1%	2 4.0%	2 2.7%	2 2.6%	4 6.8%
	Not Sure	50 4.9%	2 2.9%	17 23.1%	5 5.3%	2 2.9%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	707	42
	Dedicated center turn lane for traffic	188 26.6%	16 37.5%
	Dedicated multi-use path for southbound	100 14.1%	14 33.9%
	Dedicated bike path for northbound	83 11.8%	0 .0%
	Two travel lanes for traffic northbound	53 7.5%	0 .0%
	One travel lane for traffic southbound	455 64.3%	41 97.3%
	Narrowed travel lanes	375 53.0%	25 58.1%
	Allows parking in some more limited areas along both sides of Moraga Road	148 20.9%	15 35.9%
	Physical barrier/buffer between multi-use path and parking aisle	142 20.1%	1 2.1%
	Other	42 5.9%	0 .0%
	Not Sure	25 3.6%	1 1.3%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	B			B
	Dedicated multi-use path for southbound	B C D			
	Dedicated bike path for northbound	[a]			
	Two travel lanes for traffic northbound				
	One travel lane for traffic southbound			B	
	Narrowed travel lanes				
	Allows parking in some more limited areas along both sides of Moraga Road			E	
	Physical barrier/buffer between multi-use path and parking aisle				
	Other				
	Not Sure		A C D E F		

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	B	B
	Dedicated multi-use path for southbound		B C D E
	Dedicated bike path for northbound	C	[a]
	Two travel lanes for traffic northbound		[a]
	One travel lane for traffic southbound	B	A B C D E
	Narrowed travel lanes	A B C	A B C
	Allows parking in some more limited areas along both sides of Moraga Road		
	Physical barrier/buffer between multi-use path and parking aisle	C	
	Other		[a]
	Not Sure		

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	1015	447	370	121
	Dedicated center turn lane for traffic	270 26.6%	78 17.5%	112 30.4%	47 38.5%
	Dedicated multi-use path for southbound	141 13.9%	39 8.8%	43 11.6%	36 29.8%
	Dedicated bike path for northbound	93 9.2%	21 4.7%	32 8.6%	20 16.5%
	Two travel lanes for traffic northbound	64 6.3%	29 6.6%	27 7.3%	4 3.2%
	One travel lane for traffic southbound	658 64.9%	248 55.4%	270 73.0%	96 79.1%
	Narrowed travel lanes	474 46.7%	168 37.6%	187 50.7%	59 49.1%
	Allows parking in some more limited areas along both sides of Moraga Road	248 24.4%	100 22.4%	93 25.2%	24 20.2%
	Physical barrier/buffer between multi-use path and parking aisle	168 16.5%	44 9.8%	65 17.6%	28 23.2%
	Other	52 5.1%	37 8.3%	7 1.8%	2 1.3%
	Not Sure	50 4.9%	30 6.7%	9 2.5%	10 8.0%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	77
	Dedicated center turn lane for traffic	32 41.9%
	Dedicated multi-use path for southbound	23 29.7%
	Dedicated bike path for northbound	20 26.5%
	Two travel lanes for traffic northbound	4 4.6%
	One travel lane for traffic southbound	45 58.5%
	Narrowed travel lanes	59 75.8%
	Allows parking in some more limited areas along both sides of Moraga Road	30 39.1%
	Physical barrier/buffer between multi-use path and parking aisle	31 39.9%
	Other	7 8.4%
	Not Sure	1 1.5%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic		A	A	A
	Dedicated multi-use path for southbound			A B	A B
	Dedicated bike path for northbound			A	A B
	Two travel lanes for traffic northbound				
	One travel lane for traffic southbound		A	A D	
	Narrowed travel lanes		A		A B C
	Allows parking in some more limited areas along both sides of Moraga Road				A C
	Physical barrier/buffer between multi-use path and parking aisle		A	A	A B
	Other	B C			B
	Not Sure	B		B	

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	1016	383	634
	Dedicated center turn lane for traffic	270 26.5%	94 24.5%	176 27.7%
	Dedicated multi-use path for southbound	141 13.9%	43 11.3%	98 15.5%
	Dedicated bike path for northbound	92 9.1%	37 9.7%	55 8.7%
	Two travel lanes for traffic northbound	64 6.3%	28 7.2%	36 5.7%
	One travel lane for traffic southbound	663 65.2%	212 55.5%	450 71.0%
	Narrowed travel lanes	478 47.0%	167 43.6%	311 49.1%
	Allows parking in some more limited areas along both sides of Moraga Road	249 24.5%	77 20.1%	172 27.1%
	Physical barrier/buffer between multi-use path and parking aisle	170 16.7%	72 18.8%	98 15.5%
	Other	50 4.9%	34 9.0%	16 2.5%
	Not Sure	50 4.9%	29 7.6%	21 3.3%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path for southbound		
	Dedicated bike path for northbound		
	Two travel lanes for traffic northbound		
	One travel lane for traffic southbound		A
	Narrowed travel lanes		
	Allows parking in some more limited areas along both sides of Moraga Road		A
	Physical barrier/buffer between multi-use path and parking aisle		
	Other	B	
	Not Sure	B	

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Total	996	219	212	118	447
	Dedicated center turn lane for traffic	266 26.7%	94 42.9%	8 3.9%	2 1.9%	162 36.2%
	Dedicated multi-use path for southbound	139 13.9%	63 28.7%	10 4.5%	4 3.4%	62 13.9%
	Dedicated bike path for northbound	91 9.2%	57 26.1%	12 5.5%	2 2.0%	20 4.5%
	Two travel lanes for traffic northbound	61 6.1%	21 9.4%	4 2.0%	27 23.1%	9 2.1%
	One travel lane for traffic southbound	650 65.3%	159 72.5%	106 49.8%	22 18.4%	364 81.4%
	Narrowed travel lanes	467 46.9%	162 74.2%	96 45.2%	32 27.0%	177 39.6%
	Allows parking in some more limited areas along both sides of Moraga Road	244 24.5%	79 35.9%	36 16.9%	16 13.3%	114 25.4%
	Physical barrier/buffer between multi-use path and parking aisle	167 16.7%	76 34.5%	25 11.6%	9 7.7%	58 12.9%
	Other	50 5.0%	8 3.5%	8 3.7%	26 21.9%	8 1.9%
	Not Sure	49 4.9%	4 1.9%	21 9.7%	17 14.6%	7 1.5%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
13. In looking at Option 1 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	B C			B C
	Dedicated multi-use path for southbound	B C D			B C
	Dedicated bike path for northbound	B C D			
	Two travel lanes for traffic northbound	B D		A B D	
	One travel lane for traffic southbound	B C	C		B C
	Narrowed travel lanes	B C D	C		
	Allows parking in some more limited areas along both sides of Moraga Road	B C D			C
	Physical barrier/buffer between multi-use path and parking aisle	B C D			
	Other			A B D	
	Not Sure		A D	A D	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
14. How safe do you find this potential option for drivers for Segment 3?	Total	1024	1024
	Very safe	271 26.5%	271 26.5%
	Somewhat safe	486 47.4%	486 47.4%
	Somewhat unsafe	150 14.7%	150 14.7%
	Very unsafe	65 6.3%	65 6.3%
	Not sure	52 5.1%	52 5.1%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
14. How safe do you find this potential option for drivers for Segment 3?	Very safe	.
	Somewhat safe	.
	Somewhat unsafe	.
	Very unsafe	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
14. How safe do you find this potential option for drivers for Segment 3?	Total	966	437	529
	Very safe	245 25.3%	122 28.0%	122 23.1%
	Somewhat safe	473 49.0%	203 46.6%	270 50.9%
	Somewhat unsafe	140 14.5%	72 16.5%	68 12.9%
	Very unsafe	59 6.1%	26 5.9%	33 6.2%
	Not sure	49 5.1%	13 3.0%	36 6.9%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
14. How safe do you find this potential option for drivers for Segment 3?	Very safe		
	Somewhat safe		
	Somewhat unsafe		
	Very unsafe		
	Not sure		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
14. How safe do you find this potential option for drivers for Segment 3?	Total	981	195	92	158	295	241
	Very safe	263 26.8%	45 23.2%	44 47.8%	63 40.1%	65 22.0%	46 19.1%
	Somewhat safe	473 48.2%	124 63.5%	30 32.5%	70 44.2%	144 48.8%	105 43.8%
	Somewhat unsafe	138 14.1%	14 7.1%	13 14.0%	14 8.7%	46 15.5%	52 21.7%
	Very unsafe	59 6.0%	0 .0%	2 2.2%	6 4.1%	28 9.6%	22 9.2%
	Not sure	47 4.8%	12 6.2%	3 3.6%	5 3.0%	12 4.2%	15 6.2%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
14. How safe do you find this potential option for drivers for Segment 3?	Very safe	B C D E	A D E	A D E		A C
	Somewhat safe					
	Somewhat unsafe					
	Very unsafe	[a] .				
	Not sure					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
14. How safe do you find this potential option for drivers for Segment 3?	Total	893	30	1	609	132
	Very safe	241 26.9%	7 24.6%	0 46.3%	155 25.5%	35 26.2%
	Somewhat safe	443 49.6%	8 25.8%	0 26.9%	291 47.7%	79 60.1%
	Somewhat unsafe	121 13.6%	8 24.8%	0 26.9%	102 16.8%	11 8.6%
	Very unsafe	46 5.2%	8 24.8%	0 .0%	37 6.0%	2 1.3%
	Not sure	42 4.7%	0 .0%	0 .0%	24 4.0%	5 3.8%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
14. How safe do you find this potential option for drivers for Segment 3?	Total	52	0	3	54	13
	Very safe	29 56.6%	0 .0%	0 .0%	14 25.7%	0 .0%
	Somewhat safe	23 43.4%	0 .0%	3 100.0%	27 50.3%	13 99.9%
	Somewhat unsafe	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Very unsafe	0 .0%	0 .0%	0 .0%	0 .4%	0 .0%
	Not sure	0 .0%	0 100.0%	0 .0%	13 23.6%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
14. How safe do you find this potential option for drivers for Segment 3?	Very safe		a		A	C D H I
	Somewhat safe		a			
	Somewhat unsafe	H	a	H		,b
	Very unsafe	C D H	a,,b			,b
	Not sure	,b	a,,b			,b

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
14. How safe do you find this potential option for drivers for Segment 3?	Very safe	a,,b	,b		
	Somewhat safe	a,,b	,b		A C E H
	Somewhat unsafe	a,,b	,b		
	Very unsafe	a,,b	,b		
	Not sure	a,,b	,b	C D	,b

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a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
14. How safe do you find this potential option for drivers for Segment 3?	Total	1024	61	72	80	60
	Very safe	271 26.5%	15 23.8%	26 36.0%	20 25.6%	19 31.5%
	Somewhat safe	486 47.5%	40 65.3%	38 52.4%	46 57.3%	27 45.6%
	Somewhat unsafe	150 14.6%	5 8.5%	3 4.4%	7 8.5%	10 16.4%
	Very unsafe	65 6.3%	0 .0%	2 2.7%	3 3.9%	3 4.5%
	Not sure	52 5.1%	1 2.3%	3 4.5%	4 4.8%	1 1.9%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
14. How safe do you find this potential option for drivers for Segment 3?	Total	708	43
	Very safe	190 26.8%	1 3.4%
	Somewhat safe	294 41.5%	41 95.2%
	Somewhat unsafe	124 17.5%	1 1.4%
	Very unsafe	57 8.1%	0 .0%
	Not sure	43 6.0%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
14. How safe do you find this potential option for drivers for Segment 3?	Very safe		F	F	F	F
	Somewhat safe	E				
	Somewhat unsafe					
	Very unsafe	.[a]				
	Not sure					

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
14. How safe do you find this potential option for drivers for Segment 3?	Very safe	
	Somewhat safe	A B C D E
	Somewhat unsafe	
	Very unsafe	a .
	Not sure	a .

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
14. How safe do you find this potential option for drivers for Segment 3?	Total	1018	471	357	108	82
	Very safe	270 26.5%	151 32.0%	100 28.0%	13 12.4%	6 7.2%
	Somewhat safe	486 47.7%	260 55.2%	162 45.4%	53 49.5%	11 12.8%
	Somewhat unsafe	145 14.3%	41 8.8%	60 16.9%	22 20.3%	22 26.6%
	Very unsafe	64 6.3%	7 1.4%	16 4.4%	14 12.8%	28 34.4%
	Not sure	52 5.1%	12 2.6%	19 5.4%	5 4.9%	16 19.1%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
14. How safe do you find this potential option for drivers for Segment 3?	Very safe	C D	C D		
	Somewhat safe	B D	D	D	
	Somewhat unsafe		A	A	A
	Very unsafe			A B	A B C
	Not sure				A B C

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
14. How safe do you find this potential option for drivers for Segment 3?	Total	1022	405	617
	Very safe	271 26.5%	136 33.7%	135 21.8%
	Somewhat safe	483 47.3%	131 32.3%	353 57.1%
	Somewhat unsafe	150 14.7%	78 19.2%	72 11.7%
	Very unsafe	65 6.4%	32 7.8%	33 5.4%
	Not sure	52 5.1%	28 7.0%	24 3.9%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
14. How safe do you find this potential option for drivers for Segment 3?	Very safe	B	
	Somewhat safe		A
	Somewhat unsafe	B	
	Very unsafe		
	Not sure	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
14. How safe do you find this potential option for drivers for Segment 3?	Total	994	211	218	131	433
	Very safe	266 26.8%	19 9.1%	109 50.0%	56 42.5%	82 19.0%
	Somewhat safe	471 47.4%	52 24.7%	94 43.2%	59 44.7%	266 61.4%
	Somewhat unsafe	145 14.6%	71 33.5%	8 3.9%	14 10.3%	53 12.1%
	Very unsafe	64 6.4%	44 21.1%	2 .9%	2 1.4%	16 3.6%
	Not sure	47 4.7%	25 11.7%	4 2.0%	1 1.1%	16 3.8%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
14. How safe do you find this potential option for drivers for Segment 3?	Very safe		A D	A D	A
	Somewhat safe		A	A	A B C
	Somewhat unsafe	B C D			B
	Very unsafe	B C D			
	Not sure	B C D			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
14. How convenient do you find this potential option for drivers for Segment 3?	Total	927	927
	Very convenient	112 12.1%	112 12.1%
	Somewhat convenient	363 39.1%	363 39.1%
	Somewhat inconvenient	228 24.6%	228 24.6%
	Very inconvenient	189 20.3%	189 20.3%
	Not sure	35 3.8%	35 3.8%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	.
	Somewhat convenient	.
	Somewhat inconvenient	.
	Very inconvenient	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

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		Respondent's Gender		
		Total	Male	Female
14. How convenient do you find this potential option for drivers for Segment 3?	Total	875	399	476
	Very convenient	109 12.5%	79 19.9%	30 6.3%
	Somewhat convenient	338 38.6%	144 36.1%	194 40.7%
	Somewhat inconvenient	217 24.8%	80 20.1%	137 28.7%
	Very inconvenient	177 20.2%	74 18.5%	103 21.6%
	Not sure	34 3.9%	22 5.4%	13 2.7%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	B	
	Somewhat convenient		
	Somewhat inconvenient		A
	Very inconvenient		
	Not sure	B	

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
14. How convenient do you find this potential option for drivers for Segment 3?	Total	890	195	73	142	272
	Very convenient	109 12.3%	28 14.3%	9 12.2%	22 15.7%	30 11.1%
	Somewhat convenient	356 40.0%	116 59.5%	34 46.7%	58 41.1%	82 30.0%
	Somewhat inconvenient	217 24.4%	26 13.2%	21 28.9%	39 27.6%	66 24.3%
	Very inconvenient	175 19.7%	25 12.9%	9 12.2%	19 13.7%	82 30.0%
	Not sure	32 3.6%	0 .0%	0 .0%	2 1.8%	12 4.6%

		Age
		65+ years
14. How convenient do you find this potential option for drivers for Segment 3?	Total	208
	Very convenient	20 9.6%
	Somewhat convenient	66 31.9%
	Somewhat inconvenient	64 31.1%
	Very inconvenient	40 19.1%
	Not sure	17 8.4%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient					
	Somewhat convenient	C D E				
	Somewhat inconvenient		A	A	A	A
	Very inconvenient				A B C	
	Not sure	[a] .	[a] .			C

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
14. How convenient do you find this potential option for drivers for Segment 3?	Total	816	38	1	530	122
	Very convenient	101 12.3%	7 19.7%	0 .0%	74 13.9%	19 15.5%
	Somewhat convenient	337 41.2%	15 40.5%	0 46.2%	210 39.5%	55 45.3%
	Somewhat inconvenient	197 24.1%	0 .0%	0 26.9%	130 24.6%	34 27.8%
	Very inconvenient	152 18.7%	8 19.9%	0 26.9%	102 19.2%	12 9.9%
	Not sure	30 3.6%	8 19.9%	0 .0%	15 2.8%	2 1.5%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
14. How convenient do you find this potential option for drivers for Segment 3?	Total	57	0	2	54
	Very convenient	0 .0%	0 .0%	0 .0%	1 1.0%
	Somewhat convenient	41 71.3%	0 .0%	2 100.0%	13 24.7%
	Somewhat inconvenient	6 9.9%	0 100.0%	0 .0%	14 26.7%
	Very inconvenient	5 9.4%	0 .0%	0 .0%	25 47.6%
	Not sure	5 9.4%	0 .0%	0 .0%	0 .0%

		Ethnicity
		Other
14. How convenient do you find this potential option for drivers for Segment 3?	Total	13
	Very convenient	0 .0%
	Somewhat convenient	0 .0%
	Somewhat inconvenient	13 100.0%
	Very inconvenient	0 .0%
	Not sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	H	a,,b		H
	Somewhat convenient		a		I
	Somewhat inconvenient	,b	a		
	Very inconvenient		a		
	Not sure	C D H	a,,b		

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	,b	a,,b	,b	
	Somewhat convenient	A C D H I	a,,b	,b	
	Somewhat inconvenient		a,,b	,b	
	Very inconvenient		a,,b	,b	C D E I
	Not sure		a,,b	,b	

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	
	Somewhat convenient	
	Somewhat inconvenient	C D E H
	Very inconvenient	
	Not sure	,b .

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b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
14. How convenient do you find this potential option for drivers for Segment 3?	Total	927	60	53	75	50
	Very convenient	112 12.1%	18 30.2%	10 19.6%	7 8.9%	5 11.0%
	Somewhat convenient	363 39.1%	33 55.3%	32 60.2%	22 29.0%	24 48.0%
	Somewhat inconvenient	228 24.6%	8 12.8%	5 10.2%	37 49.4%	11 22.5%
	Very inconvenient	189 20.3%	0 .0%	5 10.1%	9 11.5%	9 18.5%
	Not sure	35 3.8%	1 1.7%	0 .0%	1 1.3%	0 .0%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
14. How convenient do you find this potential option for drivers for Segment 3?	Total	647	42
	Very convenient	70 10.8%	2 4.4%
	Somewhat convenient	213 32.9%	39 94.1%
	Somewhat inconvenient	166 25.7%	0 .0%
	Very inconvenient	165 25.5%	1 1.5%
	Not sure	33 5.2%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	C E F			
	Somewhat convenient	C E	C E		
	Somewhat inconvenient			A B D E	
	Very inconvenient	[a]			
	Not sure		[a]		[a]

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		
	Somewhat convenient		A B C D E
	Somewhat inconvenient		[a]
	Very inconvenient	F	
	Not sure		[a]

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
14. How convenient do you find this potential option for drivers for Segment 3?	Total	920	403	334	107
	Very convenient	112 12.2%	72 17.8%	37 11.1%	3 2.7%
	Somewhat convenient	362 39.3%	218 54.1%	90 26.9%	31 29.1%
	Somewhat inconvenient	225 24.4%	71 17.5%	131 39.3%	17 16.3%
	Very inconvenient	186 20.2%	39 9.6%	57 17.0%	44 41.3%
	Not sure	35 3.9%	4 1.1%	19 5.6%	11 10.5%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
14. How convenient do you find this potential option for drivers for Segment 3?	Total	77
	Very convenient	1 1.0%
	Somewhat convenient	23 30.1%
	Somewhat inconvenient	5 6.7%
	Very inconvenient	46 60.5%
	Not sure	1 1.8%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	C D	D		
	Somewhat convenient	B C D			
	Somewhat inconvenient		A C D		
	Very inconvenient		A	A B	A B
	Not sure		A	A	

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
14. How convenient do you find this potential option for drivers for Segment 3?	Total	924	356	568
	Very convenient	112 12.2%	47 13.2%	65 11.5%
	Somewhat convenient	361 39.1%	140 39.3%	221 38.9%
	Somewhat inconvenient	227 24.6%	78 22.0%	149 26.2%
	Very inconvenient	188 20.3%	83 23.3%	105 18.4%
	Not sure	35 3.8%	7 2.1%	28 4.9%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		
	Somewhat convenient		
	Somewhat inconvenient		
	Very inconvenient		
	Not sure		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
14. How convenient do you find this potential option for drivers for Segment 3?	Total	907	201	184	120	402
	Very convenient	111 12.3%	3 1.4%	48 26.3%	21 17.2%	39 9.8%
	Somewhat convenient	360 39.7%	42 21.0%	94 51.4%	78 64.5%	146 36.3%
	Somewhat inconvenient	221 24.3%	53 26.4%	26 14.3%	19 16.2%	122 30.3%
	Very inconvenient	183 20.2%	91 45.4%	3 1.9%	2 1.4%	87 21.6%
	Not sure	32 3.5%	11 5.7%	11 6.2%	1 .6%	8 2.1%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
14. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		A D	A	A
	Somewhat convenient		A D	A D	A
	Somewhat inconvenient	B			B C
	Very inconvenient	B C D			B C
	Not sure				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1045	1045
	Very safe	389 37.3%	389 37.3%
	Somewhat safe	443 42.4%	443 42.4%
	Somewhat unsafe	104 10.0%	104 10.0%
	Very unsafe	48 4.6%	48 4.6%
	Not sure	61 5.8%	61 5.8%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	.
	Somewhat safe	.
	Somewhat unsafe	.
	Very unsafe	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	985	444	542
	Very safe	383 38.9%	170 38.3%	214 39.4%
	Somewhat safe	406 41.2%	189 42.5%	217 40.1%
	Somewhat unsafe	96 9.8%	37 8.2%	60 11.0%
	Very unsafe	42 4.2%	26 5.8%	16 3.0%
	Not sure	58 5.9%	23 5.2%	35 6.4%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe		
	Somewhat safe		
	Somewhat unsafe		
	Very unsafe	B	
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	999	195	92	168	301	242
	Very safe	384 38.5%	82 41.7%	45 49.1%	93 55.5%	99 32.7%	66 27.2%
	Somewhat safe	421 42.2%	74 37.6%	36 39.1%	57 34.1%	142 47.3%	112 46.3%
	Somewhat unsafe	96 9.6%	28 14.5%	7 7.4%	8 5.0%	27 9.0%	26 10.6%
	Very unsafe	40 4.0%	0 .0%	1 1.4%	5 3.1%	16 5.3%	18 7.3%
	Not sure	57 5.7%	12 6.2%	3 3.0%	4 2.3%	17 5.7%	21 8.6%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	E	D E	D E		
	Somewhat safe					
	Somewhat unsafe	C				
	Very unsafe	a .				
	Not sure					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	910	30	1	618	135
	Very safe	358 39.3%	15 50.4%	0 27.0%	212 34.3%	60 44.3%
	Somewhat safe	382 42.0%	0 .0%	0 26.9%	274 44.4%	64 47.4%
	Somewhat unsafe	85 9.4%	0 .0%	0 46.1%	79 12.8%	6 4.3%
	Very unsafe	41 4.6%	15 49.6%	0 .0%	26 4.3%	0 .0%
	Not sure	44 4.8%	0 .0%	0 .0%	26 4.2%	5 4.0%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	58	0	3	54	13
	Very safe	28 49.5%	0 .0%	1 48.9%	27 51.3%	13 100.0%
	Somewhat safe	29 50.5%	0 .0%	1 51.1%	13 24.7%	0 .0%
	Somewhat unsafe	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Very unsafe	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Not sure	0 .0%	0 100.0%	0 .0%	13 24.0%	0 .0%

Comparisons of Column Proportions [c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe		[a]			
	Somewhat safe	[,b]	[a]	I	I	I
	Somewhat unsafe	[,b]	[a]	D H		[,b]
	Very unsafe	C H	[a,,b]		[,b]	[,b]
	Not sure	[,b]	[a,,b]			[,b]

Comparisons of Column Proportions [c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	a,,b .			A C D E H
	Somewhat safe	a,,b .			
	Somewhat unsafe	a,,b .	,b .		
	Very unsafe	a,,b .	,b .		,b .
	Not sure	a,,b .	,b .	C D	,b .

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a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

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d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1044	61	75	86	63
	Very safe	389 37.3%	17 28.3%	26 34.3%	46 53.1%	30 48.7%
	Somewhat safe	441 42.3%	43 70.4%	39 51.4%	31 36.1%	21 33.4%
	Somewhat unsafe	104 10.0%	1 1.3%	6 8.2%	4 4.1%	6 9.4%
	Very unsafe	48 4.6%	0 .0%	2 2.5%	3 3.9%	2 3.0%
	Not sure	61 5.8%	0 .0%	3 3.6%	2 2.8%	3 5.5%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	714	44
	Very safe	242 33.8%	28 64.1%
	Somewhat safe	307 43.0%	1 2.1%
	Somewhat unsafe	73 10.2%	15 33.8%
	Very unsafe	40 5.7%	0 .0%
	Not sure	52 7.3%	0 .0%

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe			A E		
	Somewhat safe	C D E F	F	F	F	F
	Somewhat unsafe					
	Very unsafe	[a] .				
	Not sure					

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	A B E
	Somewhat safe	
	Somewhat unsafe	A B C D E
	Very unsafe	[a] .
	Not sure	[a] .

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1038	485	364	109	80
	Very safe	387 37.3%	184 37.9%	158 43.5%	34 31.4%	10 12.9%
	Somewhat safe	440 42.4%	242 49.9%	152 41.6%	37 33.9%	10 12.1%
	Somewhat unsafe	104 10.0%	31 6.3%	27 7.5%	25 23.2%	20 25.4%
	Very unsafe	48 4.6%	20 4.2%	6 1.5%	3 2.6%	19 23.3%
	Not sure	60 5.7%	8 1.6%	21 5.8%	10 8.9%	21 26.3%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	D	D	D	
	Somewhat safe	C D	D	D	
	Somewhat unsafe			A B	A B
	Very unsafe				A B C
	Not sure		A	A	A B C

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		Previous Awareness of Project		
		Total	Yes	No
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1042	409	633
	Very safe	389 37.4%	126 30.8%	264 41.6%
	Somewhat safe	440 42.2%	172 42.1%	268 42.3%
	Somewhat unsafe	104 10.0%	47 11.5%	57 9.1%
	Very unsafe	48 4.6%	29 7.1%	19 3.0%
	Not sure	61 5.8%	35 8.5%	26 4.1%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe		A
	Somewhat safe		
	Somewhat unsafe		
	Very unsafe	B	
	Not sure	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1014	208	221	140	443
	Very safe	383 37.8%	35 16.8%	131 59.1%	30 21.4%	187 42.2%
	Somewhat safe	426 42.1%	74 35.5%	74 33.4%	86 61.4%	192 43.3%
	Somewhat unsafe	102 10.0%	41 19.5%	7 3.2%	10 7.1%	44 9.9%
	Very unsafe	47 4.6%	25 11.9%	3 1.2%	11 7.7%	8 1.9%
	Not sure	56 5.5%	34 16.4%	7 3.0%	3 2.4%	12 2.6%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
15. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe		A C D		A C
	Somewhat safe			A B D	
	Somewhat unsafe	B C D			B
	Very unsafe	B D		B D	
	Not sure	B C D			

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		Total	
		Total	Total
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	921	921
	Very convenient	345 37.5%	345 37.5%
	Somewhat convenient	412 44.8%	412 44.8%
	Somewhat inconvenient	53 5.8%	53 5.8%
	Very inconvenient	45 4.8%	45 4.8%
	Not sure	65 7.1%	65 7.1%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	.
	Somewhat convenient	.
	Somewhat inconvenient	.
	Very inconvenient	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	869	396	473
	Very convenient	320 36.8%	149 37.6%	171 36.2%
	Somewhat convenient	397 45.7%	170 42.8%	228 48.1%
	Somewhat inconvenient	47 5.4%	16 4.0%	31 6.5%
	Very inconvenient	42 4.8%	26 6.6%	15 3.2%
	Not sure	64 7.3%	35 8.9%	28 6.0%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		
	Somewhat convenient		
	Somewhat inconvenient		
	Very inconvenient	B	
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	882	195	73	137	272
	Very convenient	339 38.4%	86 44.2%	25 34.5%	64 46.6%	107 39.4%
	Somewhat convenient	395 44.7%	109 55.8%	39 53.8%	58 42.4%	101 37.2%
	Somewhat inconvenient	46 5.3%	0 .0%	5 6.3%	4 3.3%	20 7.3%
	Very inconvenient	40 4.5%	0 .0%	1 1.8%	5 3.8%	18 6.5%
	Not sure	62 7.1%	0 .0%	3 3.6%	5 3.9%	26 9.6%

		Age
		65+ years
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	205
	Very convenient	56 27.5%
	Somewhat convenient	87 42.4%
	Somewhat inconvenient	18 8.6%
	Very inconvenient	16 7.7%
	Not sure	28 13.8%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	E		E		
	Somewhat convenient	D				
	Somewhat inconvenient	a.				
	Very inconvenient	a.				
	Not sure	a.				C

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	811	38	1	534	119
	Very convenient	314 38.7%	15 40.4%	0 .0%	179 33.5%	52 43.6%
	Somewhat convenient	362 44.6%	0 .0%	0 73.1%	258 48.4%	58 48.5%
	Somewhat inconvenient	45 5.5%	0 .0%	0 26.9%	38 7.2%	6 5.2%
	Very inconvenient	40 4.9%	15 39.7%	0 .0%	25 4.6%	0 .0%
	Not sure	50 6.2%	8 19.9%	0 .0%	34 6.3%	3 2.7%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	52	0	2	54
	Very convenient	41 79.3%	0 .0%	1 33.3%	14 25.7%
	Somewhat convenient	5 10.3%	0 .0%	1 66.7%	39 73.3%
	Somewhat inconvenient	0 .0%	0 .0%	0 .0%	0 .0%
	Very inconvenient	0 .0%	0 .0%	0 .0%	0 .0%
	Not sure	5 10.4%	0 100.0%	0 .0%	1 1.0%

		Ethnicity
		Other
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	13
	Very convenient	13 100.0%
	Somewhat convenient	0 .0%
	Somewhat inconvenient	0 .0%
	Very inconvenient	0 .0%
	Not sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	,b	a,,b			A C D H
	Somewhat convenient	,b	a	E I	E I	,b
	Somewhat inconvenient		a			,b
	Very inconvenient	C H	a,,b		,b	
	Not sure	C D H	a,,b			

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	a,,b			A C D G H
	Somewhat convenient	a,,b	I	C D E I	
	Somewhat inconvenient	a,,b	,b		
	Very inconvenient	a,,b	,b		,b
	Not sure	a,,b	,b		,b

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b.This category is not used in comparisons because its column proportion is equal to zero or one.

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d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	921	58	55	73	51
	Very convenient	345 37.5%	12 20.4%	12 21.8%	40 55.0%	22 43.4%
	Somewhat convenient	412 44.8%	44 74.8%	37 67.3%	25 34.5%	19 36.7%
	Somewhat inconvenient	53 5.8%	2 3.1%	2 3.6%	4 4.9%	5 9.7%
	Very inconvenient	45 4.8%	0 .0%	2 3.5%	2 3.3%	2 3.7%
	Not sure	65 7.1%	1 1.7%	2 3.7%	2 2.3%	3 6.6%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	642	42
	Very convenient	232 36.2%	26 63.5%
	Somewhat convenient	272 42.4%	15 36.5%
	Somewhat inconvenient	41 6.4%	0 .0%
	Very inconvenient	38 6.0%	0 .0%
	Not sure	57 8.9%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient			A B E	
	Somewhat convenient	C D E F	C D E F		
	Somewhat inconvenient				
	Very inconvenient	[a] .			
	Not sure				

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		A B E
	Somewhat convenient		[a] .
	Somewhat inconvenient		[a] .
	Very inconvenient		[a] .
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	914	411	322	108
	Very convenient	342 37.5%	181 44.0%	124 38.5%	31 28.3%
	Somewhat convenient	409 44.8%	180 43.9%	142 44.1%	51 47.5%
	Somewhat inconvenient	53 5.9%	22 5.4%	23 7.1%	3 3.2%
	Very inconvenient	45 4.9%	19 4.6%	4 1.3%	4 3.5%
	Not sure	64 7.0%	9 2.1%	29 9.0%	19 17.5%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	73
	Very convenient	7 9.9%
	Somewhat convenient	35 48.1%
	Somewhat inconvenient	5 7.0%
	Very inconvenient	18 24.4%
	Not sure	8 10.6%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	C D	D	D	
	Somewhat convenient				
	Somewhat inconvenient				
	Very inconvenient				A B C
	Not sure		A	A	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	917	361	556
	Very convenient	345 37.6%	116 32.1%	229 41.2%
	Somewhat convenient	410 44.7%	172 47.6%	237 42.7%
	Somewhat inconvenient	53 5.8%	23 6.3%	31 5.5%
	Very inconvenient	45 4.9%	28 7.9%	16 2.9%
	Not sure	65 7.0%	22 6.1%	43 7.7%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		A
	Somewhat convenient		
	Somewhat inconvenient		
	Very inconvenient	B	
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	898	195	187	119	396
	Very convenient	341 38.0%	34 17.6%	103 55.0%	38 31.9%	166 41.9%
	Somewhat convenient	401 44.7%	91 46.5%	64 34.2%	64 53.8%	183 46.0%
	Somewhat inconvenient	52 5.8%	19 10.0%	5 2.8%	6 5.1%	21 5.3%
	Very inconvenient	44 4.9%	24 12.6%	1 .3%	9 7.4%	10 2.5%
	Not sure	60 6.6%	26 13.3%	14 7.7%	2 1.8%	17 4.3%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
15. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		A C D	A	A
	Somewhat convenient			B	B
	Somewhat inconvenient	B			
	Very inconvenient	B D		B	
	Not sure	C D			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	872	872
	Dedicated center turn lane for traffic	452 51.9%	452 51.9%
	Dedicated multi-use path southbound	447 51.2%	447 51.2%
	Dedicated pedestrian path northbound	359 41.2%	359 41.2%
	Dedicated bike lanes in both directions	389 44.6%	389 44.6%
	One travel lane for traffic in both directions	83 9.5%	83 9.5%
	Narrowed travel lanes	46 5.3%	46 5.3%
	Parking in some more limited areas along both sides of Moraga Road	159 18.2%	159 18.2%
	Physical barrier between multi-use path and parking aisle	404 46.3%	404 46.3%
	Other	22 2.5%	22 2.5%
	Not Sure	57 6.5%	57 6.5%

Comparisons of Column Proportions [a,b]

		Total
		Total
		(A)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic	.
	Dedicated multi-use path southbound	.
	Dedicated pedestrian path northbound	.
	Dedicated bike lanes in both directions	.
	One travel lane for traffic in both directions	.
	Narrowed travel lanes	.
	Parking in some more limited areas along both sides of Moraga Road	.
	Physical barrier between multi-use path and parking aisle	.
	Other	.
	Not Sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	821	359	462
	Dedicated center turn lane for traffic	438 53.3%	191 53.3%	246 53.3%
	Dedicated multi-use path southbound	418 51.0%	180 50.1%	239 51.7%
	Dedicated pedestrian path northbound	329 40.1%	112 31.2%	218 47.1%
	Dedicated bike lanes in both directions	362 44.1%	131 36.7%	230 49.8%
	One travel lane for traffic in both directions	63 7.7%	30 8.3%	33 7.2%
	Narrowed travel lanes	44 5.3%	21 5.9%	22 4.9%
	Parking in some more limited areas along both sides of Moraga Road	139 16.9%	37 10.4%	102 22.0%
	Physical barrier between multi-use path and parking aisle	372 45.3%	171 47.7%	200 43.4%
	Other	21 2.6%	9 2.6%	12 2.6%
	Not Sure	55 6.7%	29 8.1%	26 5.6%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path southbound		
	Dedicated pedestrian path northbound		A
	Dedicated bike lanes in both directions		A
	One travel lane for traffic in both directions		
	Narrowed travel lanes		
	Parking in some more limited areas along both sides of Moraga Road		A
	Physical barrier between multi-use path and parking aisle		
	Other		
	Not Sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	835	155	82	151	249
	Dedicated center turn lane for traffic	437 52.4%	69 44.5%	43 52.2%	69 45.7%	140 56.3%
	Dedicated multi-use path southbound	436 52.2%	99 63.9%	52 63.2%	84 55.9%	117 47.0%
	Dedicated pedestrian path northbound	347 41.5%	72 46.6%	48 58.8%	62 41.4%	94 37.8%
	Dedicated bike lanes in both directions	378 45.2%	86 55.2%	46 56.5%	67 44.4%	106 42.6%
	One travel lane for traffic in both directions	81 9.7%	18 11.6%	16 19.1%	11 7.3%	22 8.8%
	Narrowed travel lanes	44 5.2%	0 .0%	7 9.0%	7 4.8%	16 6.5%
	Parking in some more limited areas along both sides of Moraga Road	157 18.8%	60 38.6%	8 9.3%	24 16.2%	38 15.1%
	Physical barrier between multi-use path and parking aisle	391 46.8%	100 64.6%	55 66.7%	80 52.8%	98 39.2%
	Other	21 2.5%	0 .0%	2 2.2%	6 4.3%	7 3.0%
	Not Sure	53 6.3%	0 .0%	3 3.8%	4 2.5%	26 10.2%

		Age
		65+ years
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	199
	Dedicated center turn lane for traffic	117 58.7%
	Dedicated multi-use path southbound	84 42.2%
	Dedicated pedestrian path northbound	70 35.3%
	Dedicated bike lanes in both directions	73 36.8%
	One travel lane for traffic in both directions	15 7.3%
	Narrowed travel lanes	13 6.4%
	Parking in some more limited areas along both sides of Moraga Road	27 13.8%
	Physical barrier between multi-use path and parking aisle	59 29.7%
	Other	5 2.7%
	Not Sure	20 10.3%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic					
	Dedicated multi-use path southbound	D E	E			
	Dedicated pedestrian path northbound		D E			
	Dedicated bike lanes in both directions	E	E			
	One travel lane for traffic in both directions		E			
	Narrowed travel lanes	.[a]				
	Parking in some more limited areas along both sides of Moraga Road	B C D E				
	Physical barrier between multi-use path and parking aisle	D E	D E	E		
	Other	.[a]				
	Not Sure	.[a]			C	C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	765	30	1	500	125
	Dedicated center turn lane for traffic	404 52.8%	8 24.8%	0 73.0%	276 55.3%	81 64.5%
	Dedicated multi-use path southbound	409 53.5%	8 25.8%	0 73.0%	277 55.4%	48 38.5%
	Dedicated pedestrian path northbound	327 42.8%	8 25.8%	1 99.8%	232 46.3%	35 27.9%
	Dedicated bike lanes in both directions	361 47.1%	0 .0%	0 26.9%	221 44.2%	58 46.1%
	One travel lane for traffic in both directions	78 10.3%	0 .0%	0 .2%	46 9.2%	8 6.7%
	Narrowed travel lanes	42 5.5%	0 .0%	0 .0%	32 6.5%	4 2.9%
	Parking in some more limited areas along both sides of Moraga Road	150 19.6%	8 25.8%	0 .0%	87 17.4%	24 19.4%
	Physical barrier between multi-use path and parking aisle	367 48.0%	7 24.6%	0 26.9%	211 42.2%	73 58.7%
	Other	16 2.2%	0 .0%	0 .0%	13 2.5%	4 3.1%
	Not Sure	43 5.6%	8 24.8%	0 .0%	31 6.3%	4 2.8%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	52	0	3	41
	Dedicated center turn lane for traffic	11 22.0%	0 100.0%	1 25.5%	27 64.2%
	Dedicated multi-use path southbound	34 66.3%	0 .0%	1 25.5%	27 66.3%
	Dedicated pedestrian path northbound	24 46.4%	0 .0%	1 48.9%	14 34.5%
	Dedicated bike lanes in both directions	41 78.7%	0 .0%	1 48.9%	27 65.0%
	One travel lane for traffic in both directions	24 46.4%	0 .0%	0 .0%	0 .0%
	Narrowed travel lanes	6 11.7%	0 .0%	0 .0%	0 .0%
	Parking in some more limited areas along both sides of Moraga Road	18 34.7%	0 .0%	0 .0%	13 31.8%
	Physical barrier between multi-use path and parking aisle	47 89.7%	0 .0%	1 51.1%	14 34.5%
	Other	0 .0%	0 .0%	0 .0%	0 .0%
	Not Sure	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnicity
		Other
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	13
	Dedicated center turn lane for traffic	0 .0%
	Dedicated multi-use path southbound	13 100.0%
	Dedicated pedestrian path northbound	13 99.9%
	Dedicated bike lanes in both directions	13 99.9%
	One travel lane for traffic in both directions	0 .0%
	Narrowed travel lanes	0 .0%
	Parking in some more limited areas along both sides of Moraga Road	0 .0%
	Physical barrier between multi-use path and parking aisle	13 99.9%
	Other	0 .0%
	Not Sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic		[a] .	A E I	A E I
	Dedicated multi-use path southbound		[a] .	A D	
	Dedicated pedestrian path northbound		[a] .	D	
	Dedicated bike lanes in both directions	[,b] .	[a] .		
	One travel lane for traffic in both directions	[,b] .	[a] .		
	Narrowed travel lanes	[,b] .	[a,,b] .		
	Parking in some more limited areas along both sides of Moraga Road		[a,,b] .		
	Physical barrier between multi-use path and parking aisle		[a] .		A C
	Other	[,b] .	[a,,b] .		
	Not Sure	C D H	[a,,b] .		

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic		a,,b .		A E I
	Dedicated multi-use path southbound	A D	a,,b .		A D
	Dedicated pedestrian path northbound		a,,b .		
	Dedicated bike lanes in both directions	C D	a,,b .		
	One travel lane for traffic in both directions	C D H	a,,b .	,b .	
	Narrowed travel lanes		a,,b .	,b .	
	Parking in some more limited areas along both sides of Moraga Road	C	a,,b .	,b .	
	Physical barrier between multi-use path and parking aisle	A C D H	a,,b .		
	Other	,b .	a,,b .	,b .	
	Not Sure	,b .	a,,b .	,b .	

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic	
	Dedicated multi-use path southbound	A C D G
	Dedicated pedestrian path northbound	A C D E H
	Dedicated bike lanes in both directions	C D
	One travel lane for traffic in both directions	,b .
	Narrowed travel lanes	,b .
	Parking in some more limited areas along both sides of Moraga Road	,b .
	Physical barrier between multi-use path and parking aisle	A C H
	Other	
	Not Sure	

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a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	871	46	70	80	51
	Dedicated center turn lane for traffic	452 51.9%	18 38.3%	29 41.6%	35 43.4%	25 49.3%
	Dedicated multi-use path southbound	447 51.3%	32 69.3%	46 65.7%	47 59.3%	26 50.3%
	Dedicated pedestrian path northbound	359 41.2%	21 45.6%	43 61.2%	40 50.0%	17 32.4%
	Dedicated bike lanes in both directions	389 44.6%	20 43.8%	40 57.3%	46 57.5%	24 47.8%
	One travel lane for traffic in both directions	83 9.5%	10 21.8%	9 12.3%	5 6.0%	1 2.1%
	Narrowed travel lanes	46 5.3%	7 14.3%	5 6.5%	2 3.0%	3 6.7%
	Parking in some more limited areas along both sides of Moraga Road	159 18.2%	2 5.1%	4 5.2%	8 10.5%	6 10.9%
	Physical barrier between multi-use path and parking aisle	404 46.4%	36 77.5%	37 52.6%	51 63.7%	27 52.0%
	Other	22 2.5%	3 5.8%	1 .9%	0 .0%	2 3.1%
	Not Sure	57 6.5%	3 7.5%	2 2.7%	3 3.3%	3 5.8%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	581	43
	Dedicated center turn lane for traffic	328 56.4%	18 42.2%
	Dedicated multi-use path southbound	283 48.6%	13 30.2%
	Dedicated pedestrian path northbound	212 36.5%	26 60.8%
	Dedicated bike lanes in both directions	240 41.3%	18 41.3%
	One travel lane for traffic in both directions	58 10.0%	0 .0%
	Narrowed travel lanes	29 5.0%	0 .0%
	Parking in some more limited areas along both sides of Moraga Road	101 17.3%	39 90.5%
	Physical barrier between multi-use path and parking aisle	234 40.3%	20 46.2%
	Other	17 3.0%	0 .0%
	Not Sure	46 7.9%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic				
	Dedicated multi-use path southbound	F	F	F	
	Dedicated pedestrian path northbound		D E		
	Dedicated bike lanes in both directions				
	One travel lane for traffic in both directions	D			
	Narrowed travel lanes				
	Parking in some more limited areas along both sides of Moraga Road				
	Physical barrier between multi-use path and parking aisle	E F		E	
	Other				
	Not Sure				

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path southbound		
	Dedicated pedestrian path northbound		E
	Dedicated bike lanes in both directions		
	One travel lane for traffic in both directions		a.
	Narrowed travel lanes		a.
	Parking in some more limited areas along both sides of Moraga Road		A B C D E
	Physical barrier between multi-use path and parking aisle		
	Other		a.
	Not Sure		a.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	866	445	306	91
	Dedicated center turn lane for traffic	450 51.9%	251 56.3%	150 49.0%	37 41.2%
	Dedicated multi-use path southbound	444 51.3%	278 62.5%	148 48.3%	14 15.2%
	Dedicated pedestrian path northbound	357 41.2%	231 52.0%	102 33.4%	20 22.5%
	Dedicated bike lanes in both directions	388 44.8%	258 57.9%	120 39.3%	7 8.0%
	One travel lane for traffic in both directions	83 9.6%	70 15.8%	11 3.5%	2 1.9%
	Narrowed travel lanes	46 5.4%	29 6.6%	14 4.5%	2 2.5%
	Parking in some more limited areas along both sides of Moraga Road	159 18.4%	94 21.2%	44 14.4%	20 21.8%
	Physical barrier between multi-use path and parking aisle	403 46.5%	254 57.0%	133 43.4%	12 12.8%
	Other	21 2.5%	6 1.2%	8 2.5%	5 5.3%
	Not Sure	55 6.3%	15 3.4%	22 7.1%	18 19.7%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	23
	Dedicated center turn lane for traffic	11 48.6%
	Dedicated multi-use path southbound	4 18.0%
	Dedicated pedestrian path northbound	3 13.0%
	Dedicated bike lanes in both directions	2 9.3%
	One travel lane for traffic in both directions	0 .0%
	Narrowed travel lanes	1 4.0%
	Parking in some more limited areas along both sides of Moraga Road	1 3.3%
	Physical barrier between multi-use path and parking aisle	4 16.5%
	Other	4 15.1%
	Not Sure	0 .0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic	C			
	Dedicated multi-use path southbound	B C D	C D		
	Dedicated pedestrian path northbound	B C D			
	Dedicated bike lanes in both directions	B C D	C D		
	One travel lane for traffic in both directions	B C			[a] .
	Narrowed travel lanes				
	Parking in some more limited areas along both sides of Moraga Road				
	Physical barrier between multi-use path and parking aisle	B C D	C		
	Other				A B
	Not Sure			A B	

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	870	326	544
	Dedicated center turn lane for traffic	451 51.8%	175 53.8%	275 50.6%
	Dedicated multi-use path southbound	445 51.2%	186 57.1%	259 47.6%
	Dedicated pedestrian path northbound	357 41.1%	163 49.9%	194 35.8%
	Dedicated bike lanes in both directions	388 44.6%	167 51.3%	220 40.5%
	One travel lane for traffic in both directions	81 9.3%	57 17.6%	24 4.4%
	Narrowed travel lanes	46 5.3%	29 9.0%	17 3.1%
	Parking in some more limited areas along both sides of Moraga Road	159 18.3%	64 19.5%	95 17.6%
	Physical barrier between multi-use path and parking aisle	402 46.3%	157 48.3%	245 45.0%
	Other	20 2.3%	10 2.9%	11 2.0%
	Not Sure	56 6.5%	20 6.2%	36 6.6%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path southbound	B	
	Dedicated pedestrian path northbound	B	
	Dedicated bike lanes in both directions	B	
	One travel lane for traffic in both directions	B	
	Narrowed travel lanes	B	
	Parking in some more limited areas along both sides of Moraga Road		
	Physical barrier between multi-use path and parking aisle		
	Other		
	Not Sure		

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Total	851	106	216	139	390
	Dedicated center turn lane for traffic	444 52.2%	49 45.8%	150 69.6%	91 65.6%	154 39.6%
	Dedicated multi-use path southbound	440 51.7%	25 23.0%	120 55.6%	109 78.2%	187 47.9%
	Dedicated pedestrian path northbound	353 41.5%	20 18.9%	82 37.9%	97 69.6%	154 39.5%
	Dedicated bike lanes in both directions	386 45.3%	18 16.8%	76 35.4%	102 73.6%	189 48.5%
	One travel lane for traffic in both directions	83 9.7%	1 1.1%	14 6.5%	60 42.9%	8 2.0%
	Narrowed travel lanes	45 5.3%	1 1.1%	16 7.4%	13 9.0%	15 3.9%
	Parking in some more limited areas along both sides of Moraga Road	158 18.5%	7 6.3%	23 10.8%	46 33.4%	82 20.9%
	Physical barrier between multi-use path and parking aisle	401 47.1%	24 22.6%	117 54.3%	92 66.4%	167 42.8%
	Other	22 2.6%	10 8.9%	3 1.3%	4 2.5%	6 1.6%
	Not Sure	52 6.1%	18 17.0%	13 5.9%	0 .0%	21 5.5%

Comparisons of Column Proportions[b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
16. In looking at Option 2 as a potential option for Segment 3, what do you like about this configuration?	Dedicated center turn lane for traffic		A D	A D	
	Dedicated multi-use path southbound		A	A B D	A
	Dedicated pedestrian path northbound		A	A B D	A
	Dedicated bike lanes in both directions		A	A B D	A B
	One travel lane for traffic in both directions		D	A B D	
	Narrowed travel lanes			A	
	Parking in some more limited areas along both sides of Moraga Road			A B D	A B
	Physical barrier between multi-use path and parking aisle		A D	A D	A
	Other	B D			
	Not Sure	B D		.[a]	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	988	988
	Dedicated center turn lane for traffic	254 25.7%	254 25.7%
	Dedicated multi-use path southbound	159 16.0%	159 16.0%
	Dedicated pedestrian path northbound	132 13.4%	132 13.4%
	Dedicated bike lanes in both directions	283 28.7%	283 28.7%
	One travel lane for traffic in both directions	772 78.1%	772 78.1%
	Narrowed travel lanes	523 52.9%	523 52.9%
	Parking in some more limited areas along both sides of Moraga Road	211 21.4%	211 21.4%
	Physical barrier between multi-use path and parking aisle	177 17.9%	177 17.9%
	Other	58 5.9%	58 5.9%
	Not Sure	28 2.9%	28 2.9%

Comparisons of Column Proportions [a,b]

		Total
		Total
		(A)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	.
	Dedicated multi-use path southbound	.
	Dedicated pedestrian path northbound	.
	Dedicated bike lanes in both directions	.
	One travel lane for traffic in both directions	.
	Narrowed travel lanes	.
	Parking in some more limited areas along both sides of Moraga Road	.
	Physical barrier between multi-use path and parking aisle	.
	Other	.
	Not Sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	947	424	523
	Dedicated center turn lane for traffic	239 25.2%	113 26.7%	125 24.0%
	Dedicated multi-use path southbound	147 15.5%	59 13.9%	88 16.8%
	Dedicated pedestrian path northbound	128 13.5%	57 13.4%	71 13.7%
	Dedicated bike lanes in both directions	271 28.7%	133 31.3%	138 26.5%
	One travel lane for traffic in both directions	740 78.2%	300 70.7%	441 84.3%
	Narrowed travel lanes	496 52.4%	205 48.3%	291 55.7%
	Parking in some more limited areas along both sides of Moraga Road	200 21.2%	90 21.2%	111 21.2%
	Physical barrier between multi-use path and parking aisle	166 17.5%	69 16.4%	97 18.5%
	Other	56 5.9%	32 7.6%	24 4.5%
	Not Sure	28 3.0%	19 4.5%	9 1.8%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path southbound		
	Dedicated pedestrian path northbound		
	Dedicated bike lanes in both directions		
	One travel lane for traffic in both directions		A
	Narrowed travel lanes		A
	Parking in some more limited areas along both sides of Moraga Road		
	Physical barrier between multi-use path and parking aisle		
	Other	B	
	Not Sure	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	942	177	80	158	291
	Dedicated center turn lane for traffic	236 25.0%	40 22.8%	17 20.7%	28 17.4%	80 27.4%
	Dedicated multi-use path southbound	144 15.2%	26 14.9%	10 12.7%	12 7.4%	50 17.3%
	Dedicated pedestrian path northbound	124 13.2%	14 8.1%	11 13.2%	15 9.4%	44 15.0%
	Dedicated bike lanes in both directions	271 28.7%	42 23.9%	25 30.9%	33 20.6%	92 31.6%
	One travel lane for traffic in both directions	738 78.3%	149 84.2%	63 78.6%	124 78.1%	225 77.1%
	Narrowed travel lanes	492 52.3%	122 68.7%	28 35.7%	59 37.3%	149 51.3%
	Parking in some more limited areas along both sides of Moraga Road	195 20.7%	12 6.8%	17 20.9%	29 18.3%	73 25.0%
	Physical barrier between multi-use path and parking aisle	165 17.5%	12 6.8%	14 17.7%	13 8.0%	64 22.1%
	Other	56 5.9%	14 7.9%	7 8.2%	10 6.0%	14 4.9%
	Not Sure	28 3.0%	0 .0%	3 3.7%	5 2.9%	15 5.0%

		Age
		65+ years
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	235
	Dedicated center turn lane for traffic	71 30.3%
	Dedicated multi-use path southbound	45 19.1%
	Dedicated pedestrian path northbound	41 17.4%
	Dedicated bike lanes in both directions	79 33.7%
	One travel lane for traffic in both directions	177 75.4%
	Narrowed travel lanes	133 56.8%
	Parking in some more limited areas along both sides of Moraga Road	64 27.4%
	Physical barrier between multi-use path and parking aisle	61 26.1%
	Other	12 4.9%
	Not Sure	6 2.7%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic					C
	Dedicated multi-use path southbound				C	C
	Dedicated pedestrian path northbound					
	Dedicated bike lanes in both directions					C
	One travel lane for traffic in both directions					
	Narrowed travel lanes	B C D			C	B C
	Parking in some more limited areas along both sides of Moraga Road		A	A	A	A
	Physical barrier between multi-use path and parking aisle				A C	A C
	Other					
	Not Sure	.[a]				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	854	23	1	598	131
	Dedicated center turn lane for traffic	215 25.1%	0 .0%	0 .0%	156 26.0%	30 22.9%
	Dedicated multi-use path southbound	129 15.1%	0 .0%	0 .0%	98 16.4%	7 5.6%
	Dedicated pedestrian path northbound	111 13.0%	0 .0%	0 .0%	86 14.4%	19 14.6%
	Dedicated bike lanes in both directions	239 28.0%	0 .0%	0 46.3%	195 32.6%	32 24.1%
	One travel lane for traffic in both directions	668 78.2%	15 67.0%	0 53.7%	456 76.3%	96 73.3%
	Narrowed travel lanes	445 52.1%	0 .0%	0 26.9%	309 51.7%	66 50.4%
	Parking in some more limited areas along both sides of Moraga Road	178 20.8%	0 .0%	0 .0%	136 22.8%	23 17.7%
	Physical barrier between multi-use path and parking aisle	148 17.3%	0 .0%	0 .0%	118 19.8%	12 9.2%
	Other	52 6.1%	0 .0%	0 .0%	46 7.7%	6 4.4%
	Not Sure	28 3.3%	8 33.0%	0 .0%	18 3.1%	3 1.9%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	33	0	3	54
	Dedicated center turn lane for traffic	16 49.7%	0 .0%	0 .0%	13 23.7%
	Dedicated multi-use path southbound	11 33.5%	0 .0%	0 .0%	13 24.0%
	Dedicated pedestrian path northbound	5 16.2%	0 .0%	0 .0%	0 .4%
	Dedicated bike lanes in both directions	11 32.4%	0 .0%	1 23.4%	1 2.4%
	One travel lane for traffic in both directions	33 100.0%	0 100.0%	1 51.1%	53 99.0%
	Narrowed travel lanes	16 49.7%	0 100.0%	1 51.1%	39 73.3%
	Parking in some more limited areas along both sides of Moraga Road	5 16.2%	0 .0%	1 25.5%	12 22.6%
	Physical barrier between multi-use path and parking aisle	5 16.2%	0 .0%	0 .0%	12 22.6%
	Other	0 .0%	0 .0%	0 .0%	0 .0%
	Not Sure	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnicity
		Other
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	13
	Dedicated center turn lane for traffic	0 .0%
	Dedicated multi-use path southbound	0 .0%
	Dedicated pedestrian path northbound	0 .0%
	Dedicated bike lanes in both directions	0 .0%
	One travel lane for traffic in both directions	13 100.0%
	Narrowed travel lanes	13 99.9%
	Parking in some more limited areas along both sides of Moraga Road	0 .0%
	Physical barrier between multi-use path and parking aisle	0 .0%
	Other	0 .0%
	Not Sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	[a] .	[a,,b] .		
	Dedicated multi-use path southbound	[a] .	[a,,b] .	D	
	Dedicated pedestrian path northbound	[a] .	[a,,b] .	H	H
	Dedicated bike lanes in both directions	[a] .	[,b] .	H	H
	One travel lane for traffic in both directions		[,b] .		
	Narrowed travel lanes	[a] .	[,b] .		
	Parking in some more limited areas along both sides of Moraga Road	[a] .	[a,,b] .		
	Physical barrier between multi-use path and parking aisle	[a] .	[a,,b] .	D	
	Other	[a] .	[a,,b] .		
	Not Sure	C D H	[a,,b] .		

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	C D I	a,,b .	a .	
	Dedicated multi-use path southbound	D	a,,b .	a .	D
	Dedicated pedestrian path northbound	H	a,,b .	a .	
	Dedicated bike lanes in both directions	H	a,,b .		
	One travel lane for traffic in both directions	a .	a,,b .		A C D G
	Narrowed travel lanes		a,,b .		C
	Parking in some more limited areas along both sides of Moraga Road		a,,b .		
	Physical barrier between multi-use path and parking aisle		a,,b .	a .	
	Other	a .	a,,b .	a .	
	Not Sure	a .	a,,b .	a .	

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	
	Dedicated multi-use path southbound	
	Dedicated pedestrian path northbound	
	Dedicated bike lanes in both directions	
	One travel lane for traffic in both directions	
	Narrowed travel lanes	C D E
	Parking in some more limited areas along both sides of Moraga Road	
	Physical barrier between multi-use path and parking aisle	
	Other	a .
	Not Sure	a .

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.This category is not used in comparisons because the sum of case weights is less than two.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	987	52	69	83	59
	Dedicated center turn lane for traffic	254 25.7%	18 33.8%	8 11.4%	10 11.9%	23 38.4%
	Dedicated multi-use path southbound	158 16.0%	2 3.4%	4 5.1%	9 11.0%	11 19.2%
	Dedicated pedestrian path northbound	132 13.4%	3 5.4%	1 1.5%	10 12.5%	6 10.4%
	Dedicated bike lanes in both directions	283 28.7%	18 34.9%	17 24.8%	18 21.2%	14 22.9%
	One travel lane for traffic in both directions	771 78.2%	16 31.2%	53 76.9%	66 79.4%	48 80.9%
	Narrowed travel lanes	522 52.9%	9 17.0%	21 30.9%	37 45.0%	33 55.3%
	Parking in some more limited areas along both sides of Moraga Road	211 21.4%	5 10.1%	9 13.1%	17 20.6%	12 20.7%
	Physical barrier between multi-use path and parking aisle	177 18.0%	2 4.7%	5 6.5%	7 8.1%	8 13.0%
	Other	58 5.9%	18 34.1%	2 3.2%	4 4.9%	5 7.8%
	Not Sure	28 2.9%	0 .0%	4 5.6%	0 .0%	3 4.3%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	680	44
	Dedicated center turn lane for traffic	181 26.7%	14 32.5%
	Dedicated multi-use path southbound	117 17.2%	15 33.8%
	Dedicated pedestrian path northbound	97 14.2%	15 34.2%
	Dedicated bike lanes in both directions	200 29.5%	17 38.0%
	One travel lane for traffic in both directions	547 80.5%	41 93.8%
	Narrowed travel lanes	403 59.3%	19 42.2%
	Parking in some more limited areas along both sides of Moraga Road	168 24.7%	0 .0%
	Physical barrier between multi-use path and parking aisle	156 22.9%	0 .0%
	Other	29 4.3%	0 .0%
	Not Sure	21 3.1%	1 2.1%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	B C			B C
	Dedicated multi-use path southbound				
	Dedicated pedestrian path northbound				
	Dedicated bike lanes in both directions				
	One travel lane for traffic in both directions		A	A	A
	Narrowed travel lanes			A	A
	Parking in some more limited areas along both sides of Moraga Road				
	Physical barrier between multi-use path and parking aisle				
	Other	B C D E			
	Not Sure	a .		a .	

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path southbound		A B C
	Dedicated pedestrian path northbound	B	A B D E
	Dedicated bike lanes in both directions		
	One travel lane for traffic in both directions	A	A
	Narrowed travel lanes	A B	
	Parking in some more limited areas along both sides of Moraga Road		a .
	Physical barrier between multi-use path and parking aisle	A B C	a .
	Other		a .
	Not Sure		

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		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	981	421	364	121
	Dedicated center turn lane for traffic	252 25.7%	85 20.1%	91 25.1%	46 37.9%
	Dedicated multi-use path southbound	158 16.1%	31 7.3%	55 15.1%	37 30.3%
	Dedicated pedestrian path northbound	131 13.4%	33 7.8%	54 14.8%	24 19.8%
	Dedicated bike lanes in both directions	281 28.6%	81 19.2%	99 27.1%	56 46.1%
	One travel lane for traffic in both directions	765 78.0%	281 66.7%	316 86.8%	102 83.6%
	Narrowed travel lanes	518 52.8%	183 43.5%	203 55.9%	66 54.0%
	Parking in some more limited areas along both sides of Moraga Road	208 21.2%	64 15.1%	82 22.6%	26 21.8%
	Physical barrier between multi-use path and parking aisle	176 18.0%	41 9.8%	71 19.5%	30 24.4%
	Other	58 5.9%	33 7.9%	17 4.6%	5 4.3%
	Not Sure	28 2.9%	17 4.0%	2 .5%	10 8.0%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	74
	Dedicated center turn lane for traffic	30 40.9%
	Dedicated multi-use path southbound	36 47.9%
	Dedicated pedestrian path northbound	21 28.1%
	Dedicated bike lanes in both directions	45 60.7%
	One travel lane for traffic in both directions	67 90.1%
	Narrowed travel lanes	66 89.2%
	Parking in some more limited areas along both sides of Moraga Road	36 48.4%
	Physical barrier between multi-use path and parking aisle	34 46.1%
	Other	3 3.6%
	Not Sure	0 .0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic			A B	A B
	Dedicated multi-use path southbound		A	A B	A B
	Dedicated pedestrian path northbound		A	A	A B
	Dedicated bike lanes in both directions			A B	A B
	One travel lane for traffic in both directions		A	A	A
	Narrowed travel lanes		A		A B C
	Parking in some more limited areas along both sides of Moraga Road		A		A B C
	Physical barrier between multi-use path and parking aisle		A	A	A B C
	Other				
	Not Sure	B		B	.[a]

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	984	356	627
	Dedicated center turn lane for traffic	253 25.7%	81 22.8%	172 27.4%
	Dedicated multi-use path southbound	159 16.1%	62 17.3%	97 15.5%
	Dedicated pedestrian path northbound	132 13.4%	41 11.4%	92 14.6%
	Dedicated bike lanes in both directions	283 28.7%	102 28.5%	181 28.9%
	One travel lane for traffic in both directions	769 78.2%	275 77.2%	494 78.8%
	Narrowed travel lanes	521 53.0%	182 50.9%	340 54.1%
	Parking in some more limited areas along both sides of Moraga Road	210 21.4%	84 23.5%	126 20.1%
	Physical barrier between multi-use path and parking aisle	177 18.0%	72 20.1%	106 16.8%
	Other	56 5.7%	21 5.8%	36 5.7%
	Not Sure	28 2.9%	9 2.4%	20 3.2%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic		
	Dedicated multi-use path southbound		
	Dedicated pedestrian path northbound		
	Dedicated bike lanes in both directions		
	One travel lane for traffic in both directions		
	Narrowed travel lanes		
	Parking in some more limited areas along both sides of Moraga Road		
	Physical barrier between multi-use path and parking aisle		
	Other		
	Not Sure		

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Total	964	211	218	89	446
	Dedicated center turn lane for traffic	249 25.9%	93 44.3%	9 4.2%	4 4.4%	143 32.1%
	Dedicated multi-use path southbound	156 16.2%	76 36.2%	12 5.4%	5 5.4%	63 14.2%
	Dedicated pedestrian path northbound	128 13.2%	64 30.5%	14 6.6%	3 3.4%	46 10.3%
	Dedicated bike lanes in both directions	275 28.5%	109 51.9%	59 26.9%	11 12.1%	96 21.6%
	One travel lane for traffic in both directions	757 78.6%	189 89.4%	158 72.4%	41 45.5%	371 83.1%
	Narrowed travel lanes	509 52.8%	171 81.1%	91 41.7%	25 28.5%	221 49.7%
	Parking in some more limited areas along both sides of Moraga Road	203 21.1%	87 41.4%	29 13.2%	14 15.7%	73 16.4%
	Physical barrier between multi-use path and parking aisle	176 18.3%	87 41.0%	21 9.7%	6 7.2%	62 14.0%
	Other	55 5.8%	9 4.1%	18 8.3%	6 7.0%	23 5.0%
	Not Sure	27 2.8%	1 .6%	13 5.8%	9 9.9%	4 .9%

Comparisons of Column Proportions [a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
17. In looking at Option 2 as a potential option for Segment 3, what do you dislike about this configuration?	Dedicated center turn lane for traffic	B C D			B C
	Dedicated multi-use path southbound	B C D			B
	Dedicated pedestrian path northbound	B C D			
	Dedicated bike lanes in both directions	B C D	C		
	One travel lane for traffic in both directions	B C	C		B C
	Narrowed travel lanes	B C D			C
	Parking in some more limited areas along both sides of Moraga Road	B C D			
	Physical barrier between multi-use path and parking aisle	B C D			
	Other				
	Not Sure		A D	A D	

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
18. How safe do you find this potential option for drivers for Segment 3?	Total	1041	1041
	Very safe	208 20.0%	208 20.0%
	Somewhat safe	394 37.9%	394 37.9%
	Somewhat unsafe	255 24.5%	255 24.5%
	Very unsafe	152 14.6%	152 14.6%
	Not sure	32 3.1%	32 3.1%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
18. How safe do you find this potential option for drivers for Segment 3?	Very safe	.
	Somewhat safe	.
	Somewhat unsafe	.
	Very unsafe	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
18. How safe do you find this potential option for drivers for Segment 3?	Total	984	446	538
	Very safe	202 20.5%	93 20.9%	109 20.2%
	Somewhat safe	367 37.3%	163 36.5%	204 37.9%
	Somewhat unsafe	239 24.3%	99 22.3%	140 26.0%
	Very unsafe	145 14.7%	78 17.5%	67 12.4%
	Not sure	31 3.2%	12 2.7%	19 3.5%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
18. How safe do you find this potential option for drivers for Segment 3?	Very safe		
	Somewhat safe		
	Somewhat unsafe		
	Very unsafe	B	
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
18. How safe do you find this potential option for drivers for Segment 3?	Total	997	195	89	162	299	253
	Very safe	203 20.3%	28 14.1%	31 34.5%	56 34.4%	52 17.4%	37 14.6%
	Somewhat safe	384 38.5%	102 52.2%	36 40.4%	56 34.9%	113 37.7%	77 30.5%
	Somewhat unsafe	239 24.0%	52 26.6%	14 16.1%	28 17.4%	70 23.4%	75 29.7%
	Very unsafe	142 14.3%	14 7.1%	6 7.3%	19 11.8%	55 18.3%	48 19.1%
	Not sure	29 2.9%	0 .0%	1 1.6%	3 1.6%	10 3.2%	15 6.1%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
18. How safe do you find this potential option for drivers for Segment 3?	Very safe		A D E	A D E		
	Somewhat safe	C D E				
	Somewhat unsafe					C
	Very unsafe				A	A
	Not sure	.[a]				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
18. How safe do you find this potential option for drivers for Segment 3?	Total	911	30	1	616	132
	Very safe	193 21.2%	23 75.2%	0 .2%	111 18.0%	28 21.6%
	Somewhat safe	350 38.4%	0 .0%	0 73.0%	232 37.6%	67 51.2%
	Somewhat unsafe	219 24.1%	0 .0%	0 26.9%	162 26.2%	18 13.6%
	Very unsafe	125 13.7%	8 24.8%	0 .0%	93 15.0%	13 9.9%
	Not sure	24 2.7%	0 .0%	0 .0%	19 3.2%	5 3.6%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
18. How safe do you find this potential option for drivers for Segment 3?	Total	63	0	3	54	13
	Very safe	17 27.1%	0 .0%	0 .0%	14 25.7%	0 .0%
	Somewhat safe	35 55.8%	0 .0%	1 51.1%	14 25.7%	0 .0%
	Somewhat unsafe	0 .0%	0 .0%	1 48.9%	25 47.3%	13 99.9%
	Very unsafe	11 17.1%	0 .0%	0 .0%	1 1.4%	0 .0%
	Not sure	0 .0%	0 100.0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
18. How safe do you find this potential option for drivers for Segment 3?	Very safe	C D E H I	a			
	Somewhat safe	,b	a		H I	H I
	Somewhat unsafe	,b	a	D		,b
	Very unsafe	H	a,,b			
	Not sure	,b	a,,b			,b

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
18. How safe do you find this potential option for drivers for Segment 3?	Very safe	a,,b	,b		
	Somewhat safe	a,,b			
	Somewhat unsafe	a,,b		C D	C D H
	Very unsafe	a,,b	,b		
	Not sure	a,,b	,b		,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
18. How safe do you find this potential option for drivers for Segment 3?	Total	1039	58	73	84	60
	Very safe	208 20.0%	13 21.9%	15 20.4%	18 20.9%	16 25.9%
	Somewhat safe	393 37.9%	26 43.9%	39 53.6%	34 40.5%	26 43.4%
	Somewhat unsafe	255 24.5%	2 3.1%	12 15.7%	27 31.8%	7 11.8%
	Very unsafe	152 14.6%	17 28.6%	6 8.2%	5 5.6%	8 13.4%
	Not sure	32 3.1%	1 2.5%	1 2.0%	1 1.1%	3 5.4%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
18. How safe do you find this potential option for drivers for Segment 3?	Total	721	43
	Very safe	124 17.2%	23 53.0%
	Somewhat safe	249 34.6%	19 44.2%
	Somewhat unsafe	207 28.7%	1 1.4%
	Very unsafe	116 16.0%	1 1.4%
	Not sure	25 3.5%	0 .0%

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
18. How safe do you find this potential option for drivers for Segment 3?	Very safe					
	Somewhat safe		E			
	Somewhat unsafe			A F		A F
	Very unsafe	B C F				
	Not sure					

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
18. How safe do you find this potential option for drivers for Segment 3?	Very safe	A B C E
	Somewhat safe	
	Somewhat unsafe	
	Very unsafe	
	Not sure	.[a]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
18. How safe do you find this potential option for drivers for Segment 3?	Total	1034	477	368	109	80
	Very safe	206	117	77	7	5
		19.9%	24.6%	20.8%	6.8%	5.9%
	Somewhat safe	393	232	125	33	2
		38.0%	48.7%	34.1%	30.6%	2.7%
	Somewhat unsafe	252	65	110	40	37
		24.4%	13.7%	29.7%	36.5%	46.5%
	Very unsafe	152	47	45	25	34
		14.7%	9.8%	12.4%	23.2%	42.3%
	Not sure	32	15	11	3	2
		3.1%	3.2%	3.0%	2.9%	2.6%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
18. How safe do you find this potential option for drivers for Segment 3?	Very safe	C D	C D		
	Somewhat safe	B C D	D	D	
	Somewhat unsafe		A	A	A B
	Very unsafe			A B	A B C
	Not sure				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
18. How safe do you find this potential option for drivers for Segment 3?	Total	1038	406	631
	Very safe	206 19.8%	95 23.4%	111 17.6%
	Somewhat safe	394 38.0%	136 33.5%	258 40.9%
	Somewhat unsafe	254 24.5%	112 27.6%	142 22.5%
	Very unsafe	151 14.5%	51 12.7%	99 15.8%
	Not sure	32 3.1%	11 2.8%	21 3.3%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
18. How safe do you find this potential option for drivers for Segment 3?	Very safe	B	
	Somewhat safe		A
	Somewhat unsafe		
	Very unsafe		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
18. How safe do you find this potential option for drivers for Segment 3?	Total	1010	216	216	140	439
	Very safe	206 20.4%	9 4.1%	50 23.3%	64 45.8%	83 19.0%
	Somewhat safe	381 37.7%	34 15.8%	102 47.2%	64 46.0%	180 41.1%
	Somewhat unsafe	249 24.6%	98 45.4%	38 17.7%	6 4.4%	106 24.2%
	Very unsafe	146 14.4%	69 32.1%	16 7.3%	3 2.0%	58 13.2%
	Not sure	29 2.8%	6 2.7%	10 4.5%	2 1.7%	11 2.4%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
18. How safe do you find this potential option for drivers for Segment 3?	Very safe		A	A B D	A
	Somewhat safe		A	A	A
	Somewhat unsafe	B C D	C		C
	Very unsafe	B C D			C
	Not sure				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
18. How convenient do you find this potential option for drivers for Segment 3?	Total	941	941
	Very convenient	82 8.7%	82 8.7%
	Somewhat convenient	176 18.7%	176 18.7%
	Somewhat inconvenient	291 30.9%	291 30.9%
	Very inconvenient	359 38.2%	359 38.2%
	Not sure	33 3.5%	33 3.5%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	.
	Somewhat convenient	.
	Somewhat inconvenient	.
	Very inconvenient	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
18. How convenient do you find this potential option for drivers for Segment 3?	Total	887	402	485
	Very convenient	80 9.0%	40 9.9%	40 8.3%
	Somewhat convenient	154 17.4%	81 20.3%	73 15.0%
	Somewhat inconvenient	280 31.6%	141 35.0%	140 28.8%
	Very inconvenient	341 38.4%	123 30.7%	217 44.8%
	Not sure	32 3.6%	17 4.2%	15 3.1%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		
	Somewhat convenient	B	
	Somewhat inconvenient	B	
	Very inconvenient		A
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
18. How convenient do you find this potential option for drivers for Segment 3?	Total	900	195	80	136	278
	Very convenient	80 8.9%	0 .0%	16 20.6%	16 11.6%	26 9.4%
	Somewhat convenient	172 19.1%	32 16.3%	17 20.9%	30 22.2%	57 20.5%
	Somewhat inconvenient	280 31.1%	112 57.5%	17 20.7%	29 21.7%	57 20.4%
	Very inconvenient	338 37.6%	51 26.2%	29 36.0%	59 43.6%	123 44.3%
	Not sure	30 3.3%	0 .0%	1 1.8%	1 .8%	15 5.5%

		Age
		65+ years
18. How convenient do you find this potential option for drivers for Segment 3?	Total	211
	Very convenient	22 10.2%
	Somewhat convenient	37 17.3%
	Somewhat inconvenient	65 30.7%
	Very inconvenient	76 36.0%
	Not sure	12 5.7%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	.[a]	D			
	Somewhat convenient					
	Somewhat inconvenient	B C D E				
	Very inconvenient			A	A	
	Not sure	.[a]				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
18. How convenient do you find this potential option for drivers for Segment 3?	Total	821	38	1	542	121
	Very convenient	78 9.5%	15 40.5%	0 .0%	44 8.1%	7 5.7%
	Somewhat convenient	161 19.6%	0 .0%	0 46.2%	122 22.5%	14 11.3%
	Somewhat inconvenient	256 31.1%	0 .0%	0 26.9%	170 31.4%	61 49.9%
	Very inconvenient	301 36.7%	15 39.6%	0 26.9%	189 34.9%	39 31.9%
	Not sure	26 3.1%	8 19.9%	0 .0%	17 3.1%	1 1.2%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
18. How convenient do you find this potential option for drivers for Segment 3?	Total	52	0	2	54
	Very convenient	11 22.2%	0 .0%	0 .0%	1 1.0%
	Somewhat convenient	24 45.9%	0 .0%	1 66.7%	0 .0%
	Somewhat inconvenient	11 20.7%	0 100.0%	1 33.3%	13 24.6%
	Very inconvenient	6 11.1%	0 .0%	0 .0%	40 74.3%
	Not sure	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnicity
		Other
18. How convenient do you find this potential option for drivers for Segment 3?	Total	13
	Very convenient	0 .0%
	Somewhat convenient	0 .0%
	Somewhat inconvenient	0 .0%
	Very inconvenient	13 100.0%
	Not sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	C D H	a,,b			C D H
	Somewhat convenient	,b	a	H		C D H I
	Somewhat inconvenient	,b	a		C E H I	
	Very inconvenient	E	a	E		
	Not sure	C D H	a,,b			,b

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	a,,b	,b		
	Somewhat convenient	a,,b	H I		
	Somewhat inconvenient	a,,b			
	Very inconvenient	a,,b	,b	A C D E	A C D E
	Not sure	a,,b	,b		,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
18. How convenient do you find this potential option for drivers for Segment 3?	Total	941	57	59	72	55
	Very convenient	82 8.7%	6 10.6%	10 16.9%	6 8.4%	4 8.0%
	Somewhat convenient	176 18.7%	21 36.5%	15 24.6%	18 25.2%	13 24.6%
	Somewhat inconvenient	291 30.9%	22 37.8%	20 32.8%	15 20.4%	13 24.5%
	Very inconvenient	359 38.2%	6 10.8%	15 24.7%	33 46.0%	21 39.1%
	Not sure	33 3.5%	2 4.3%	1 1.0%	0 .0%	2 3.9%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
18. How convenient do you find this potential option for drivers for Segment 3?	Total	656	42
	Very convenient	47 7.1%	8 20.2%
	Somewhat convenient	108 16.4%	2 4.0%
	Somewhat inconvenient	192 29.2%	30 72.1%
	Very inconvenient	282 43.0%	2 3.6%
	Not sure	28 4.2%	0 .0%

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient Somewhat convenient Somewhat inconvenient Very inconvenient Not sure	E F		A F [a]	A F

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		E
	Somewhat convenient		
	Somewhat inconvenient		A B C D E
	Very inconvenient	A F	
	Not sure		a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
18. How convenient do you find this potential option for drivers for Segment 3?	Total	935	419	331	108
	Very convenient	82 8.7%	55 13.1%	23 7.0%	2 1.6%
	Somewhat convenient	176 18.9%	128 30.4%	42 12.6%	6 5.7%
	Somewhat inconvenient	288 30.8%	138 32.9%	96 29.1%	30 28.0%
	Very inconvenient	356 38.1%	84 20.1%	163 49.2%	60 55.1%
	Not sure	33 3.5%	15 3.5%	7 2.2%	10 9.5%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
18. How convenient do you find this potential option for drivers for Segment 3?	Total	77
	Very convenient	2 2.5%
	Somewhat convenient	1 1.2%
	Somewhat inconvenient	24 31.2%
	Very inconvenient	49 64.2%
	Not sure	1 .8%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	B C D			
	Somewhat convenient	B C D	D		
	Somewhat inconvenient				
	Very inconvenient		A	A	A
	Not sure			B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
18. How convenient do you find this potential option for drivers for Segment 3?	Total	937	370	567
	Very convenient	82 8.7%	39 10.4%	43 7.6%
	Somewhat convenient	175 18.6%	76 20.4%	99 17.4%
	Somewhat inconvenient	290 31.0%	95 25.7%	195 34.4%
	Very inconvenient	357 38.1%	150 40.6%	207 36.5%
	Not sure	33 3.5%	10 2.8%	23 4.0%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		
	Somewhat convenient		
	Somewhat inconvenient		A
	Very inconvenient		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
18. How convenient do you find this potential option for drivers for Segment 3?	Total	919	201	190	122	407
	Very convenient	81 8.8%	6 3.0%	20 10.5%	30 24.7%	25 6.1%
	Somewhat convenient	174 18.9%	13 6.2%	44 23.1%	63 51.4%	55 13.5%
	Somewhat inconvenient	287 31.2%	60 29.8%	78 41.2%	24 19.3%	125 30.7%
	Very inconvenient	349 38.0%	120 59.6%	34 18.0%	4 3.1%	192 47.1%
	Not sure	28 3.1%	3 1.3%	14 7.2%	2 1.4%	10 2.5%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
18. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		A	A B D	
	Somewhat convenient		A D	A B D	A
	Somewhat inconvenient		C		
	Very inconvenient	B C D	C		B C
	Not sure		A D		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1043	1043
	Very safe	403 38.6%	403 38.6%
	Somewhat safe	323 30.9%	323 30.9%
	Somewhat unsafe	169 16.2%	169 16.2%
	Very unsafe	86 8.2%	86 8.2%
	Not sure	63 6.0%	63 6.0%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	.
	Somewhat safe	.
	Somewhat unsafe	.
	Very unsafe	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	985	447	538
	Very safe	378 38.4%	169 37.8%	210 39.0%
	Somewhat safe	309 31.3%	146 32.6%	163 30.3%
	Somewhat unsafe	157 15.9%	65 14.6%	92 17.0%
	Very unsafe	80 8.1%	41 9.1%	39 7.3%
	Not sure	61 6.2%	26 5.9%	34 6.4%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe		
	Somewhat safe		
	Somewhat unsafe		
	Very unsafe		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	998	195	91	162	298	252
	Very safe	397 39.8%	114 58.3%	40 44.4%	80 49.6%	94 31.5%	69 27.3%
	Somewhat safe	307 30.7%	27 14.0%	28 30.7%	48 29.3%	110 36.8%	95 37.5%
	Somewhat unsafe	157 15.7%	40 20.7%	10 10.7%	22 13.6%	42 14.0%	43 17.1%
	Very unsafe	78 7.8%	14 7.1%	6 6.9%	9 5.6%	31 10.4%	18 7.2%
	Not sure	59 5.9%	0 .0%	7 7.3%	3 1.9%	22 7.3%	27 10.9%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	D E	E	D E		
	Somewhat safe		A	A	A	A
	Somewhat unsafe					
	Very unsafe					
	Not sure	.[a]				C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	910	30	1	614	133
	Very safe	373 41.0%	23 75.2%	0 27.0%	212 34.6%	57 42.9%
	Somewhat safe	275 30.2%	0 .0%	0 26.9%	189 30.7%	54 40.7%
	Somewhat unsafe	145 15.9%	0 .0%	0 46.1%	116 18.9%	10 7.9%
	Very unsafe	73 8.0%	8 24.8%	0 .0%	61 9.9%	4 3.1%
	Not sure	44 4.8%	0 .0%	0 .0%	36 5.9%	7 5.4%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	63	0	3	54	13
	Very safe	41 64.7%	0 .0%	1 25.5%	27 50.3%	13 99.9%
	Somewhat safe	17 26.8%	0 .0%	1 51.1%	14 25.7%	0 .0%
	Somewhat unsafe	5 8.5%	0 .0%	1 23.4%	12 22.6%	0 .0%
	Very unsafe	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Not sure	0 .0%	0 100.0%	0 .0%	1 1.4%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	C D	a			C
	Somewhat safe	,b	a			
	Somewhat unsafe	,b	a	D		
	Very unsafe	D H	a,,b			,b
	Not sure	,b	a,,b			,b

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	a,,b			C D G H
	Somewhat safe	a,,b			
	Somewhat unsafe	a,,b			
	Very unsafe	a,,b	,b		
	Not sure	a,,b	,b		,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1042	59	74	85	61
	Very safe	403 38.6%	15 25.3%	39 52.6%	41 49.0%	16 25.8%
	Somewhat safe	323 31.0%	24 41.1%	17 23.7%	20 23.7%	29 47.4%
	Somewhat unsafe	168 16.1%	2 3.0%	14 18.4%	11 13.3%	7 11.5%
	Very unsafe	86 8.2%	15 25.1%	1 1.4%	8 9.1%	6 9.1%
	Not sure	63 6.0%	3 5.5%	3 3.9%	4 4.9%	4 6.3%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	719	44
	Very safe	265 36.9%	26 60.0%
	Somewhat safe	229 31.8%	3 6.2%
	Somewhat unsafe	120 16.6%	15 33.8%
	Very unsafe	57 7.9%	0 .0%
	Not sure	49 6.8%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe		A D			
	Somewhat safe	F			C F	F
	Somewhat unsafe					
	Very unsafe	B E				
	Not sure					

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	A D E
	Somewhat safe	
	Somewhat unsafe	A
	Very unsafe	a
	Not sure	. a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1037	476	368	112	81
	Very safe	403	225	145	27	5
		38.8%	47.2%	39.5%	24.4%	6.5%
	Somewhat safe	320	149	132	30	9
		30.9%	31.4%	35.9%	26.8%	10.7%
	Somewhat unsafe	167	52	45	35	35
		16.1%	10.9%	12.3%	31.7%	42.5%
	Very unsafe	85	35	18	9	23
		8.2%	7.3%	4.8%	8.0%	28.7%
	Not sure	62	15	28	10	9
		6.0%	3.1%	7.5%	9.1%	11.5%

Comparisons of Column Proportions [a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	C D	C D	D	
	Somewhat safe	D	D	D	
	Somewhat unsafe			A B	A B
	Very unsafe				A B C
	Not sure		A	A	A

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1040	408	632
	Very safe	403 38.8%	163 40.1%	240 37.9%
	Somewhat safe	319 30.7%	108 26.5%	211 33.4%
	Somewhat unsafe	169 16.2%	71 17.4%	98 15.5%
	Very unsafe	86 8.3%	34 8.3%	52 8.2%
	Not sure	63 6.1%	31 7.7%	31 5.0%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe		
	Somewhat safe		A
	Somewhat unsafe		
	Very unsafe		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1014	211	216	141	446
	Very safe	399 39.4%	28 13.2%	100 46.3%	101 71.7%	170 38.2%
	Somewhat safe	308 30.3%	56 26.7%	58 26.8%	26 18.1%	168 37.6%
	Somewhat unsafe	164 16.2%	67 31.5%	35 16.1%	7 4.9%	56 12.6%
	Very unsafe	84 8.3%	37 17.3%	13 5.9%	3 2.2%	32 7.1%
	Not sure	59 5.8%	24 11.3%	11 4.9%	4 3.1%	20 4.5%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
19. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe		A	A B D	A
	Somewhat safe				A B C
	Somewhat unsafe	B C D	C		
	Very unsafe	B C D			
	Not sure	C D			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
	Total	933	933
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	443 47.5%	443 47.5%
	Somewhat convenient	267 28.7%	267 28.7%
	Somewhat inconvenient	101 10.8%	101 10.8%
	Very inconvenient	51 5.4%	51 5.4%
	Not sure	72 7.7%	72 7.7%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	.
	Somewhat convenient	.
	Somewhat inconvenient	.
	Very inconvenient	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	879	403	476
	Very convenient	415 47.3%	183 45.5%	232 48.8%
	Somewhat convenient	253 28.8%	121 30.1%	131 27.6%
	Somewhat inconvenient	97 11.0%	45 11.3%	51 10.7%
	Very inconvenient	43 4.9%	19 4.7%	24 5.1%
	Not sure	71 8.0%	34 8.5%	37 7.7%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		
	Somewhat convenient		
	Somewhat inconvenient		
	Very inconvenient		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	892	195	78	133	275
	Very convenient	434 48.7%	127 65.0%	42 53.4%	80 60.3%	111 40.5%
	Somewhat convenient	251 28.1%	40 20.5%	27 34.7%	35 26.7%	86 31.2%
	Somewhat inconvenient	97 10.8%	28 14.5%	3 4.4%	9 6.6%	24 8.9%
	Very inconvenient	42 4.7%	0 .0%	0 .0%	3 2.6%	24 8.9%
	Not sure	69 7.7%	0 .0%	6 7.5%	5 3.8%	29 10.5%

		Age
		65+ years
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	210
	Very convenient	74 35.0%
	Somewhat convenient	62 29.6%
	Somewhat inconvenient	32 15.0%
	Very inconvenient	14 6.7%
	Not sure	29 13.7%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	D E	E	D E		
	Somewhat convenient					
	Somewhat inconvenient					
	Very inconvenient	a .	a .			
	Not sure	a .				C

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	814	38	1	533	123
	Very convenient	406 49.8%	23 60.2%	0 .0%	232 43.5%	57 46.3%
	Somewhat convenient	227 27.9%	0 .0%	0 53.8%	157 29.4%	50 40.4%
	Somewhat inconvenient	89 11.0%	0 .0%	0 46.2%	77 14.5%	6 5.2%
	Very inconvenient	38 4.6%	8 19.9%	0 .0%	27 5.0%	3 2.7%
	Not sure	54 6.7%	8 19.9%	0 .0%	40 7.6%	7 5.3%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	52	0	2	54
	Very convenient	40 78.5%	0 .0%	1 33.3%	40 75.0%
	Somewhat convenient	6 11.1%	0 .0%	1 66.7%	13 25.0%
	Somewhat inconvenient	5 10.4%	0 .0%	0 .0%	0 .0%
	Very inconvenient	0 .0%	0 .0%	0 .0%	0 .0%
	Not sure	0 .0%	0 100.0%	0 .0%	0 .0%

		Ethnicity
		Other
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	13
	Very convenient	13 100.0%
	Somewhat convenient	0 .0%
	Somewhat inconvenient	0 .0%
	Very inconvenient	0 .0%
	Not sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		a,,b			C D
	Somewhat convenient	,b	a		E	
	Somewhat inconvenient	,b	a	D H		
	Very inconvenient	C D	a,,b			,b
	Not sure	C D H	a,,b			,b

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	a,,b		C D	C D G
	Somewhat convenient	a,,b	I		
	Somewhat inconvenient	a,,b	,b		,b
	Very inconvenient	a,,b	,b	,b	,b
	Not sure	a,,b	,b		,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	933	56	59	71	54
	Very convenient	443 47.5%	17 30.9%	37 62.4%	45 63.6%	17 30.6%
	Somewhat convenient	267 28.7%	33 59.2%	13 22.0%	15 21.8%	27 49.0%
	Somewhat inconvenient	101 10.8%	1 2.4%	5 8.5%	5 6.4%	2 4.6%
	Very inconvenient	51 5.4%	0 .0%	1 1.7%	3 4.0%	4 7.0%
	Not sure	72 7.7%	4 7.6%	3 5.3%	3 4.2%	5 8.7%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	651	42
	Very convenient	300 46.2%	26 63.5%
	Somewhat convenient	178 27.4%	1 2.2%
	Somewhat inconvenient	73 11.2%	14 34.3%
	Very inconvenient	43 6.6%	0 .0%
	Not sure	57 8.7%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		A D	A D	
	Somewhat convenient	B C E F			B C E F
	Somewhat inconvenient				
	Very inconvenient	.[a]			
	Not sure				

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	F	A D
	Somewhat convenient		
	Somewhat inconvenient		A B C D E
	Very inconvenient		a
	Not sure		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	926	420	324	108
	Very convenient	441 47.6%	241 57.3%	161 49.9%	32 29.3%
	Somewhat convenient	265 28.6%	121 28.9%	96 29.5%	27 25.2%
	Somewhat inconvenient	98 10.6%	29 6.8%	29 8.9%	24 22.2%
	Very inconvenient	51 5.5%	10 2.4%	11 3.3%	8 7.6%
	Not sure	71 7.6%	19 4.5%	27 8.3%	17 15.7%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	75
	Very convenient	8 10.2%
	Somewhat convenient	21 28.1%
	Somewhat inconvenient	17 22.7%
	Very inconvenient	21 28.6%
	Not sure	8 10.4%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	C D	C D	D	
	Somewhat convenient				
	Somewhat inconvenient			A B	A B
	Very inconvenient				A B C
	Not sure			A	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	930	368	562
	Very convenient	443 47.6%	175 47.7%	267 47.6%
	Somewhat convenient	264 28.4%	103 28.1%	161 28.6%
	Somewhat inconvenient	101 10.8%	40 10.9%	60 10.7%
	Very inconvenient	51 5.4%	22 6.1%	28 5.0%
	Not sure	72 7.7%	27 7.2%	45 8.0%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		
	Somewhat convenient		
	Somewhat inconvenient		
	Very inconvenient		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	911	194	185	123	409
	Very convenient	438 48.1%	36 18.3%	105 56.6%	90 73.6%	207 50.7%
	Somewhat convenient	259 28.4%	63 32.5%	48 26.0%	23 18.4%	125 30.6%
	Somewhat inconvenient	99 10.9%	43 22.0%	14 7.8%	4 3.6%	38 9.3%
	Very inconvenient	50 5.5%	33 16.9%	1 .6%	1 .9%	15 3.6%
	Not sure	65 7.1%	20 10.2%	17 9.1%	4 3.5%	24 5.8%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
19. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		A	A B D	A
	Somewhat convenient	C			C
	Somewhat inconvenient	B C D			
	Very inconvenient	B C D			
	Not sure				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	1032	1032
	No dedicated center turn lane for traffic	282 27.3%	282 27.3%
	Dedicated pedestrian path northbound	499 48.4%	499 48.4%
	No dedicated pedestrian path southbound	129 12.5%	129 12.5%
	Dedicated bike lanes in both directions	540 52.4%	540 52.4%
	Two travel lanes for traffic in both directions	821 79.6%	821 79.6%
	Narrowed travel lanes	69 6.7%	69 6.7%
	Parking in some limited areas along both sides of Moraga Road	205 19.8%	205 19.8%
	Other	38 3.6%	38 3.6%
	Not Sure	41 3.9%	41 3.9%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic	.
	Dedicated pedestrian path northbound	.
	No dedicated pedestrian path southbound	.
	Dedicated bike lanes in both directions	.
	Two travel lanes for traffic in both directions	.
	Narrowed travel lanes	.
	Parking in some limited areas along both sides of Moraga Road	.
	Other	.
	Not Sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	974	438	536
	No dedicated center turn lane for traffic	249 25.6%	96 21.8%	154 28.7%
	Dedicated pedestrian path northbound	479 49.2%	185 42.2%	294 54.9%
	No dedicated pedestrian path southbound	124 12.7%	39 8.9%	85 15.8%
	Dedicated bike lanes in both directions	522 53.6%	227 51.8%	295 55.0%
	Two travel lanes for traffic in both directions	788 80.9%	345 78.7%	443 82.7%
	Narrowed travel lanes	66 6.8%	34 7.7%	32 6.0%
	Parking in some limited areas along both sides of Moraga Road	198 20.3%	78 17.7%	120 22.4%
	Other	19 1.9%	13 2.9%	6 1.1%
	Not Sure	41 4.2%	16 3.5%	25 4.7%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic		A
	Dedicated pedestrian path northbound		A
	No dedicated pedestrian path southbound		A
	Dedicated bike lanes in both directions		
	Two travel lanes for traffic in both directions		
	Narrowed travel lanes		
	Parking in some limited areas along both sides of Moraga Road		
	Other	B	
	Not Sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	987	195	93	158	297
	No dedicated center turn lane for traffic	266 27.0%	72 37.0%	17 17.9%	34 21.4%	78 26.3%
	Dedicated pedestrian path northbound	479 48.5%	69 35.2%	63 68.4%	84 52.9%	150 50.6%
	No dedicated pedestrian path southbound	121 12.2%	27 14.1%	6 7.0%	11 6.9%	44 14.7%
	Dedicated bike lanes in both directions	520 52.7%	96 49.0%	60 64.5%	95 59.8%	156 52.7%
	Two travel lanes for traffic in both directions	785 79.5%	164 84.0%	63 68.4%	123 77.4%	233 78.5%
	Narrowed travel lanes	66 6.7%	0 .0%	12 12.7%	10 6.6%	31 10.6%
	Parking in some limited areas along both sides of Moraga Road	198 20.0%	42 21.4%	17 18.1%	33 20.7%	58 19.6%
	Other	36 3.7%	18 9.2%	1 1.4%	4 2.8%	3 1.0%
	Not Sure	39 3.9%	13 6.8%	1 .6%	3 2.1%	13 4.2%

		Age
		65+ years
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	244
	No dedicated center turn lane for traffic	66 26.9%
	Dedicated pedestrian path northbound	112 46.1%
	No dedicated pedestrian path southbound	32 13.2%
	Dedicated bike lanes in both directions	113 46.4%
	Two travel lanes for traffic in both directions	201 82.5%
	Narrowed travel lanes	12 5.1%
	Parking in some limited areas along both sides of Moraga Road	49 19.9%
	Other	10 4.0%
	Not Sure	9 3.7%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic	B C				
	Dedicated pedestrian path northbound		A D E	A	A	
	No dedicated pedestrian path southbound					
	Dedicated bike lanes in both directions		E			
	Two travel lanes for traffic in both directions	B				B
	Narrowed travel lanes	.[a]				
	Parking in some limited areas along both sides of Moraga Road					
	Other	D				
	Not Sure					

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	902	38	1	605	133
	No dedicated center turn lane for traffic	248 27.5%	0 .0%	0 .0%	157 26.0%	34 25.7%
	Dedicated pedestrian path northbound	445 49.4%	8 20.7%	0 73.0%	308 50.9%	73 55.2%
	No dedicated pedestrian path southbound	119 13.2%	0 .0%	0 .0%	91 15.1%	8 6.1%
	Dedicated bike lanes in both directions	482 53.5%	15 40.4%	0 73.0%	327 54.1%	77 57.9%
	Two travel lanes for traffic in both directions	715 79.3%	15 40.6%	0 73.1%	495 81.8%	117 88.6%
	Narrowed travel lanes	59 6.5%	0 .0%	0 .0%	45 7.4%	7 5.5%
	Parking in some limited areas along both sides of Moraga Road	182 20.2%	8 20.7%	0 .0%	117 19.3%	44 33.4%
	Other	36 4.0%	8 19.8%	0 26.9%	8 1.3%	2 1.6%
	Not Sure	39 4.3%	8 19.9%	0 .0%	16 2.6%	1 1.1%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	57	0	3	54
	No dedicated center turn lane for traffic	29 51.4%	0 .0%	1 25.5%	14 25.7%
	Dedicated pedestrian path northbound	28 49.3%	0 100.0%	1 23.4%	14 26.7%
	No dedicated pedestrian path southbound	6 10.0%	0 100.0%	1 23.4%	14 25.7%
	Dedicated bike lanes in both directions	22 39.3%	0 100.0%	1 48.9%	26 49.3%
	Two travel lanes for traffic in both directions	33 58.0%	0 100.0%	2 74.5%	39 73.3%
	Narrowed travel lanes	6 10.6%	0 .0%	1 25.5%	0 .0%
	Parking in some limited areas along both sides of Moraga Road	0 .0%	0 .0%	0 .0%	13 24.6%
	Other	18 31.4%	0 .0%	0 .0%	0 .0%
	Not Sure	0 .0%	0 .0%	0 .0%	14 25.7%

		Ethnicity
		Other
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	13
	No dedicated center turn lane for traffic	13 99.9%
	Dedicated pedestrian path northbound	13 99.9%
	No dedicated pedestrian path southbound	0 .0%
	Dedicated bike lanes in both directions	13 99.9%
	Two travel lanes for traffic in both directions	13 100.0%
	Narrowed travel lanes	0 .0%
	Parking in some limited areas along both sides of Moraga Road	0 .0%
	Other	0 .0%
	Not Sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic	[a] .	[a,,b] .		
	Dedicated pedestrian path northbound		[,b] .	A H	A H
	No dedicated pedestrian path southbound	[a] .	[a,,b] .		
	Dedicated bike lanes in both directions		[,b] .		
	Two travel lanes for traffic in both directions		[,b] .	A E	A E
	Narrowed travel lanes	[a] .	[a,,b] .		
	Parking in some limited areas along both sides of Moraga Road		[a,,b] .		C
	Other	C D H	[,b] .		
	Not Sure	C D	[a,,b] .		

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic	C D	a,,b .		
	Dedicated pedestrian path northbound		a,,b .		
	No dedicated pedestrian path southbound		a,,b .		D
	Dedicated bike lanes in both directions		a,,b .		
	Two travel lanes for traffic in both directions		a,,b .		A
	Narrowed travel lanes		a,,b .	H	
	Parking in some limited areas along both sides of Moraga Road	a .	a,,b .	a .	
	Other	C D H	a,,b .	a .	
	Not Sure	a .	a,,b .	a .	C D

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic	C D E G H
	Dedicated pedestrian path northbound	A C D E G H
	No dedicated pedestrian path southbound	
	Dedicated bike lanes in both directions	A C E H
	Two travel lanes for traffic in both directions	A
	Narrowed travel lanes	a .
	Parking in some limited areas along both sides of Moraga Road	a .
	Other	a .
	Not Sure	

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.This category is not used in comparisons because the sum of case weights is less than two.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	1030	60	75	86	57
	No dedicated center turn lane for traffic	282 27.4%	20 34.2%	9 12.0%	30 34.9%	19 33.4%
	Dedicated pedestrian path northbound	499 48.5%	25 42.3%	34 46.1%	55 64.2%	33 57.6%
	No dedicated pedestrian path southbound	129 12.5%	2 3.6%	3 3.8%	2 2.7%	9 15.0%
	Dedicated bike lanes in both directions	539 52.3%	35 58.5%	38 50.7%	47 55.4%	33 58.1%
	Two travel lanes for traffic in both directions	819 79.5%	44 74.1%	44 58.6%	74 86.4%	49 86.5%
	Narrowed travel lanes	69 6.7%	10 17.0%	3 4.3%	3 3.5%	5 8.3%
	Parking in some limited areas along both sides of Moraga Road	205 19.9%	20 32.8%	6 8.6%	12 14.5%	12 20.8%
	Other	38 3.6%	0 .0%	0 .0%	1 1.5%	3 4.5%
	Not Sure	41 4.0%	1 .9%	14 18.5%	0 .0%	0 .0%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	709	44
	No dedicated center turn lane for traffic	188 26.5%	16 35.9%
	Dedicated pedestrian path northbound	326 45.9%	27 60.4%
	No dedicated pedestrian path southbound	98 13.8%	15 33.8%
	Dedicated bike lanes in both directions	344 48.5%	41 93.8%
	Two travel lanes for traffic in both directions	567 79.9%	42 94.5%
	Narrowed travel lanes	47 6.7%	1 1.4%
	Parking in some limited areas along both sides of Moraga Road	130 18.4%	24 54.9%
	Other	34 4.7%	0 .0%
	Not Sure	25 3.5%	1 3.3%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic	B		B	B
	Dedicated pedestrian path northbound			E	
	No dedicated pedestrian path southbound				
	Dedicated bike lanes in both directions				
	Two travel lanes for traffic in both directions			B	B
	Narrowed travel lanes				
	Parking in some limited areas along both sides of Moraga Road	B			
	Other	[a] .	[a] .		
	Not Sure		A E	[a] .	[a] .

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic		B
	Dedicated pedestrian path northbound		
	No dedicated pedestrian path southbound		A B C E
	Dedicated bike lanes in both directions		A B C D E
	Two travel lanes for traffic in both directions	B	B
	Narrowed travel lanes		
	Parking in some limited areas along both sides of Moraga Road		B C D E
	Other		[a] .
	Not Sure		

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	1025	467	371	113
	No dedicated center turn lane for traffic	278 27.1%	102 21.8%	124 33.3%	43 38.0%
	Dedicated pedestrian path northbound	496 48.4%	254 54.4%	208 56.0%	23 20.2%
	No dedicated pedestrian path southbound	128 12.5%	36 7.7%	56 15.0%	30 26.7%
	Dedicated bike lanes in both directions	539 52.5%	272 58.2%	211 56.8%	49 43.2%
	Two travel lanes for traffic in both directions	815 79.5%	313 67.1%	333 89.8%	98 86.3%
	Narrowed travel lanes	69 6.7%	40 8.6%	24 6.5%	5 4.2%
	Parking in some limited areas along both sides of Moraga Road	204 19.9%	109 23.3%	80 21.6%	11 10.1%
	Other	38 3.7%	32 6.9%	2 .5%	2 2.2%
	Not Sure	41 4.0%	26 5.6%	5 1.4%	10 8.5%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	74
	No dedicated center turn lane for traffic	9 12.5%
	Dedicated pedestrian path northbound	12 15.6%
	No dedicated pedestrian path southbound	6 8.7%
	Dedicated bike lanes in both directions	7 9.4%
	Two travel lanes for traffic in both directions	71 95.6%
	Narrowed travel lanes	0 .0%
	Parking in some limited areas along both sides of Moraga Road	4 4.8%
	Other	1 1.6%
	Not Sure	0 .0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic		A D	A D	
	Dedicated pedestrian path northbound	C D	C D		
	No dedicated pedestrian path southbound		A	A B D	
	Dedicated bike lanes in both directions	C D	D	D	
	Two travel lanes for traffic in both directions		A	A	A
	Narrowed travel lanes				
	Parking in some limited areas along both sides of Moraga Road	C D	C D		
	Other	B			
	Not Sure	B		B	.[a]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	1026	393	633
	No dedicated center turn lane for traffic	282 27.5%	91 23.1%	191 30.1%
	Dedicated pedestrian path northbound	498 48.5%	169 43.0%	329 51.9%
	No dedicated pedestrian path southbound	129 12.6%	35 8.9%	94 14.8%
	Dedicated bike lanes in both directions	538 52.5%	185 47.1%	353 55.8%
	Two travel lanes for traffic in both directions	818 79.7%	266 67.7%	552 87.2%
	Narrowed travel lanes	69 6.7%	31 7.9%	38 6.0%
	Parking in some limited areas along both sides of Moraga Road	205 20.0%	62 15.9%	142 22.5%
	Other	37 3.6%	32 8.1%	5 .8%
	Not Sure	41 4.0%	23 6.0%	17 2.7%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic		A
	Dedicated pedestrian path northbound		A
	No dedicated pedestrian path southbound		A
	Dedicated bike lanes in both directions		A
	Two travel lanes for traffic in both directions		A
	Narrowed travel lanes		
	Parking in some limited areas along both sides of Moraga Road		A
	Other	B	
	Not Sure	B	

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	Total	1006	205	217	131	454
	No dedicated center turn lane for traffic	274 27.3%	55 26.6%	13 6.0%	21 16.2%	186 41.0%
	Dedicated pedestrian path northbound	492 48.9%	58 28.1%	107 49.2%	54 41.7%	273 60.1%
	No dedicated pedestrian path southbound	126 12.6%	29 14.1%	11 4.8%	5 3.8%	82 18.1%
	Dedicated bike lanes in both directions	533 53.0%	44 21.3%	112 51.7%	60 46.0%	317 69.9%
	Two travel lanes for traffic in both directions	802 79.7%	189 92.3%	157 72.2%	30 23.0%	426 93.9%
	Narrowed travel lanes	67 6.7%	3 1.2%	21 9.5%	11 8.2%	34 7.4%
	Parking in some limited areas along both sides of Moraga Road	202 20.0%	20 9.6%	32 14.9%	17 13.3%	132 29.2%
	Other	36 3.6%	3 1.4%	2 1.0%	27 20.3%	5 1.1%
	Not Sure	36 3.5%	4 2.1%	14 6.4%	16 12.5%	1 .2%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
20. In looking at Option 3 as a potential option for Segment 3, what do you like about this configuration?	No dedicated center turn lane for traffic	B		B	A B C
	Dedicated pedestrian path northbound		A		A B C
	No dedicated pedestrian path southbound	B C			B C
	Dedicated bike lanes in both directions		A	A	A B C
	Two travel lanes for traffic in both directions	B C	C		B C
	Narrowed travel lanes		A	A	A
	Parking in some limited areas along both sides of Moraga Road				A B C
	Other			A B D	
	Not Sure		D	A D	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	967	967
	No dedicated center turn lane for traffic	416 43.1%	416 43.1%
	Dedicated pedestrian path northbound	66 6.8%	66 6.8%
	No dedicated pedestrian path southbound	261 27.0%	261 27.0%
	Dedicated bike lanes in both directions	136 14.1%	136 14.1%
	Two travel lanes for traffic in both directions	78 8.1%	78 8.1%
	Narrowed travel lanes	433 44.8%	433 44.8%
	Parking in some limited areas along both sides of Moraga Road	196 20.2%	196 20.2%
	Other	67 6.9%	67 6.9%
	Not Sure	81 8.4%	81 8.4%

Comparisons of Column Proportions [a,b]

		Total
		Total
		(A)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic	.
	Dedicated pedestrian path northbound	.
	No dedicated pedestrian path southbound	.
	Dedicated bike lanes in both directions	.
	Two travel lanes for traffic in both directions	.
	Narrowed travel lanes	.
	Parking in some limited areas along both sides of Moraga Road	.
	Other	.
	Not Sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	912	416	496
	No dedicated center turn lane for traffic	408 44.7%	210 50.4%	198 39.9%
	Dedicated pedestrian path northbound	61 6.7%	29 7.1%	32 6.4%
	No dedicated pedestrian path southbound	251 27.5%	91 21.9%	160 32.2%
	Dedicated bike lanes in both directions	127 14.0%	59 14.1%	68 13.8%
	Two travel lanes for traffic in both directions	72 7.8%	34 8.1%	38 7.6%
	Narrowed travel lanes	395 43.3%	174 41.9%	221 44.5%
	Parking in some limited areas along both sides of Moraga Road	186 20.4%	81 19.6%	105 21.1%
	Other	64 7.1%	41 9.9%	23 4.7%
	Not Sure	78 8.6%	32 7.7%	46 9.4%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic	B	
	Dedicated pedestrian path northbound		
	No dedicated pedestrian path southbound		A
	Dedicated bike lanes in both directions		
	Two travel lanes for traffic in both directions		
	Narrowed travel lanes		
	Parking in some limited areas along both sides of Moraga Road		
	Other	B	
	Not Sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	925	182	89	151	271
	No dedicated center turn lane for traffic	407 44.0%	71 38.8%	43 48.5%	65 42.8%	119 43.9%
	Dedicated pedestrian path northbound	60 6.5%	0 .0%	5 6.0%	7 4.9%	27 10.1%
	No dedicated pedestrian path southbound	250 27.1%	41 22.7%	37 41.2%	56 36.9%	64 23.8%
	Dedicated bike lanes in both directions	126 13.7%	0 .0%	9 9.8%	18 12.1%	50 18.4%
	Two travel lanes for traffic in both directions	71 7.7%	0 .0%	11 12.4%	8 5.5%	27 9.9%
	Narrowed travel lanes	411 44.4%	100 55.0%	24 27.4%	57 37.7%	117 43.2%
	Parking in some limited areas along both sides of Moraga Road	183 19.8%	39 21.3%	11 12.4%	23 15.2%	57 21.2%
	Other	65 7.0%	28 15.4%	10 11.2%	10 6.7%	12 4.4%
	Not Sure	78 8.5%	27 15.1%	1 1.5%	12 7.9%	24 8.9%

		Age
		65+ years
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	233
	No dedicated center turn lane for traffic	110 47.4%
	Dedicated pedestrian path northbound	20 8.7%
	No dedicated pedestrian path southbound	53 22.6%
	Dedicated bike lanes in both directions	50 21.3%
	Two travel lanes for traffic in both directions	25 10.9%
	Narrowed travel lanes	113 48.4%
	Parking in some limited areas along both sides of Moraga Road	53 22.8%
	Other	5 2.3%
	Not Sure	13 5.7%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic					
	Dedicated pedestrian path northbound	[a] .				
	No dedicated pedestrian path southbound		A D E	A D E		
	Dedicated bike lanes in both directions	[a] .				
	Two travel lanes for traffic in both directions	[a] .				
	Narrowed travel lanes	B C				B
	Parking in some limited areas along both sides of Moraga Road					
	Other	D E	E			
	Not Sure	B E				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	840	30	1	578	128
	No dedicated center turn lane for traffic	375 44.7%	8 24.8%	0 73.0%	285 49.2%	70 55.0%
	Dedicated pedestrian path northbound	49 5.8%	0 .0%	0 .0%	43 7.4%	6 4.7%
	No dedicated pedestrian path southbound	229 27.3%	0 .0%	0 26.9%	162 28.0%	37 28.7%
	Dedicated bike lanes in both directions	108 12.9%	0 .0%	0 26.9%	91 15.8%	11 8.3%
	Two travel lanes for traffic in both directions	66 7.9%	8 24.8%	0 26.9%	53 9.2%	6 4.5%
	Narrowed travel lanes	366 43.6%	8 25.8%	1 99.8%	247 42.8%	65 50.5%
	Parking in some limited areas along both sides of Moraga Road	170 20.3%	0 .0%	0 .2%	124 21.4%	21 16.4%
	Other	61 7.3%	0 .0%	0 .0%	43 7.4%	18 14.3%
	Not Sure	73 8.7%	15 49.4%	0 .0%	40 6.9%	4 3.1%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	46	0	3	40
	No dedicated center turn lane for traffic	11 24.7%	0 .0%	1 25.5%	0 .5%
	Dedicated pedestrian path northbound	0 .0%	0 .0%	0 .0%	0 .5%
	No dedicated pedestrian path southbound	17 36.2%	0 .0%	0 .0%	1 2.7%
	Dedicated bike lanes in both directions	5 11.7%	0 .0%	1 23.4%	0 .5%
	Two travel lanes for traffic in both directions	0 .0%	0 .0%	0 .0%	0 .0%
	Narrowed travel lanes	18 39.0%	0 .0%	1 25.5%	14 34.6%
	Parking in some limited areas along both sides of Moraga Road	0 .0%	0 .0%	1 25.5%	12 30.0%
	Other	0 .0%	0 .0%	0 .0%	0 .0%
	Not Sure	0 .0%	0 100.0%	1 25.5%	13 32.7%

		Ethnicity
		Other
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	13
	No dedicated center turn lane for traffic	0 .0%
	Dedicated pedestrian path northbound	0 .0%
	No dedicated pedestrian path southbound	13 99.9%
	Dedicated bike lanes in both directions	0 .0%
	Two travel lanes for traffic in both directions	0 .0%
	Narrowed travel lanes	13 99.9%
	Parking in some limited areas along both sides of Moraga Road	13 99.9%
	Other	0 .0%
	Not Sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic	H	[a] .	E H I	E H I
	Dedicated pedestrian path northbound	[,b] .	[a,,b] .		
	No dedicated pedestrian path southbound	[,b] .	[a] .	H	H
	Dedicated bike lanes in both directions	[,b] .	[a] .		
	Two travel lanes for traffic in both directions	D H	[a] .		
	Narrowed travel lanes		[a] .		
	Parking in some limited areas along both sides of Moraga Road	[,b] .	[a] .		
	Other	[,b] .	[a,,b] .		C H
	Not Sure	C D I	[a,,b] .		

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic	H	a,,b .		
	Dedicated pedestrian path northbound	,b .	a,,b .	,b .	
	No dedicated pedestrian path southbound	H	a,,b .	,b .	
	Dedicated bike lanes in both directions		a,,b .		
	Two travel lanes for traffic in both directions	,b .	a,,b .	,b .	
	Narrowed travel lanes		a,,b .		
	Parking in some limited areas along both sides of Moraga Road	,b .	a,,b .		
	Other	,b .	a,,b .	,b .	
	Not Sure	,b .	a,,b .		C D

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic	
	Dedicated pedestrian path northbound	
	No dedicated pedestrian path southbound	C D E H
	Dedicated bike lanes in both directions	
	Two travel lanes for traffic in both directions	
	Narrowed travel lanes	A C D E G H
	Parking in some limited areas along both sides of Moraga Road	C D G H
	Other	,b .
	Not Sure	

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a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	966	60	73	78	50
	No dedicated center turn lane for traffic	416 43.1%	27 44.2%	35 47.7%	31 40.4%	19 37.0%
	Dedicated pedestrian path northbound	66 6.8%	3 4.7%	5 6.5%	2 3.1%	1 2.7%
	No dedicated pedestrian path southbound	261 27.0%	12 20.5%	24 33.0%	41 52.2%	16 32.3%
	Dedicated bike lanes in both directions	136 14.1%	4 5.9%	10 13.3%	7 8.6%	5 9.6%
	Two travel lanes for traffic in both directions	78 8.1%	5 8.0%	12 15.9%	2 2.6%	4 7.0%
	Narrowed travel lanes	432 44.8%	8 13.8%	21 28.9%	31 40.5%	23 45.4%
	Parking in some limited areas along both sides of Moraga Road	195 20.2%	4 7.4%	10 14.1%	22 28.6%	10 20.0%
	Other	67 7.0%	29 48.1%	5 6.5%	3 4.3%	3 5.0%
	Not Sure	81 8.4%	2 3.3%	14 19.1%	2 2.7%	3 5.8%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	661	44
	No dedicated center turn lane for traffic	288 43.5%	17 38.0%
	Dedicated pedestrian path northbound	55 8.3%	0 .0%
	No dedicated pedestrian path southbound	150 22.7%	18 40.2%
	Dedicated bike lanes in both directions	111 16.9%	0 .0%
	Two travel lanes for traffic in both directions	57 8.6%	0 .0%
	Narrowed travel lanes	324 49.0%	25 55.7%
	Parking in some limited areas along both sides of Moraga Road	147 22.3%	1 1.4%
	Other	26 4.0%	1 2.9%
	Not Sure	45 6.8%	15 34.5%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic				
	Dedicated pedestrian path northbound				
	No dedicated pedestrian path southbound			A E	
	Dedicated bike lanes in both directions				
	Two travel lanes for traffic in both directions		C		
	Narrowed travel lanes			A	A
	Parking in some limited areas along both sides of Moraga Road			A F	
	Other	B C D E F			
	Not Sure		C E		

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic		
	Dedicated pedestrian path northbound		a.
	No dedicated pedestrian path southbound		
	Dedicated bike lanes in both directions		a.
	Two travel lanes for traffic in both directions		a.
	Narrowed travel lanes	A B	A
	Parking in some limited areas along both sides of Moraga Road	F	
	Other		
	Not Sure		A C D E

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		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	960	446	340	105
	No dedicated center turn lane for traffic	416 43.3%	232 52.0%	135 39.8%	21 20.4%
	Dedicated pedestrian path northbound	64 6.7%	18 4.1%	20 6.0%	14 13.6%
	No dedicated pedestrian path southbound	260 27.1%	163 36.5%	87 25.5%	7 6.5%
	Dedicated bike lanes in both directions	133 13.9%	36 8.1%	44 13.1%	34 32.2%
	Two travel lanes for traffic in both directions	78 8.2%	52 11.7%	20 6.0%	3 3.2%
	Narrowed travel lanes	428 44.6%	155 34.6%	183 53.8%	45 43.0%
	Parking in some limited areas along both sides of Moraga Road	195 20.3%	62 14.0%	67 19.7%	22 21.2%
	Other	66 6.9%	53 11.9%	9 2.6%	3 2.4%
	Not Sure	80 8.4%	31 7.0%	19 5.5%	31 29.3%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	69
	No dedicated center turn lane for traffic	27 39.5%
	Dedicated pedestrian path northbound	12 17.0%
	No dedicated pedestrian path southbound	3 5.1%
	Dedicated bike lanes in both directions	19 27.7%
	Two travel lanes for traffic in both directions	3 3.7%
	Narrowed travel lanes	46 66.8%
	Parking in some limited areas along both sides of Moraga Road	43 63.3%
	Other	2 2.8%
	Not Sure	0 .0%

Comparisons of Column Proportions [b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic	B C	C		C
	Dedicated pedestrian path northbound			A	A B
	No dedicated pedestrian path southbound	B C D	C D		
	Dedicated bike lanes in both directions			A B	A B
	Two travel lanes for traffic in both directions	B			
	Narrowed travel lanes		A		A C
	Parking in some limited areas along both sides of Moraga Road				A B C
	Other	B C			
	Not Sure			A B	.[a]

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c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	963	381	582
	No dedicated center turn lane for traffic	415 43.1%	181 47.5%	234 40.2%
	Dedicated pedestrian path northbound	66 6.9%	25 6.6%	41 7.1%
	No dedicated pedestrian path southbound	259 26.9%	104 27.4%	154 26.5%
	Dedicated bike lanes in both directions	135 14.0%	49 12.9%	86 14.8%
	Two travel lanes for traffic in both directions	77 8.0%	47 12.2%	30 5.2%
	Narrowed travel lanes	431 44.8%	167 43.9%	264 45.4%
	Parking in some limited areas along both sides of Moraga Road	194 20.2%	85 22.4%	109 18.7%
	Other	67 7.0%	19 4.9%	49 8.3%
	Not Sure	81 8.5%	34 8.8%	48 8.2%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic	B	
	Dedicated pedestrian path northbound		
	No dedicated pedestrian path southbound		
	Dedicated bike lanes in both directions		
	Two travel lanes for traffic in both directions	B	
	Narrowed travel lanes		
	Parking in some limited areas along both sides of Moraga Road		
	Other		A
	Not Sure		

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	Total	948	201	227	141	378
	No dedicated center turn lane for traffic	410 43.2%	61 30.5%	148 64.9%	75 53.3%	126 33.2%
	Dedicated pedestrian path northbound	62 6.6%	35 17.3%	9 4.1%	5 3.7%	13 3.5%
	No dedicated pedestrian path southbound	259 27.3%	22 11.0%	70 30.9%	56 39.8%	111 29.3%
	Dedicated bike lanes in both directions	132 13.9%	68 34.0%	25 10.9%	7 5.3%	32 8.4%
	Two travel lanes for traffic in both directions	77 8.1%	7 3.7%	13 5.8%	46 32.7%	10 2.6%
	Narrowed travel lanes	424 44.7%	141 70.0%	82 36.2%	45 32.1%	156 41.1%
	Parking in some limited areas along both sides of Moraga Road	191 20.1%	79 39.1%	31 13.5%	18 13.0%	63 16.7%
	Other	66 7.0%	4 1.8%	18 7.8%	9 6.2%	36 9.6%
	Not Sure	78 8.2%	9 4.6%	13 5.5%	13 9.4%	43 11.3%

Comparisons of Column Proportions [a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
21. In looking at Option 3 as a potential option for Segment 3, what do you dislike about this configuration?	No dedicated center turn lane for traffic		A D	A D	
	Dedicated pedestrian path northbound	B C D			
	No dedicated pedestrian path southbound		A	A	A
	Dedicated bike lanes in both directions	B C D			
	Two travel lanes for traffic in both directions			A B D	
	Narrowed travel lanes	B C D			
	Parking in some limited areas along both sides of Moraga Road	B C D			
	Other		A		A
	Not Sure				A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
22. How safe do you find this potential option for drivers for Segment 3?	Total	1044	1044
	Very safe	355 34.0%	355 34.0%
	Somewhat safe	435 41.6%	435 41.6%
	Somewhat unsafe	178 17.1%	178 17.1%
	Very unsafe	58 5.5%	58 5.5%
	Not sure	19 1.8%	19 1.8%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
22. How safe do you find this potential option for drivers for Segment 3?	Very safe	.
	Somewhat safe	.
	Somewhat unsafe	.
	Very unsafe	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
22. How safe do you find this potential option for drivers for Segment 3?	Total	982	456	526
	Very safe	325 33.1%	115 25.2%	210 39.9%
	Somewhat safe	414 42.1%	225 49.2%	189 35.9%
	Somewhat unsafe	175 17.8%	92 20.1%	84 15.9%
	Very unsafe	51 5.2%	21 4.7%	29 5.6%
	Not sure	18 1.8%	4 .8%	14 2.6%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
22. How safe do you find this potential option for drivers for Segment 3?	Very safe		A
	Somewhat safe	B	
	Somewhat unsafe		
	Very unsafe		
	Not sure		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
22. How safe do you find this potential option for drivers for Segment 3?	Total	995	182	93	160	300	260
	Very safe	343 34.5%	83 45.7%	27 29.4%	73 45.4%	98 32.6%	62 23.9%
	Somewhat safe	411 41.3%	71 38.7%	36 38.3%	56 34.9%	126 41.9%	123 47.5%
	Somewhat unsafe	175 17.5%	28 15.6%	24 25.2%	22 13.8%	51 16.9%	50 19.2%
	Very unsafe	51 5.1%	0 .0%	7 7.1%	6 4.0%	23 7.6%	15 5.6%
	Not sure	16 1.6%	0 .0%	0 .0%	3 1.9%	3 .9%	10 3.8%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
22. How safe do you find this potential option for drivers for Segment 3?	Very safe	D E		E		
	Somewhat safe					
	Somewhat unsafe					
	Very unsafe	a .				
	Not sure	a .	a .			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
22. How safe do you find this potential option for drivers for Segment 3?	Total	904	38	1	620	132
	Very safe	320 35.4%	15 40.4%	0 46.3%	180 29.0%	38 28.8%
	Somewhat safe	370 40.9%	8 19.9%	0 26.9%	284 45.8%	60 45.2%
	Somewhat unsafe	155 17.1%	8 19.8%	0 .0%	112 18.0%	28 21.3%
	Very unsafe	47 5.1%	8 19.9%	0 26.9%	34 5.5%	4 3.3%
	Not sure	13 1.4%	0 .0%	0 .0%	11 1.8%	2 1.3%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
22. How safe do you find this potential option for drivers for Segment 3?	Total	57	0	3	40	13
	Very safe	35 61.3%	0 100.0%	0 .0%	39 96.7%	13 99.9%
	Somewhat safe	16 28.1%	0 .0%	1 51.1%	1 2.8%	0 .1%
	Somewhat unsafe	6 10.6%	0 .0%	1 48.9%	0 .0%	0 .0%
	Very unsafe	0 .0%	0 .0%	0 .0%	0 .5%	0 .0%
	Not sure	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
22. How safe do you find this potential option for drivers for Segment 3?	Very safe		a .			C D
	Somewhat safe		a .	A H I	H I	H
	Somewhat unsafe		a,,b .		H	
	Very unsafe	C D H ,b .	a .			,b .
	Not sure		a,,b .			,b .

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
22. How safe do you find this potential option for drivers for Segment 3?	Very safe	a,,b .	,b .	A C D E	A C D
	Somewhat safe	a,,b .	H		
	Somewhat unsafe	a,,b .	H		
	Very unsafe	a,,b .	,b .		
	Not sure	a,,b .	,b .	,b .	,b .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
22. How safe do you find this potential option for drivers for Segment 3?	Total	1043	62	62	85	63
	Very safe	355 34.0%	24 39.0%	23 36.7%	40 47.5%	25 39.8%
	Somewhat safe	433 41.6%	25 40.7%	26 41.6%	27 32.1%	21 32.9%
	Somewhat unsafe	178 17.1%	9 14.8%	9 14.4%	12 13.9%	11 17.3%
	Very unsafe	58 5.5%	3 5.4%	3 4.9%	6 6.5%	5 8.3%
	Not sure	19 1.8%	0 .0%	1 2.4%	0 .0%	1 1.7%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
22. How safe do you find this potential option for drivers for Segment 3?	Total	727	44
	Very safe	232 32.0%	10 23.3%
	Somewhat safe	317 43.6%	17 38.8%
	Somewhat unsafe	121 16.6%	17 37.9%
	Very unsafe	40 5.6%	0 .0%
	Not sure	16 2.2%	0 .0%

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
22. How safe do you find this potential option for drivers for Segment 3?	Very safe					
	Somewhat safe					
	Somewhat unsafe					
	Very unsafe					
	Not sure	[a] .		[a] .		

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
22. How safe do you find this potential option for drivers for Segment 3?	Very safe	
	Somewhat safe	
	Somewhat unsafe	C E
	Very unsafe	a .
	Not sure	a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
22. How safe do you find this potential option for drivers for Segment 3?	Total	1036	459	375	121	81
	Very safe	351	156	138	36	21
		33.9%	33.9%	36.8%	30.2%	25.8%
	Somewhat safe	434	186	175	61	12
		41.9%	40.6%	46.6%	50.1%	15.1%
	Somewhat unsafe	175	89	47	15	24
		16.9%	19.4%	12.4%	12.7%	29.8%
	Very unsafe	57	18	10	6	24
		5.5%	3.8%	2.6%	4.9%	29.3%
	Not sure	19	10	6	3	0
		1.8%	2.2%	1.6%	2.1%	.0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
22. How safe do you find this potential option for drivers for Segment 3?	Very safe				
	Somewhat safe	D	D	D	
	Somewhat unsafe	B			B C
	Very unsafe				A B C
	Not sure				a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
22. How safe do you find this potential option for drivers for Segment 3?	Total	1040	393	647
	Very safe	354 34.1%	121 30.9%	233 36.0%
	Somewhat safe	434 41.7%	131 33.2%	303 46.9%
	Somewhat unsafe	176 17.0%	95 24.3%	81 12.5%
	Very unsafe	58 5.5%	36 9.3%	21 3.3%
	Not sure	18 1.7%	9 2.3%	9 1.4%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
22. How safe do you find this potential option for drivers for Segment 3?	Very safe		
	Somewhat safe		A
	Somewhat unsafe	B	
	Very unsafe	B	
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
22. How safe do you find this potential option for drivers for Segment 3?	Total	1019	217	225	127	450
	Very safe	349 34.2%	40 18.3%	34 15.3%	44 34.6%	231 51.2%
	Somewhat safe	421 41.3%	78 35.8%	116 51.5%	39 31.0%	188 41.8%
	Somewhat unsafe	176 17.3%	59 27.3%	59 26.2%	32 25.5%	26 5.7%
	Very unsafe	57 5.6%	36 16.4%	10 4.3%	9 7.2%	3 .7%
	Not sure	16 1.5%	5 2.2%	6 2.6%	2 1.8%	3 .6%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
22. How safe do you find this potential option for drivers for Segment 3?	Very safe			A B	A B C
	Somewhat safe		A C		
	Somewhat unsafe	D	D	D	
	Very unsafe	B D	D	D	
	Not sure				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
22. How convenient do you find this potential option for drivers for Segment 3?	Total	924	924
	Very convenient	395 42.8%	395 42.8%
	Somewhat convenient	300 32.4%	300 32.4%
	Somewhat inconvenient	162 17.5%	162 17.5%
	Very inconvenient	46 4.9%	46 4.9%
	Not sure	21 2.3%	21 2.3%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	.
	Somewhat convenient	.
	Somewhat inconvenient	.
	Very inconvenient	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
22. How convenient do you find this potential option for drivers for Segment 3?	Total	870	402	468
	Very convenient	365 42.0%	151 37.6%	214 45.7%
	Somewhat convenient	284 32.6%	133 33.1%	150 32.1%
	Somewhat inconvenient	158 18.2%	92 23.0%	66 14.0%
	Very inconvenient	43 4.9%	19 4.7%	24 5.1%
	Not sure	20 2.3%	6 1.6%	14 3.0%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		A
	Somewhat convenient		
	Somewhat inconvenient	B	
	Very inconvenient		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
22. How convenient do you find this potential option for drivers for Segment 3?	Total	883	182	83	132	275
	Very convenient	383 43.4%	128 70.0%	33 39.4%	73 54.8%	97 35.3%
	Somewhat convenient	281 31.8%	12 6.6%	38 45.1%	40 29.8%	103 37.5%
	Somewhat inconvenient	158 17.9%	42 23.3%	6 7.7%	15 11.3%	47 17.1%
	Very inconvenient	43 4.8%	0 .0%	6 7.7%	3 2.6%	23 8.2%
	Not sure	18 2.1%	0 .0%	0 .0%	2 1.5%	5 1.8%

		Age
		65+ years
22. How convenient do you find this potential option for drivers for Segment 3?	Total	210
	Very convenient	53 25.3%
	Somewhat convenient	89 42.1%
	Somewhat inconvenient	47 22.4%
	Very inconvenient	10 4.9%
	Not sure	11 5.3%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	B D E		D E		
	Somewhat convenient		A	A	A	A
	Somewhat inconvenient	B				B
	Very inconvenient	a .				
	Not sure	a .	a .			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
22. How convenient do you find this potential option for drivers for Segment 3?	Total	809	38	1	540	124
	Very convenient	360 44.5%	15 40.4%	0 46.2%	234 43.2%	37 29.7%
	Somewhat convenient	255 31.5%	0 .0%	0 53.8%	181 33.6%	42 33.8%
	Somewhat inconvenient	140 17.3%	15 39.7%	0 .0%	86 16.0%	38 30.3%
	Very inconvenient	39 4.8%	8 19.9%	0 .0%	26 4.9%	5 4.1%
	Not sure	15 1.9%	0 .0%	0 .0%	13 2.3%	3 2.1%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
22. How convenient do you find this potential option for drivers for Segment 3?	Total	52	0	2	40
	Very convenient	35 67.4%	0 100.0%	0 .0%	27 66.8%
	Somewhat convenient	17 32.6%	0 .0%	1 66.7%	13 32.8%
	Somewhat inconvenient	0 .0%	0 .0%	1 33.3%	0 .0%
	Very inconvenient	0 .0%	0 .0%	0 .0%	0 .5%
	Not sure	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnicity
		Other
22. How convenient do you find this potential option for drivers for Segment 3?	Total	13
	Very convenient	13 100.0%
	Somewhat convenient	0 .0%
	Somewhat inconvenient	0 .0%
	Very inconvenient	0 .0%
	Not sure	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		a		
	Somewhat convenient	,b	a		
	Somewhat inconvenient	C H	a,,b		C H
	Very inconvenient	C D H	a,,b		
	Not sure	,b	a,,b		

Comparisons of Column Proportions[c,d]

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(E)	(F)	(G)	(H)	(I)
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	C D	a,,b	,b	D	A C D
	Somewhat convenient		a,,b	I		
	Somewhat inconvenient	,b	a,,b	H		,b
	Very inconvenient	,b	a,,b	,b		
	Not sure	,b	a,,b	,b	,b	,b

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a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
22. How convenient do you find this potential option for drivers for Segment 3?	Total	924	58	50	71	51
	Very convenient	395 42.8%	38 66.3%	23 45.2%	40 56.5%	21 40.8%
	Somewhat convenient	300 32.4%	16 27.1%	18 35.3%	20 28.8%	19 36.8%
	Somewhat inconvenient	162 17.5%	1 .9%	7 14.3%	7 10.3%	8 15.2%
	Very inconvenient	46 4.9%	3 5.7%	1 2.2%	3 4.4%	4 7.1%
	Not sure	21 2.3%	0 .0%	1 3.0%	0 .0%	0 .0%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
22. How convenient do you find this potential option for drivers for Segment 3?	Total	652	42
	Very convenient	249 38.1%	25 59.1%
	Somewhat convenient	225 34.6%	2 4.4%
	Somewhat inconvenient	123 18.9%	15 36.5%
	Very inconvenient	35 5.3%	0 .0%
	Not sure	20 3.1%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	E		E	
	Somewhat convenient	F	F	F	F
	Somewhat inconvenient				
	Very inconvenient				
	Not sure	[a] .		[a] .	[a] .

Comparisons of Column Proportions [b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		
	Somewhat convenient	F	
	Somewhat inconvenient	A	A C
	Very inconvenient		a
	Not sure		.
			a
			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
22. How convenient do you find this potential option for drivers for Segment 3?	Total	916	403	331	107
	Very convenient	391 42.7%	192 47.6%	148 44.8%	46 43.0%
	Somewhat convenient	299 32.7%	127 31.5%	114 34.4%	34 32.1%
	Somewhat inconvenient	160 17.5%	62 15.5%	53 16.1%	22 20.9%
	Very inconvenient	45 4.9%	11 2.6%	8 2.3%	2 2.0%
	Not sure	21 2.3%	11 2.8%	8 2.4%	2 2.0%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
22. How convenient do you find this potential option for drivers for Segment 3?	Total	75
	Very convenient	5 6.4%
	Somewhat convenient	24 32.0%
	Somewhat inconvenient	22 29.4%
	Very inconvenient	24 32.2%
	Not sure	0 .0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient	D	D	D	
	Somewhat convenient				A B
	Somewhat inconvenient				A B C
	Very inconvenient				a .
	Not sure				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
22. How convenient do you find this potential option for drivers for Segment 3?	Total	918	353	566
	Very convenient	395 43.0%	128 36.3%	267 47.1%
	Somewhat convenient	297 32.4%	116 32.8%	181 32.1%
	Somewhat inconvenient	160 17.5%	72 20.5%	88 15.6%
	Very inconvenient	46 5.0%	27 7.6%	19 3.3%
	Not sure	20 2.2%	9 2.7%	11 1.9%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		A
	Somewhat convenient		
	Somewhat inconvenient		
	Very inconvenient	B	
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
22. How convenient do you find this potential option for drivers for Segment 3?	Total	901	198	190	108	405
	Very convenient	389 43.2%	29 14.7%	54 28.5%	41 38.1%	265 65.3%
	Somewhat convenient	289 32.1%	78 39.1%	69 36.3%	38 35.7%	104 25.6%
	Somewhat inconvenient	162 17.9%	53 26.7%	58 30.7%	21 19.3%	30 7.3%
	Very inconvenient	45 5.0%	34 17.4%	3 1.5%	4 4.0%	4 .9%
	Not sure	17 1.9%	4 2.1%	6 3.0%	3 3.0%	4 .9%

Comparisons of Column Proportions [a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
22. How convenient do you find this potential option for drivers for Segment 3?	Very convenient		A	A	A B C
	Somewhat convenient	D	D		
	Somewhat inconvenient	D	D	D	
	Very inconvenient	B C D			
	Not sure				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1059	1059
	Very safe	261 24.6%	261 24.6%
	Somewhat safe	461 43.5%	461 43.5%
	Somewhat unsafe	216 20.4%	216 20.4%
	Very unsafe	72 6.8%	72 6.8%
	Not sure	49 4.7%	49 4.7%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	.
	Somewhat safe	.
	Somewhat unsafe	.
	Very unsafe	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	998	456	542
	Very safe	233 23.4%	86 19.0%	147 27.1%
	Somewhat safe	440 44.1%	208 45.7%	231 42.7%
	Somewhat unsafe	214 21.4%	113 24.8%	101 18.6%
	Very unsafe	65 6.5%	29 6.3%	37 6.8%
	Not sure	45 4.6%	19 4.3%	26 4.8%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe		A
	Somewhat safe		
	Somewhat unsafe	B	
	Very unsafe		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1011	195	94	163	302	257
	Very safe	251 24.9%	45 23.3%	17 18.3%	54 33.3%	79 26.1%	55 21.6%
	Somewhat safe	437 43.2%	81 41.4%	41 43.5%	67 41.3%	135 44.7%	113 44.0%
	Somewhat unsafe	214 21.1%	69 35.3%	19 20.0%	23 13.8%	42 13.8%	62 24.0%
	Very unsafe	65 6.5%	0 .0%	13 13.3%	14 8.7%	30 10.0%	8 3.3%
	Not sure	43 4.3%	0 .0%	5 4.9%	5 2.8%	16 5.3%	18 7.0%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe Somewhat safe Somewhat unsafe Very unsafe Not sure	C D a . a .	E		E	D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	921	38	1	622	134
	Very safe	232 25.2%	15 40.4%	0 .2%	155 25.0%	24 18.1%
	Somewhat safe	403 43.8%	8 19.9%	1 99.8%	257 41.3%	70 52.0%
	Somewhat unsafe	193 21.0%	8 19.8%	0 .0%	136 21.9%	31 22.9%
	Very unsafe	62 6.7%	8 19.9%	0 .0%	49 7.9%	4 2.7%
	Not sure	31 3.4%	0 .0%	0 .0%	24 3.9%	6 4.3%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	57	0	3	54	13
	Very safe	24 41.4%	0 100.0%	0 .0%	14 25.7%	0 .0%
	Somewhat safe	28 49.3%	0 .0%	1 25.5%	39 72.9%	0 .0%
	Somewhat unsafe	5 9.4%	0 .0%	1 23.4%	0 .0%	13 99.9%
	Very unsafe	0 .0%	0 .0%	1 25.5%	1 1.0%	0 .0%
	Not sure	0 .0%	0 .0%	1 25.5%	0 .4%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe		[a].			D
	Somewhat safe		[a].		A I	I
	Somewhat unsafe	H	[a,,b].	H	H	
	Very unsafe	D H	[a,,b].			[,b].
	Not sure	[,b].	[a,,b].			[,b].

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe	[a,,b].	[,b].		
	Somewhat safe	[a,,b].		A C I	
	Somewhat unsafe	[a,,b].	H		A C D E G H
	Very unsafe	[a,,b].			
	Not sure	[a,,b].	H		[,b].

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1058	62	75	86	61
	Very safe	261 24.6%	9 14.3%	11 14.9%	20 22.9%	14 23.0%
	Somewhat safe	461 43.6%	31 50.1%	40 53.6%	34 39.3%	27 44.8%
	Somewhat unsafe	214 20.3%	18 28.7%	13 16.8%	22 26.2%	13 21.7%
	Very unsafe	72 6.8%	2 3.9%	7 9.1%	6 7.2%	5 7.7%
	Not sure	49 4.7%	2 3.0%	4 5.5%	4 4.3%	2 2.7%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	730	44
	Very safe	198 27.1%	9 20.0%
	Somewhat safe	311 42.6%	18 41.3%
	Somewhat unsafe	132 18.1%	17 37.5%
	Very unsafe	52 7.1%	1 1.2%
	Not sure	38 5.2%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe Somewhat safe Somewhat unsafe Very unsafe Not sure					

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe Somewhat safe Somewhat unsafe Very unsafe Not sure	E a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1051	476	373	121	81
	Very safe	258 24.5%	122 25.6%	112 30.1%	15 12.2%	9 10.7%
	Somewhat safe	460 43.7%	195 41.0%	174 46.8%	66 54.0%	25 30.8%
	Somewhat unsafe	213 20.3%	105 22.0%	61 16.4%	26 21.4%	22 26.7%
	Very unsafe	72 6.9%	40 8.3%	7 1.8%	8 6.2%	19 23.0%
	Not sure	48 4.6%	15 3.2%	19 5.0%	8 6.3%	7 8.7%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe Somewhat safe Somewhat unsafe Very unsafe Not sure	C D B	C D	D	A B C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1054	404	650
	Very safe	261 24.7%	88 21.7%	173 26.6%
	Somewhat safe	460 43.7%	166 41.2%	294 45.2%
	Somewhat unsafe	212 20.1%	82 20.3%	130 20.0%
	Very unsafe	71 6.8%	45 11.1%	27 4.1%
	Not sure	49 4.7%	23 5.6%	27 4.1%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe Somewhat safe Somewhat unsafe Very unsafe Not sure	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	1034	219	226	139	450
	Very safe	255 24.6%	27 12.1%	26 11.5%	26 18.8%	176 39.1%
	Somewhat safe	452 43.7%	90 41.3%	101 44.9%	53 38.3%	207 46.0%
	Somewhat unsafe	212 20.5%	57 25.8%	70 30.8%	34 24.4%	52 11.5%
	Very unsafe	72 6.9%	30 13.8%	17 7.7%	20 14.6%	4 .9%
	Not sure	44 4.3%	15 7.1%	12 5.1%	5 3.9%	12 2.6%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
23. How safe do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very safe				A B C
	Somewhat safe				
	Somewhat unsafe	D	D	D	
	Very unsafe	D	D	D	
	Not sure	D			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
	Total	942	942
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	288 30.6%	288 30.6%
	Somewhat convenient	418 44.3%	418 44.3%
	Somewhat inconvenient	140 14.9%	140 14.9%
	Very inconvenient	48 5.1%	48 5.1%
	Not sure	48 5.1%	48 5.1%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	.
	Somewhat convenient	.
	Somewhat inconvenient	.
	Very inconvenient	.
	Not sure	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	887	406	481
	Very convenient	260 29.3%	91 22.4%	169 35.1%
	Somewhat convenient	405 45.6%	195 48.2%	210 43.5%
	Somewhat inconvenient	134 15.1%	79 19.5%	55 11.5%
	Very inconvenient	42 4.7%	21 5.3%	20 4.2%
	Not sure	46 5.2%	19 4.7%	27 5.6%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		A
	Somewhat convenient		
	Somewhat inconvenient	B	
	Very inconvenient		
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	900	195	83	136	277
	Very convenient	277 30.7%	59 30.0%	23 28.0%	59 43.4%	88 31.8%
	Somewhat convenient	403 44.8%	109 55.6%	42 50.2%	52 38.2%	118 42.7%
	Somewhat inconvenient	134 14.9%	28 14.3%	9 10.8%	16 11.9%	33 11.8%
	Very inconvenient	42 4.7%	0 .0%	5 5.8%	6 4.8%	21 7.6%
	Not sure	44 4.9%	0 .0%	4 5.3%	2 1.7%	17 6.0%

		Age
		65+ years
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	209
	Very convenient	48 22.9%
	Somewhat convenient	83 39.6%
	Somewhat inconvenient	48 23.1%
	Very inconvenient	10 4.6%
	Not sure	21 9.9%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient			E		
	Somewhat convenient	C E				
	Somewhat inconvenient					D
	Very inconvenient	a .				
	Not sure	a .				C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	825	38	1	541	125
	Very convenient	257 31.2%	15 40.4%	0 53.8%	159 29.4%	27 21.4%
	Somewhat convenient	372 45.1%	8 19.9%	0 46.2%	243 44.9%	65 51.7%
	Somewhat inconvenient	126 15.3%	8 19.8%	0 .0%	86 15.9%	27 21.4%
	Very inconvenient	38 4.6%	8 19.9%	0 .0%	26 4.9%	3 2.3%
	Not sure	31 3.7%	0 .0%	0 .0%	26 4.8%	4 3.2%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	52	0	2	54
	Very convenient	29 57.1%	0 100.0%	0 .0%	26 49.3%
	Somewhat convenient	17 32.5%	0 .0%	1 33.3%	26 49.3%
	Somewhat inconvenient	5 10.4%	0 .0%	0 .0%	0 .4%
	Very inconvenient	0 .0%	0 .0%	1 33.3%	1 1.0%
	Not sure	0 .0%	0 .0%	1 33.3%	0 .0%

		Ethnicity
		Other
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	13
	Very convenient	0 .0%
	Somewhat convenient	13 100.0%
	Somewhat inconvenient	0 .0%
	Very inconvenient	0 .0%
	Not sure	0 .0%

Comparisons of Column Proportions [c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		a		
	Somewhat convenient		a		A
	Somewhat inconvenient	H	a,,b	H	H
	Very inconvenient	C D H	a,,b		
	Not sure	,b	a,,b		

Comparisons of Column Proportions [c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	C D	a,,b	,b	C D
	Somewhat convenient		a,,b		
	Somewhat inconvenient		a,,b	,b	
	Very inconvenient	,b	a,,b	H	
	Not sure	,b	a,,b	H	

Comparisons of Column Proportions [c,d]

		Ethnicity
		Other
		(I)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	.[b]
	Somewhat convenient	A C D E G H
	Somewhat inconvenient	
	Very inconvenient	
	Not sure	.[b]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	942	58	64	72	53
	Very convenient	288 30.6%	10 18.1%	26 39.7%	26 36.8%	19 35.7%
	Somewhat convenient	418 44.3%	30 52.3%	24 37.9%	36 49.8%	20 37.1%
	Somewhat inconvenient	140 14.9%	15 26.3%	7 10.7%	5 6.7%	9 17.2%
	Very inconvenient	48 5.1%	0 .0%	4 6.1%	2 2.6%	4 6.9%
	Not sure	48 5.1%	2 3.2%	4 5.4%	3 4.2%	2 3.0%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	653	42
	Very convenient	198 30.3%	9 20.9%
	Somewhat convenient	276 42.3%	32 74.7%
	Somewhat inconvenient	103 15.7%	1 3.1%
	Very inconvenient	38 5.8%	1 1.3%
	Not sure	38 5.9%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient Somewhat convenient Somewhat inconvenient Very inconvenient Not sure	C F [a] .			

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient Somewhat convenient Somewhat inconvenient Very inconvenient Not sure		B D E [a] .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	936	421	330	109
	Very convenient	287 30.7%	145 34.5%	105 31.9%	28 25.9%
	Somewhat convenient	414 44.3%	154 36.5%	164 49.8%	58 53.4%
	Somewhat inconvenient	139 14.9%	88 20.8%	37 11.3%	10 9.3%
	Very inconvenient	48 5.1%	20 4.8%	5 1.6%	5 4.7%
	Not sure	47 5.0%	14 3.3%	18 5.4%	7 6.8%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	76
	Very convenient	9 11.6%
	Somewhat convenient	38 49.7%
	Somewhat inconvenient	4 5.6%
	Very inconvenient	17 22.7%
	Not sure	8 10.4%

Comparisons of Column Proportions [a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient	D	D		
	Somewhat convenient		A	A	
	Somewhat inconvenient	B C D			
	Very inconvenient				A B C
	Not sure				A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	937	369	568
	Very convenient	288 30.8%	118 31.9%	171 30.0%
	Somewhat convenient	415 44.3%	144 39.1%	271 47.7%
	Somewhat inconvenient	138 14.8%	56 15.1%	83 14.5%
	Very inconvenient	47 5.0%	28 7.7%	19 3.3%
	Not sure	48 5.2%	23 6.2%	25 4.5%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient		
	Somewhat convenient		A
	Somewhat inconvenient		
	Very inconvenient	B	
	Not sure		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Total	919	202	189	123	405
	Very convenient	284	31	29	40	185
		30.9%	15.2%	15.3%	32.4%	45.6%
	Somewhat convenient	407	91	99	35	182
		44.3%	44.9%	52.2%	28.9%	45.0%
	Somewhat inconvenient	139	37	47	30	24
		15.1%	18.4%	25.1%	24.2%	6.0%
	Very inconvenient	46	25	5	14	3
		5.0%	12.3%	2.5%	11.2%	.7%
	Not sure	43	19	9	4	11
		4.6%	9.2%	4.9%	3.3%	2.7%

Comparisons of Column Proportions [a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
23. How convenient do you find this potential option for pedestrians, bicyclists, and other non-drivers for Segment 3?	Very convenient			A B	A B
	Somewhat convenient	C	C		C
	Somewhat inconvenient	D	D	D	
	Very inconvenient	B D		B D	
	Not sure	D			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Total	1072	1072
	Existing Conditions	237 22.1%	237 22.1%
	Option 1	236 22.0%	236 22.0%
	Option 2	142 13.2%	142 13.2%
	Option 3	458 42.7%	458 42.7%

Comparisons of Column Proportions [a,b]

		Total
		Total
		(A)
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Existing Conditions	.
	Option 1	.
	Option 2	.
	Option 3	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Total	1009	459	550
	Existing Conditions	216 21.4%	110 24.0%	106 19.3%
	Option 1	234 23.1%	125 27.2%	109 19.8%
	Option 2	120 11.9%	57 12.4%	63 11.5%
	Option 3	439 43.5%	167 36.4%	272 49.5%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Existing Conditions		
	Option 1	B	
	Option 2		
	Option 3		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Total	1024	195	95	166	309	259
	Existing Conditions	215 21.0%	26 13.3%	14 15.0%	22 13.1%	74 23.9%	79 30.6%
	Option 1	234 22.9%	28 14.3%	37 38.7%	45 27.2%	70 22.5%	55 21.1%
	Option 2	137 13.4%	31 16.0%	15 16.0%	20 12.1%	36 11.7%	35 13.3%
	Option 3	438 42.7%	110 56.4%	29 30.3%	79 47.6%	129 41.8%	90 34.9%

Comparisons of Column Proportions[a,b]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Existing Conditions				A C	A B C
	Option 1		A D E	A		
	Option 2					
	Option 3	B D E				

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a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Total	932	38	1	632	136
	Existing Conditions	185 19.8%	8 19.9%	0 38.8%	142 22.5%	17 12.7%
	Option 1	212 22.7%	8 19.9%	0 22.5%	158 25.0%	33 24.2%
	Option 2	129 13.9%	8 19.8%	0 .0%	70 11.1%	15 10.9%
	Option 3	406 43.5%	15 40.4%	0 38.7%	262 41.4%	71 52.1%

		Ethnicity				
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Total	57	0	3	53	13
	Existing Conditions	5 9.4%	0 .0%	0 .0%	12 23.2%	0 .0%
	Option 1	11 19.9%	0 99.7%	1 48.9%	1 1.1%	0 .0%
	Option 2	24 41.4%	0 .0%	0 .0%	13 24.9%	0 .0%
	Option 3	17 29.4%	0 .3%	1 51.1%	27 50.8%	13 99.9%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
		(A)	(B)	(C)	(D)	(E)
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Existing Conditions		[a]			
	Option 1	H	[a]	H	H	H
	Option 2		[a,,b]			C D
	Option 3		[a]			

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)	(I)
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Existing Conditions	[a,,b]	[,b]		
	Option 1	[a]	H		
	Option 2	[a,,b]	[,b]	C	[,b]
	Option 3	[a]			A C D E H

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

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d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Total	1071	62	77	87	60
	Existing Conditions	237 22.1%	4 6.6%	5 6.1%	12 14.3%	11 18.4%
	Option 1	235 21.9%	11 18.1%	26 33.7%	24 27.1%	11 18.7%
	Option 2	142 13.3%	7 11.7%	25 32.2%	12 14.0%	7 11.8%
	Option 3	457 42.7%	39 63.7%	21 28.0%	39 44.6%	31 51.1%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Total	742	44
	Existing Conditions	204 27.5%	1 1.4%
	Option 1	159 21.4%	4 10.1%
	Option 2	91 12.2%	0 .0%
	Option 3	288 38.9%	39 88.6%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Existing Conditions					A B F
	Option 1					
	Option 2		A E			
	Option 3	B E				

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Existing Conditions	
	Option 1	
	Option 2	[a] .
	Option 3	B C D E

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		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Total	1064	483	375	121	85
	Existing Conditions	234 21.9%	36 7.5%	78 20.9%	44 36.8%	75 87.9%
	Option 1	235 22.1%	131 27.2%	82 21.9%	17 14.3%	4 4.9%
	Option 2	141 13.3%	114 23.6%	24 6.3%	4 3.2%	0 .0%
	Option 3	454 42.7%	202 41.8%	191 51.0%	55 45.8%	6 7.3%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Existing Conditions		A	A B	A B C
	Option 1	C D	D		
	Option 2	B C			[a] .
	Option 3	D	A D	D	

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		Previous Awareness of Project		
		Total	Yes	No
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Total	1067	413	654
	Existing Conditions	233 21.8%	115 27.8%	118 18.1%
	Option 1	236 22.1%	100 24.3%	135 20.7%
	Option 2	140 13.1%	86 20.8%	54 8.3%
	Option 3	458 42.9%	112 27.1%	346 52.9%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Existing Conditions	B	
	Option 1		
	Option 2	B	
	Option 3		A

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		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	Total	1072	237	236	142	458
	Existing Conditions	237 22.1%	237 100.0%	0 .0%	0 .0%	0 .0%
	Option 1	236 22.0%	0 .0%	236 100.0%	0 .0%	0 .0%
	Option 2	142 13.2%	0 .0%	0 .0%	142 100.0%	0 .0%
	Option 3	458 42.7%	0 .0%	0 .0%	0 .0%	458 100.0%

Comparisons of Column Proportions[b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
24. Which roadway configuration do you feel works best as a solution for drivers, bicyclists, pedestrians, and public transit for Segment 3 of the Livable Moraga Rpad Project?	**Existing Conditions**	a .	a .	a .	a .
	Option 1	a .	a .	a .	a .
	Option 2	a .	a .	a .	a .
	Option 3	a .	a .	a .	a .

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		Total	
		Total	Total
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	737	737
	Safest	62 8.4%	62 8.4%
	Bbike paths	10 1.3%	10 1.3%
	Not a biker	6 .8%	6 .8%
	Traffic flow/bikes & peds	178 24.2%	178 24.2%
	Center/dedicated turn lane	75 10.1%	75 10.1%
	2 lanes both ways	183 24.9%	183 24.9%
	It has everything	16 2.2%	16 2.2%
	Drivers right of way	4 .5%	4 .5%
	Keep the same	67 9.2%	67 9.2%
	Need space for cars	4 .6%	4 .6%
	Expand sidewalks	1 .1%	1 .1%
	Dedicated ped/bike path	97 13.2%	97 13.2%
	Similar to what we have	2 .3%	2 .3%
	Wider driving lanes	13 1.8%	13 1.8%
	Physical barrier	17 2.4%	17 2.4%
	Reduces traffic	1 .1%	1 .1%
	Cost effective	1 .1%	1 .1%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest	.
	Bbike paths	.
	Not a biker	.
	Traffic flow/bikes & peds	.
	Center/dedicated turn lane	.
	2 lanes both ways	.
	It has everything	.
	Drivers right of way	.
	Keep the same	.
	Need space for cars	.
	Expand sidewalks	.
	Dedicated ped/bike path	.
	Similar to what we have	.
	Wider driving lanes	.
	Physical barrier	.
	Reduces traffic	.
	Cost effective	.

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		Respondent's Gender		
		Total	Male	Female
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	690	312	378
	Safest	58 8.3%	25 8.1%	32 8.6%
	Bbike paths	9 1.3%	5 1.5%	4 1.2%
	Not a biker	5 .7%	1 .4%	4 1.0%
	Traffic flow/bikes & peds	167 24.3%	95 30.4%	72 19.1%
	Center/dedicated turn lane	75 10.8%	44 14.0%	31 8.2%
	2 lanes both ways	180 26.0%	57 18.2%	123 32.4%
	It has everything	15 2.2%	7 2.4%	8 2.0%
	Drivers right of way	4 .5%	1 .2%	3 .8%
	Keep the same	64 9.3%	29 9.3%	35 9.4%
	Need space for cars	4 .6%	3 1.0%	1 .3%
	Expand sidewalks	1 .1%	1 .3%	0 .0%
	Dedicated ped/bike path	76 11.1%	33 10.6%	43 11.4%
	Similar to what we have	1 .2%	0 .0%	1 .3%
	Wider driving lanes	13 1.9%	4 1.1%	10 2.5%
	Physical barrier	17 2.5%	7 2.2%	11 2.8%
	Reduces traffic	1 .1%	1 .2%	0 .0%
	Cost effective	1 .1%	1 .2%	0 .0%

Comparisons of Column Proportions[b,c]

		Respondent's Gender	
		Male	Female
		(A)	(B)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest		
	Bbike paths		
	Not a biker		
	Traffic flow/bikes & peds	B	
	Center/dedicated turn lane	B	
	2 lanes both ways		A
	It has everything		
	Drivers right of way		
	Keep the same		
	Need space for cars		
	Expand sidewalks		a .
	Dedicated ped/bike path		
	Similar to what we have	a .	
	Wider driving lanes		
	Physical barrier		
	Reduces traffic		a .
	Cost effective		a .

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		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	707	153	76	116	209
	Safest	57 8.1%	0 .0%	6 8.3%	17 14.3%	21 10.0%
	Bbike paths	10 1.4%	0 .0%	2 3.1%	2 1.6%	4 1.9%
	Not a biker	5 .7%	0 .0%	2 2.2%	1 .8%	1 .5%
	Traffic flow/bikes & peds	166 23.5%	41 26.6%	13 17.0%	24 21.0%	59 28.3%
	Center/dedicated turn lane	75 10.6%	14 9.2%	6 8.2%	9 7.5%	25 11.9%
	2 lanes both ways	180 25.5%	41 26.7%	19 24.7%	38 32.6%	51 24.2%
	It has everything	15 2.1%	0 .0%	1 1.7%	2 1.7%	3 1.6%
	Drivers right of way	4 .5%	0 .0%	2 2.4%	0 .0%	1 .5%
	Keep the same	63 8.9%	12 7.9%	4 4.7%	2 1.9%	20 9.5%
	Need space for cars	4 .6%	0 .0%	1 1.7%	0 .0%	0 .0%
	Expand sidewalks	1 .1%	0 .0%	0 .0%	0 .0%	1 .4%
	Dedicated ped/bike path	94 13.3%	45 29.5%	12 15.7%	12 10.1%	13 6.3%
	Similar to what we have	1 .2%	0 .0%	0 .0%	1 .9%	0 .0%
	Wider driving lanes	13 1.9%	0 .0%	0 .0%	4 3.4%	5 2.4%
	Physical barrier	17 2.5%	0 .0%	8 10.2%	5 4.2%	5 2.3%
	Reduces traffic	1 .1%	0 .0%	0 .0%	0 .0%	1 .3%
	Cost effective	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%

		Age
		65+ years
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	153
	Safest	14 9.0%
	Bbike paths	2 1.0%
	Not a biker	1 .8%
	Traffic flow/bikes & peds	29 18.8%
	Center/dedicated turn lane	21 13.7%
	2 lanes both ways	32 21.2%
	It has everything	8 5.5%
	Drivers right of way	1 .4%
	Keep the same	25 16.5%
	Need space for cars	3 1.9%
	Expand sidewalks	0 .0%
	Dedicated ped/bike path	12 8.0%
	Similar to what we have	0 .0%
	Wider driving lanes	4 2.8%
	Physical barrier	0 .0%
	Reduces traffic	0 .0%
	Cost effective	1 .5%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest	a.				
	Bbike paths	a.				
	Not a biker	a.				
	Traffic flow/bikes & peds					
	Center/dedicated turn lane					
	2 lanes both ways					
	It has everything	a.				
	Drivers right of way	a.		a.		
	Keep the same					C
	Need space for cars	a.		a.	a.	
	Expand sidewalks	a.	a.	a.		a.
	Dedicated ped/bike path	C D E				
	Similar to what we have	a.	a.		a.	
	Wider driving lanes	a.	a.			
	Physical barrier	a.	D			a.
	Reduces traffic	a.	a.	a.		a.
	Cost effective	a.	a.	a.	a.	

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a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	663	15	1	422	106
	Safest	55 8.3%	8 49.0%	1 99.8%	37 8.7%	5 4.4%
	Bbike paths	9 1.3%	0 .0%	0 .0%	7 1.8%	1 1.4%
	Not a biker	4 .6%	0 .0%	0 .0%	4 .9%	0 .0%
	Traffic flow/bikes & peds	163 24.6%	0 .0%	0 .0%	104 24.7%	23 22.0%
	Center/dedicated turn lane	66 10.0%	0 .0%	0 .0%	45 10.7%	21 19.8%
	2 lanes both ways	168 25.3%	8 51.0%	0 .0%	95 22.6%	37 35.0%
	It has everything	14 2.1%	0 .0%	0 .2%	13 3.2%	0 .0%
	Drivers right of way	2 .3%	0 .0%	0 .0%	1 .1%	1 1.0%
	Keep the same	56 8.5%	0 .0%	0 .0%	33 7.8%	6 5.5%
	Need space for cars	4 .6%	0 .0%	0 .0%	3 .8%	1 .7%
	Dedicated ped/bike path	90 13.5%	0 .0%	0 .0%	51 12.2%	7 6.8%
	Similar to what we have	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Wider driving lanes	13 2.0%	0 .0%	0 .0%	11 2.7%	2 1.7%
	Physical barrier	17 2.6%	0 .0%	0 .0%	16 3.7%	1 1.0%
	Reduces traffic	1 .1%	0 .0%	0 .0%	1 .1%	0 .0%
	Cost effective	1 .1%	0 .0%	0 .0%	0 .0%	1 .7%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	52	0	1	53
	Safest	6 11.0%	0 .0%	0 .0%	0 .0%
	Bbike paths	0 .0%	0 .0%	0 .0%	0 .0%
	Not a biker	0 .0%	0 .0%	0 .0%	0 .0%
	Traffic flow/bikes & peds	23 43.7%	0 .0%	0 .0%	0 .0%
	Center/dedicated turn lane	0 .0%	0 .0%	0 .0%	0 .0%
	2 lanes both ways	0 .0%	0 100.0%	0 .0%	27 51.5%
	It has everything	0 .0%	0 .0%	1 100.0%	0 .0%
	Drivers right of way	0 .0%	0 .0%	0 .0%	0 .0%
	Keep the same	5 10.4%	0 .0%	0 .0%	12 22.7%
	Need space for cars	0 .0%	0 .0%	0 .0%	0 .0%
	Dedicated ped/bike path	18 34.9%	0 .0%	0 .0%	13 24.7%
	Similar to what we have	0 .0%	0 .0%	0 .0%	0 .0%
	Wider driving lanes	0 .0%	0 .0%	0 .0%	0 .0%
	Physical barrier	0 .0%	0 .0%	0 .0%	1 1.0%
	Reduces traffic	0 .0%	0 .0%	0 .0%	0 .0%
	Cost effective	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnicity
		Other
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	13
	Safest	0 .0%
	Bbike paths	0 .0%
	Not a biker	0 .0%
	Traffic flow/bikes & peds	13 100.0%
	Center/dedicated turn lane	0 .0%
	2 lanes both ways	0 .0%
	It has everything	0 .0%
	Drivers right of way	0 .0%
	Keep the same	0 .0%
	Need space for cars	0 .0%
	Dedicated ped/bike path	0 .0%
	Similar to what we have	0 .0%
	Wider driving lanes	0 .0%
	Physical barrier	0 .0%
	Reduces traffic	0 .0%
	Cost effective	0 .0%

Comparisons of Column Proportions [c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest	C D E H	a		
	Bbike paths	,b	a,,b		
	Not a biker	,b	a,,b		,b
	Traffic flow/bikes & peds	,b	a,,b	H	H
	Center/dedicated turn lane	,b	a,,b	H	C H
	2 lanes both ways	I	a,,b		
	It has everything	,b	a		,b
	Drivers right of way	,b	a,,b		
	Keep the same	,b	a,,b		
	Need space for cars	,b	a,,b		
	Dedicated ped/bike path	,b	a,,b		
	Similar to what we have	,b	a,,b	,b	,b
	Wider driving lanes	,b	a,,b		
	Physical barrier	,b	a,,b		
	Reduces traffic	,b	a,,b		,b
	Cost effective	,b	a,,b	,b	

Comparisons of Column Proportions [c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest		a,,b	a,,b	
	Bbike paths	,b	a,,b	a,,b	,b
	Not a biker	,b	a,,b	a,,b	,b
	Traffic flow/bikes & peds	C D H	a,,b	a,,b	
	Center/dedicated turn lane	,b	a,,b	a,,b	
	2 lanes both ways	,b	a,,b	a,,b	C I
	It has everything	,b	a,,b	a,,b	
	Drivers right of way	,b	a,,b	a,,b	
	Keep the same		a,,b	a,,b	C D
	Need space for cars	,b	a,,b	a,,b	,b
	Dedicated ped/bike path	C D	a,,b	a,,b	D
	Similar to what we have	,b	a,,b	a,,b	
	Wider driving lanes	,b	a,,b	a,,b	
	Physical barrier	,b	a,,b	a,,b	
	Reduces traffic	,b	a,,b	a,,b	,b
	Cost effective	,b	a,,b	a,,b	,b

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest	.[b]
	Bbike paths	.[b]
	Not a biker	.[b]
	Traffic flow/bikes & peds	C D E H
	Center/dedicated turn lane	.[b]
	2 lanes both ways	
	It has everything	
	Drivers right of way	.[b]
	Keep the same	.[b]
	Need space for cars	.[b]
	Dedicated ped/bike path	
	Similar to what we have	.[b]
	Wider driving lanes	.[b]
	Physical barrier	.[b]
	Reduces traffic	.[b]
	Cost effective	.[b]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	736	53	55	65	42
	Safest	62 8.4%	1 1.0%	5 8.2%	11 17.4%	4 10.6%
	Bbike paths	10 1.3%	1 1.1%	2 3.0%	1 1.4%	0 .0%
	Not a biker	6 .8%	0 .0%	0 .0%	1 1.4%	0 .0%
	Traffic flow/bikes & peds	178 24.2%	40 75.8%	6 11.2%	21 31.8%	16 37.2%
	Center/dedicated turn lane	75 10.2%	0 .0%	4 8.0%	4 5.8%	5 10.8%
	2 lanes both ways	183 24.8%	3 5.8%	15 26.8%	12 19.1%	8 18.2%
	It has everything	16 2.2%	0 .0%	0 .0%	2 3.4%	1 1.7%
	Drivers right of way	4 .5%	2 3.4%	0 .0%	0 .0%	1 2.6%
	Keep the same	67 9.2%	1 1.1%	2 3.3%	4 5.5%	1 3.1%
	Need space for cars	4 .6%	0 .0%	0 .0%	0 .0%	0 .0%
	Expand sidewalks	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%
	Dedicated ped/bike path	97 13.2%	5 10.1%	18 33.0%	5 7.7%	3 8.3%
	Similar to what we have	2 .3%	0 .0%	0 .0%	0 .0%	1 2.6%
	Wider driving lanes	13 1.8%	0 .0%	0 .0%	0 .0%	0 .0%
	Physical barrier	17 2.4%	1 1.7%	4 6.6%	4 6.5%	2 5.0%
	Reduces traffic	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%
	Cost effective	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	493	28
	Safest	41 8.3%	0 .0%
	Bbike paths	7 1.3%	0 .0%
	Not a biker	5 1.0%	0 .0%
	Traffic flow/bikes & peds	95 19.3%	0 .0%
	Center/dedicated turn lane	61 12.4%	1 3.4%
	2 lanes both ways	120 24.4%	25 87.9%
	It has everything	13 2.7%	0 .0%
	Drivers right of way	1 .1%	0 .0%
	Keep the same	60 12.2%	0 .0%
	Need space for cars	4 .8%	0 .0%
	Expand sidewalks	1 .2%	0 .0%
	Dedicated ped/bike path	65 13.3%	0 .0%
	Similar to what we have	1 .2%	0 .0%
	Wider driving lanes	13 2.7%	0 .0%
	Physical barrier	5 .9%	2 6.6%
	Reduces traffic	0 .0%	1 2.2%
	Cost effective	1 .1%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest			A	
	Bbike paths				a.
	Not a biker	a.	a.		a.
	Traffic flow/bikes & peds	B C D E			B
	Center/dedicated turn lane	a.			
	2 lanes both ways		A		
	It has everything	a.	a.		
	Drivers right of way	E	a.	a.	E
	Keep the same				
	Need space for cars	a.	a.	a.	a.
	Expand sidewalks	a.	a.	a.	a.
	Dedicated ped/bike path		A C D E		
	Similar to what we have	a.	a.	a.	E
	Wider driving lanes	a.	a.	a.	a.
	Physical barrier		E	E	
	Reduces traffic	a.	a.	a.	a.
	Cost effective	a.	a.	a.	a.

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest		a.
	Bbike paths		a.
	Not a biker		a.
	Traffic flow/bikes & peds		a.
	Center/dedicated turn lane		
	2 lanes both ways	A	A B C D E
	It has everything		a.
	Drivers right of way		a.
	Keep the same		a.
	Need space for cars		a.
	Expand sidewalks		a.
	Dedicated ped/bike path		a.
	Similar to what we have		a.
	Wider driving lanes		a.
	Physical barrier		
	Reduces traffic	a.	
	Cost effective		a.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	731	344	258	74
	Safest	62 8.5%	26 7.6%	21 8.2%	5 6.2%
	Bbike paths	10 1.3%	8 2.4%	2 .6%	0 .0%
	Not a biker	6 .8%	0 .0%	0 .0%	5 6.4%
	Traffic flow/bikes & peds	175 24.0%	95 27.7%	61 23.7%	14 18.9%
	Center/dedicated turn lane	75 10.2%	32 9.4%	37 14.3%	4 5.5%
	2 lanes both ways	182 24.9%	68 19.7%	84 32.4%	25 33.3%
	It has everything	15 2.1%	4 1.2%	6 2.5%	3 3.5%
	Drivers right of way	4 .5%	0 .0%	3 1.1%	1 .8%
	Keep the same	67 9.2%	5 1.4%	26 10.1%	10 13.4%
	Need space for cars	4 .6%	2 .7%	0 .0%	2 2.6%
	Expand sidewalks	1 .1%	1 .2%	0 .0%	0 .0%
	Dedicated ped/bike path	96 13.2%	81 23.6%	10 4.0%	3 4.5%
	Similar to what we have	2 .3%	0 .0%	2 .8%	0 .0%
	Wider driving lanes	13 1.8%	7 2.1%	2 .7%	2 3.3%
	Physical barrier	17 2.4%	13 3.9%	3 1.3%	1 .8%
	Reduces traffic	1 .1%	0 .0%	0 .0%	1 .8%
	Cost effective	1 .1%	0 .0%	1 .3%	0 .0%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	55
	Safest	10 18.4%
	Bbike paths	0 .0%
	Not a biker	1 2.1%
	Traffic flow/bikes & peds	5 8.6%
	Center/dedicated turn lane	2 2.8%
	2 lanes both ways	6 11.5%
	It has everything	2 3.1%
	Drivers right of way	0 .0%
	Keep the same	27 48.0%
	Need space for cars	0 .0%
	Expand sidewalks	0 .0%
	Dedicated ped/bike path	2 2.8%
	Similar to what we have	0 .0%
	Wider driving lanes	1 2.7%
	Physical barrier	0 .0%
	Reduces traffic	0 .0%
	Cost effective	0 .0%

Comparisons of Column Proportions[b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest				
	Bbike paths			a.	a.
	Not a biker	a.	a.		
	Traffic flow/bikes & peds	D			
	Center/dedicated turn lane				
	2 lanes both ways		A D	D	
	It has everything				
	Drivers right of way	a.			a.
	Keep the same		A	A	A B C
	Need space for cars		a.		a.
	Expand sidewalks		a.	a.	a.
	Dedicated ped/bike path	B C D			
	Similar to what we have	a.			a.
	Wider driving lanes				
	Physical barrier				a.
	Reduces traffic	a.	a.		a.
	Cost effective	a.		a.	a.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	735	292	443
	Safest	62 8.4%	28 9.7%	34 7.6%
	Bbike paths	10 1.3%	5 1.9%	4 1.0%
	Not a biker	5 .6%	3 .9%	2 .5%
	Traffic flow/bikes & peds	178 24.2%	52 18.0%	126 28.4%
	Center/dedicated turn lane	75 10.2%	34 11.7%	41 9.2%
	2 lanes both ways	183 25.0%	58 19.9%	125 28.3%
	It has everything	16 2.2%	6 2.1%	10 2.2%
	Drivers right of way	4 .5%	2 .8%	1 .3%
	Keep the same	67 9.2%	34 11.5%	34 7.7%
	Need space for cars	4 .6%	1 .4%	3 .6%
	Expand sidewalks	1 .1%	0 .0%	1 .2%
	Dedicated ped/bike path	96 13.1%	54 18.5%	42 9.6%
	Similar to what we have	2 .3%	1 .3%	1 .2%
	Wider driving lanes	13 1.8%	2 .7%	11 2.5%
	Physical barrier	17 2.4%	10 3.6%	7 1.5%
	Reduces traffic	1 .1%	0 .0%	1 .1%
	Cost effective	1 .1%	0 .0%	1 .2%

Comparisons of Column Proportions[b,c]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest		
	Bbike paths		
	Not a biker		
	Traffic flow/bikes & peds		A
	Center/dedicated turn lane		
	2 lanes both ways		A
	It has everything		
	Drivers right of way		
	Keep the same		
	Need space for cars		
	Expand sidewalks	a.	
	Dedicated ped/bike path	B	
	Similar to what we have		
	Wider driving lanes		
	Physical barrier		
	Reduces traffic	a.	
	Cost effective	a.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
25. Why did you choose that road way configuration as the best solution for Segment 3?	Total	731	148	168	85	330
	Safest	62 8.4%	16 10.9%	15 8.8%	11 13.1%	20 6.0%
	Bbike paths	10 1.3%	1 .5%	2 1.1%	4 4.4%	3 1.0%
	Not a biker	6 .8%	4 2.9%	1 .3%	0 .0%	1 .3%
	Traffic flow/bikes & peds	176 24.1%	13 8.5%	36 21.2%	11 13.2%	117 35.5%
	Center/dedicated turn lane	74 10.2%	3 2.3%	58 34.6%	9 10.2%	4 1.2%
	2 lanes both ways	181 24.8%	18 11.9%	14 8.4%	3 3.3%	147 44.4%
	It has everything	16 2.2%	5 3.1%	4 2.4%	0 .0%	7 2.2%
	Drivers right of way	4 .5%	4 2.4%	0 .0%	0 .0%	0 .0%
	Keep the same	66 9.0%	65 44.1%	0 .0%	0 .0%	1 .3%
	Need space for cars	4 .6%	0 .0%	1 .3%	0 .0%	4 1.1%
	Expand sidewalks	1 .1%	1 .5%	0 .0%	0 .0%	0 .0%
	Dedicated ped/bike path	97 13.3%	7 4.5%	26 15.7%	41 48.2%	24 7.1%
	Similar to what we have	2 .3%	1 .7%	0 .0%	0 .0%	1 .3%
	Wider driving lanes	13 1.8%	10 6.7%	1 .3%	3 3.1%	0 .0%
	Physical barrier	17 2.4%	1 .4%	11 6.8%	4 4.4%	2 .5%
	Reduces traffic	1 .1%	0 .0%	0 .0%	0 .0%	1 .2%
	Cost effective	1 .1%	1 .5%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions[b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
25. Why did you choose that road way configuration as the best solution for Segment 3?	Safest				
	Bbike paths				
	Not a biker	D		a .	
	Traffic flow/bikes & peds		A		A B C
	Center/dedicated turn lane		A C D	D	
	2 lanes both ways				A B C
	It has everything			a .	
	Drivers right of way	D	a .	a .	
	Keep the same	D	a .	a .	
	Need space for cars	a .		a .	
	Expand sidewalks		a .	a .	a .
	Dedicated ped/bike path		A D	A B D	
	Similar to what we have		a .	a .	
	Wider driving lanes	B			a .
	Physical barrier		A D	D	
	Reduces traffic	a .	a .	a .	
	Cost effective		a .	a .	a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	165	165
	Existing Conditions	78 47.3%	78 47.3%
	Option 3	87 52.7%	87 52.7%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions	.
	Option 3	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	163	70	93
	Existing Conditions	78 47.8%	40 57.3%	38 40.7%
	Option 3	85 52.2%	30 42.7%	55 59.3%

Comparisons of Column Proportions[a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions	B	
	Option 3		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	163	13	23	31	56	40
	Existing Conditions	77 47.3%	0 .0%	2 7.9%	14 44.2%	35 63.0%	26 66.1%
	Option 3	86 52.7%	13 100.0%	21 92.1%	17 55.8%	21 37.0%	14 33.9%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions	.[a]		B	B	B
	Option 3	.[a]	C D E			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	150	8	104	18	6
	Existing Conditions	72 48.0%	8 100.0%	46 44.3%	11 63.4%	6 100.0%
	Option 3	78 52.0%	0 .0%	58 55.7%	6 36.6%	0 .0%

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	0	1	13	0
	Existing Conditions	0 .0%	1 100.0%	0 .0%	0 66.7%
	Option 3	0 100.0%	0 .0%	13 100.0%	0 33.3%

Comparisons of Column Proportions[c,d]

		Ethnicity				
		African-American / Black	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic	Native American
		(A)	(B)	(C)	(D)	(E)
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions	.[a]	G	G	.[a]	.[a,,b]
	Option 3	.[a]			.[a]	.[a,,b]

Comparisons of Column Proportions[c,d]

		Ethnicity		
		Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(F)	(G)	(H)
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions	.[a,,b]		.[,b]
	Option 3	.[a,,b]	B C	.[,b]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.This category is not used in comparisons because the sum of case weights is less than two.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	165	4	35	19	12
	Existing Conditions	78 47.3%	1 22.3%	4 12.0%	11 55.9%	6 47.2%
	Option 3	87 52.7%	3 77.7%	31 88.0%	8 44.1%	6 52.8%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	92	3
	Existing Conditions	55 59.9%	2 65.0%
	Option 3	37 40.1%	1 35.0%

Comparisons of Column Proportions[a,b]

		How Long Lived in Moraga/Student at St Marys College				
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
		(A)	(B)	(C)	(D)	(E)
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions			B		B
	Option 3		C E			

Comparisons of Column Proportions[a,b]

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
		(F)
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions	
	Option 3	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	165	99	49	17
	Existing Conditions	78 47.3%	35 35.7%	29 59.4%	13 79.0%
	Option 3	87 52.7%	64 64.3%	20 40.6%	4 21.0%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	1
	Existing Conditions	1 100.0%
	Option 3	0 .0%

Comparisons of Column Proportions[c,d]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions		A	A	[a,,b] .
	Option 3	B C			[a,,b] .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	165	70	94
	Existing Conditions	78 47.3%	26 36.4%	52 55.5%
	Option 3	87 52.7%	45 63.6%	42 44.5%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions		A
	Option 3	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution		
		Total	Option 1	Option 2
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Total	165	108	57
	Existing Conditions	78 47.3%	55 50.9%	23 40.6%
	Option 3	87 52.7%	53 49.1%	34 59.4%

Comparisons of Column Proportions[a,b]

		Preferred Solution	
		Option 1	Option 2
		(A)	(B)
26. If you selected Option 1 or Option 2 in Question 24 above, please indicate if you would change your preferred option by selecting a new preferred option below	Existing Conditions		
	Option 3		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
A. What is your gender?	Total	1041	1041
	Male	471 45.2%	471 45.2%
	Female	570 54.8%	570 54.8%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
A. What is your gender?	Male	.
	Female	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
A. What is your gender?	Total	1041	471	570
	Male	471	471	0
		45.2%	100.0%	.0%
	Female	570	0	570
		54.8%	.0%	100.0%

Comparisons of Column Proportions[b,c]

		Respondent's Gender	
		Male	Female
		(A)	(B)
A. What is your gender?	Male	.[a]	.[a]
	Female	.[a]	.[a]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
A. What is your gender?	Total	1035	177	94	169	322	273
	Male	468	70	41	63	141	154
		45.2%	39.5%	43.3%	37.1%	43.6%	56.5%
	Female	567	107	53	106	181	119
		54.8%	60.5%	56.7%	62.9%	56.4%	43.5%

Comparisons of Column Proportions[a,b]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
A. What is your gender?	Male					A C D
	Female	E		E	E	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
A. What is your gender?	Total	937	38	1	647	137	45
	Male	420 44.9%	30 79.3%	0 .1%	295 45.6%	70 51.2%	22 49.2%
	Female	517 55.1%	8 20.7%	1 99.9%	352 54.4%	67 48.8%	23 50.8%

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
A. What is your gender?	Total	0	3	54	13
	Male	0 .3%	3 100.0%	0 .4%	0 .0%
	Female	0 99.7%	0 .0%	53 99.6%	13 100.0%

Comparisons of Column Proportions[c,d]

		Ethnicity					
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic	Native American
		(A)	(B)	(C)	(D)	(E)	(F)
A. What is your gender?	Male	C D H I	[a] . [a]	H I A	H I A	H I	[a] . [a]
	Female		.				.

Comparisons of Column Proportions[c,d]

		Ethnicity		
		Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(G)	(H)	(I)
A. What is your gender?	Male	[b] . [b]	A C D E	A C D E
	Female	.		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because the sum of case weights is less than two.

b.This category is not used in comparisons because its column proportion is equal to zero or one.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College					
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
A. What is your gender?	Total	1040	60	77	85	60	714
	Male	470 45.2%	48 79.3%	25 33.0%	31 36.1%	20 33.8%	342 47.9%
	Female	570 54.8%	12 20.7%	52 67.0%	54 63.9%	39 66.2%	372 52.1%

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
A. What is your gender?	Total	44
	Male	3 7.3%
	Female	41 92.7%

Comparisons of Column Proportions [a,b]

		How Long Lived in Moraga/Student at St Marys College					
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years	St. Mary's College Student
		(A)	(B)	(C)	(D)	(E)	(F)
A. What is your gender?	Male	B C D E F	F	F	F	F	
	Female		A	A	A	A	A B C D E

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
A. What is your gender?	Total	1032	466	369	115	83
	Male	468 45.3%	209 44.9%	160 43.5%	54 47.1%	44 53.6%
	Female	564 54.7%	257 55.1%	209 56.5%	61 52.9%	38 46.4%

Comparisons of Column Proportions [a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
A. What is your gender?	Male				
	Female				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
A. What is your gender?	Total	1036	383	653
	Male	470	174	295
		45.3%	45.5%	45.2%
	Female	566	209	358
		54.7%	54.5%	54.8%

Comparisons of Column Proportions [a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
A. What is your gender?	Male		
	Female		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
A. What is your gender?	Total	1009	216	234	120	439
	Male	459	110	125	57	167
		45.5%	50.9%	53.4%	47.4%	38.0%
	Female	550	106	109	63	272
		54.5%	49.1%	46.6%	52.6%	62.0%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
A. What is your gender?	Male	D	D		
	Female				A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
B. What is your age?	Total	1055	1055
	18-29 years	195 18.5%	195 18.5%
	30-39 years	96 9.1%	96 9.1%
	40-49 years	169 16.0%	169 16.0%
	50-64 years	322 30.5%	322 30.5%
	65+ years	273 25.9%	273 25.9%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
B. What is your age?	18-29 years	.
	30-39 years	.
	40-49 years	.
	50-64 years	.
	65+ years	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
B. What is your age?	Total	1035	468	567
	18-29 years	177 17.1%	70 15.0%	107 18.9%
	30-39 years	94 9.1%	41 8.7%	53 9.4%
	40-49 years	169 16.3%	63 13.4%	106 18.7%
	50-64 years	322 31.1%	141 30.0%	181 32.0%
	65+ years	273 26.3%	154 32.9%	119 20.9%

Comparisons of Column Proportions [a,b]

		Respondent's Gender	
		Male	Female
		(A)	(B)
B. What is your age?	18-29 years		
	30-39 years		
	40-49 years		A
	50-64 years		
	65+ years	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age					
		Total	18-29 years	30-39 years	40-49 years	50-64 years	65+ years
B. What is your age?	Total	1055	195	96	169	322	273
	18-29 years	195 18.5%	195 100.0%	0 .0%	0 .0%	0 .0%	0 .0%
	30-39 years	96 9.1%	0 .0%	96 100.0%	0 .0%	0 .0%	0 .0%
	40-49 years	169 16.0%	0 .0%	0 .0%	169 100.0%	0 .0%	0 .0%
	50-64 years	322 30.5%	0 .0%	0 .0%	0 .0%	322 100.0%	0 .0%
	65+ years	273 25.9%	0 .0%	0 .0%	0 .0%	0 .0%	273 100.0%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
B. What is your age?	18-29 years	a .	a .	a .	a .	a .
	30-39 years	a .	a .	a .	a .	a .
	40-49 years	a .	a .	a .	a .	a .
	50-64 years	a .	a .	a .	a .	a .
	65+ years	a .	a .	a .	a .	a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic
B. What is your age?	Total	951	38	1	644	137	63
	18-29 years	195 20.5%	0 .0%	0 .0%	70 10.9%	43 31.1%	18 28.6%
	30-39 years	81 8.5%	0 .0%	0 .0%	55 8.6%	18 12.9%	6 9.6%
	40-49 years	153 16.1%	15 40.4%	0 .0%	96 14.9%	24 17.8%	17 26.5%
	50-64 years	279 29.3%	15 39.8%	0 .2%	212 33.0%	33 23.9%	17 26.8%
	65+ years	243 25.6%	8 19.8%	1 99.8%	210 32.6%	20 14.4%	5 8.5%

		Ethnicity			
		Native American	Native Hawaiian or Other Pacific Islander	Two or more races	Other
B. What is your age?	Total	0	3	54	13
	18-29 years	0 .0%	0 .0%	52 96.5%	13 99.9%
	30-39 years	0 .0%	0 .0%	2 3.4%	0 .0%
	40-49 years	0 .0%	1 23.4%	0 .0%	0 .0%
	50-64 years	0 .3%	2 76.6%	0 .0%	0 .0%
	65+ years	0 99.7%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions[c,d]

		Ethnicity					
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian	Latino / Latina / Hispanic	Native American
		(A)	(B)	(C)	(D)	(E)	(F)
B. What is your age?	18-29 years	[a] .	[a,,b] .		C	C	[a,,b] .
	30-39 years	[a] .	[a,,b] .				[a,,b] .
	40-49 years	C H	[a,,b] .	H	H	H	[a,,b] .
	50-64 years	H	[,b] .	H	H	H	[,b] .
	65+ years	H	[,b] .	D E H	H		[,b] .

Comparisons of Column Proportions[c,d]

		Ethnicity		
		Native Hawaiian or Other Pacific Islander	Two or more races	Other
		(G)	(H)	(I)
B. What is your age?	18-29 years	[a] .	C D E	C D E
	30-39 years	[a] .		[a] .
	40-49 years	H		
	50-64 years	H I		
	65+ years	[a] .		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.This category is not used in comparisons because the sum of case weights is less than two.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College					
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years
B. What is your age?	Total	1053	60	78	85	60	726
	18-29 years	195 18.5%	28 46.4%	13 17.0%	13 14.9%	0 .0%	113 15.5%
	30-39 years	96 9.1%	22 36.2%	31 39.2%	22 25.6%	2 2.8%	18 2.5%
	40-49 years	169 16.0%	6 10.6%	23 29.4%	35 41.3%	24 39.5%	70 9.7%
	50-64 years	321 30.5%	2 2.9%	6 7.4%	10 11.4%	29 49.0%	272 37.5%
	65+ years	272 25.8%	2 3.9%	5 7.0%	6 6.9%	5 8.7%	253 34.9%

		How Long Lived in Moraga/Student at St Marys College
		St. Mary's College Student
B. What is your age?	Total	44
	18-29 years	29 65.2%
	30-39 years	2 4.2%
	40-49 years	11 24.0%
	50-64 years	3 6.6%
	65+ years	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College					
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years	More than 10 years	St. Mary's College Student
		(A)	(B)	(C)	(D)	(E)	(F)
B. What is your age?	18-29 years	B C E			.[a]		B C E
	30-39 years	D E F	D E F	D E F			
	40-49 years		E	A E	A E		E
	50-64 years				A B C F	A B C F	
	65+ years					A B C D	.[a]

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares				
		Total	Very important	Somewhat important	Somewhat unimportant	Not important at all
B. What is your age?	Total	1046	482	365	116	83
	18-29 years	195 18.7%	102 21.1%	40 10.9%	27 23.8%	26 31.5%
	30-39 years	96 9.2%	52 10.8%	33 8.9%	7 5.9%	4 5.4%
	40-49 years	167 15.9%	72 14.8%	80 21.8%	12 10.1%	4 4.6%
	50-64 years	317 30.3%	149 30.9%	105 28.7%	34 29.7%	29 35.3%
	65+ years	271 25.9%	108 22.3%	109 29.7%	35 30.5%	19 23.2%

Comparisons of Column Proportions[a,b]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
B. What is your age?	18-29 years	B		B	B
	30-39 years				
	40-49 years		C D		
	50-64 years				
	65+ years				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
B. What is your age?	Total	1049	396	653
	18-29 years	195	57	138
		18.6%	14.5%	21.1%
	30-39 years	94	45	49
		8.9%	11.3%	7.5%
	40-49 years	168	78	90
		16.0%	19.8%	13.7%
	50-64 years	321	129	192
		30.6%	32.5%	29.4%
	65+ years	271	87	184
		25.8%	22.0%	28.2%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
B. What is your age?	18-29 years		A
	30-39 years	B	
	40-49 years	B	
	50-64 years		
	65+ years		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
B. What is your age?	Total	1024	215	234	137	438
	18-29 years	195 19.1%	26 12.1%	28 12.0%	31 22.7%	110 25.2%
	30-39 years	95 9.3%	14 6.6%	37 15.7%	15 11.1%	29 6.6%
	40-49 years	166 16.2%	22 10.1%	45 19.3%	20 14.7%	79 18.1%
	50-64 years	309 30.1%	74 34.4%	70 29.7%	36 26.3%	129 29.5%
	65+ years	259 25.3%	79 36.8%	55 23.4%	35 25.2%	90 20.7%

Comparisons of Column Proportions[a,b]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
B. What is your age?	18-29 years			B	A B
	30-39 years		A D		
	40-49 years		A		A
	50-64 years				
	65+ years	B D			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
C. What is your racial or ethnic background?	Total	958	958
	African-American / Black	38 4.0%	38 4.0%
	American Indian or Alaskan Native	1 .1%	1 .1%
	Anglo / White / Caucasian	649 67.8%	649 67.8%
	Asian	138 14.4%	138 14.4%
	Latino / Latina / Hispanic	63 6.6%	63 6.6%
	Native American	0 .0%	0 .0%
	Native Hawaiian or Other Pacific Islander	3 .3%	3 .3%
	Two or more races	54 5.6%	54 5.6%
	Other	13 1.3%	13 1.3%

Comparisons of Column Proportions[a,b]

		Total
		Total
		(A)
C. What is your racial or ethnic background?	African-American / Black	.
	American Indian or Alaskan Native	.
	Anglo / White / Caucasian	.
	Asian	.
	Latino / Latina / Hispanic	.
	Native American	.
	Native Hawaiian or Other Pacific Islander	.
	Two or more races	.
	Other	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
C. What is your racial or ethnic background?	Total	937	420	517
	African-American / Black	38 4.1%	30 7.2%	8 1.5%
	American Indian or Alaskan Native	1 .1%	0 .0%	1 .1%
	Anglo / White / Caucasian	647 69.0%	295 70.1%	352 68.1%
	Asian	137 14.6%	70 16.7%	67 12.9%
	Latino / Latina / Hispanic	45 4.8%	22 5.3%	23 4.4%
	Native American	0 .0%	0 .0%	0 .1%
	Native Hawaiian or Other Pacific Islander	3 .3%	3 .7%	0 .0%
	Two or more races	54 5.7%	0 .0%	53 10.3%
	Other	13 1.4%	0 .0%	13 2.5%

Comparisons of Column Proportions[b,c]

		Respondent's Gender	
		Male	Female
		(A)	(B)
C. What is your racial or ethnic background?	African-American / Black	B	
	American Indian or Alaskan Native		
	Anglo / White / Caucasian		
	Asian		
	Latino / Latina / Hispanic		
	Native American		
	Native Hawaiian or Other Pacific Islander		a .
	Two or more races		A
	Other		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age				
		Total	18-29 years	30-39 years	40-49 years	50-64 years
C. What is your racial or ethnic background?	Total	951	195	81	153	279
	African-American / Black	38 4.0%	0 .0%	0 .0%	15 10.0%	15 5.4%
	American Indian or Alaskan Native	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%
	Anglo / White / Caucasian	644 67.7%	70 36.0%	55 68.5%	96 62.7%	212 76.1%
	Asian	137 14.4%	43 21.8%	18 21.8%	24 15.9%	33 11.7%
	Latino / Latina / Hispanic	63 6.6%	18 9.2%	6 7.5%	17 10.9%	17 6.0%
	Native American	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Native Hawaiian or Other Pacific Islander	3 .3%	0 .0%	0 .0%	1 .4%	2 .8%
	Two or more races	54 5.6%	52 26.5%	2 2.3%	0 .0%	0 .0%
	Other	13 1.3%	13 6.5%	0 .0%	0 .0%	0 .0%

		Age
		65+ years
C. What is your racial or ethnic background?	Total	243
	African-American / Black	8 3.1%
	American Indian or Alaskan Native	1 .2%
	Anglo / White / Caucasian	210 86.3%
	Asian	20 8.1%
	Latino / Latina / Hispanic	5 2.2%
	Native American	0 .1%
	Native Hawaiian or Other Pacific Islander	0 .0%
	Two or more races	0 .0%
	Other	0 .0%

Comparisons of Column Proportions[b,c]

		Age				
		18-29 years	30-39 years	40-49 years	50-64 years	65+ years
		(A)	(B)	(C)	(D)	(E)
C. What is your racial or ethnic background?	African-American / Black	[a] .	[a] .	E		
	American Indian or Alaskan Native	[a] .	[a] .	[a] .		
	Anglo / White / Caucasian		A	A	A C	A B C D
	Asian	D E	E			
	Latino / Latina / Hispanic	E		E		
	Native American	[a] .	[a] .	[a] .		
	Native Hawaiian or Other Pacific Islander	[a] .	[a] .			[a] .
	Two or more races	B C D E				
	Other	C D E	[a] .			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
C. What is your racial or ethnic background?	Total	958	38	1	649	138
	African-American / Black	38 4.0%	38 100.0%	0 .0%	0 .0%	0 .0%
	American Indian or Alaskan Native	1 .1%	0 .0%	1 100.0%	0 .0%	0 .0%
	Anglo / White / Caucasian	649 67.8%	0 .0%	0 .0%	649 100.0%	0 .0%
	Asian	138 14.4%	0 .0%	0 .0%	0 .0%	138 100.0%
	Latino / Latina / Hispanic	63 6.6%	0 .0%	0 .0%	0 .0%	0 .0%
	Native American	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Native Hawaiian or Other Pacific Islander	3 .3%	0 .0%	0 .0%	0 .0%	0 .0%
	Two or more races	54 5.6%	0 .0%	0 .0%	0 .0%	0 .0%
	Other	13 1.3%	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
C. What is your racial or ethnic background?	Total	63	0	3	54
	African-American / Black	0 .0%	0 .0%	0 .0%	0 .0%
	American Indian or Alaskan Native	0 .0%	0 .0%	0 .0%	0 .0%
	Anglo / White / Caucasian	0 .0%	0 .0%	0 .0%	0 .0%
	Asian	0 .0%	0 .0%	0 .0%	0 .0%
	Latino / Latina / Hispanic	63 100.0%	0 .0%	0 .0%	0 .0%
	Native American	0 .0%	0 100.0%	0 .0%	0 .0%
	Native Hawaiian or Other Pacific Islander	0 .0%	0 .0%	3 100.0%	0 .0%
	Two or more races	0 .0%	0 .0%	0 .0%	54 100.0%
	Other	0 .0%	0 .0%	0 .0%	0 .0%

		Ethnicity
		Other
C. What is your racial or ethnic background?	Total	13
	African-American / Black	0 .0%
	American Indian or Alaskan Native	0 .0%
	Anglo / White / Caucasian	0 .0%
	Asian	0 .0%
	Latino / Latina / Hispanic	0 .0%
	Native American	0 .0%
	Native Hawaiian or Other Pacific Islander	0 .0%
	Two or more races	0 .0%
	Other	13 100.0%

Comparisons of Column Proportions [c,d]

		Ethnicity			
		African-American / Black	American Indian or Alaskan Native	Anglo / White / Caucasian	Asian
		(A)	(B)	(C)	(D)
C. What is your racial or ethnic background?	African-American / Black	[a] .	[a,,b] .	[a] .	[a] .
	American Indian or Alaskan Native	[a] .	[a,,b] .	[a] .	[a] .
	Anglo / White / Caucasian	[a] .	[a,,b] .	[a] .	[a] .
	Asian	[a] .	[a,,b] .	[a] .	[a] .
	Latino / Latina / Hispanic	[a] .	[a,,b] .	[a] .	[a] .
	Native American	[a] .	[a,,b] .	[a] .	[a] .
	Native Hawaiian or Other Pacific Islander	[a] .	[a,,b] .	[a] .	[a] .
	Two or more races	[a] .	[a,,b] .	[a] .	[a] .
	Other	[a] .	[a,,b] .	[a] .	[a] .

Comparisons of Column Proportions[c,d]

		Ethnicity			
		Latino / Latina / Hispanic	Native American	Native Hawaiian or Other Pacific Islander	Two or more races
		(E)	(F)	(G)	(H)
C. What is your racial or ethnic background?	African-American / Black	a .	a,,b .	a .	a .
	American Indian or Alaskan Native	a .	a,,b .	a .	a .
	Anglo / White / Caucasian	a .	a,,b .	a .	a .
	Asian	a .	a,,b .	a .	a .
	Latino / Latina / Hispanic	a .	a,,b .	a .	a .
	Native American	a .	a,,b .	a .	a .
	Native Hawaiian or Other Pacific Islander	a .	a,,b .	a .	a .
	Two or more races	a .	a,,b .	a .	a .
	Other	a .	a,,b .	a .	a .

Comparisons of Column Proportions[c,d]

		Ethnicity
		Other
		(I)
C. What is your racial or ethnic background?	African-American / Black	a .
	American Indian or Alaskan Native	a .
	Anglo / White / Caucasian	a .
	Asian	a .
	Latino / Latina / Hispanic	a .
	Native American	a .
	Native Hawaiian or Other Pacific Islander	a .
	Two or more races	a .
	Other	a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.This category is not used in comparisons because the sum of case weights is less than two.

c.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		How Long Lived in Moraga/Student at St Marys College				
		Total	One year or less	2 to 3 years	4 to 6 years	7 to 10 years
C. What is your racial or ethnic background?	Total	958	54	67	81	54
	African-American / Black	38 4.0%	0 .0%	0 .0%	0 .0%	0 .0%
	American Indian or Alaskan Native	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%
	Anglo / White / Caucasian	649 67.7%	28 50.6%	39 58.7%	49 60.8%	37 69.8%
	Asian	138 14.4%	21 38.3%	14 20.6%	6 7.6%	10 18.1%
	Latino / Latina / Hispanic	63 6.6%	6 11.2%	0 .0%	11 14.1%	6 10.7%
	Native American	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	Native Hawaiian or Other Pacific Islander	3 .3%	0 .0%	1 1.1%	1 .8%	1 1.3%
	Two or more races	54 5.6%	0 .0%	13 19.7%	1 .9%	0 .0%
	Other	13 1.3%	0 .0%	0 .0%	13 15.7%	0 .0%

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
C. What is your racial or ethnic background?	Total	658	44
	African-American / Black	30 4.6%	8 17.8%
	American Indian or Alaskan Native	1 .1%	0 .0%
	Anglo / White / Caucasian	475 72.2%	20 46.5%
	Asian	73 11.1%	14 32.8%
	Latino / Latina / Hispanic	40 6.0%	0 .0%
	Native American	0 .0%	0 .0%
	Native Hawaiian or Other Pacific Islander	0 .0%	1 1.6%
	Two or more races	39 5.9%	1 1.2%
	Other	0 .0%	0 .0%

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College			
		One year or less	2 to 3 years	4 to 6 years	7 to 10 years
		(A)	(B)	(C)	(D)
C. What is your racial or ethnic background?	African-American / Black	a.	a.	a.	a.
	American Indian or Alaskan Native	a.	a.	a.	a.
	Anglo / White / Caucasian				
	Asian	C E			
	Latino / Latina / Hispanic		a.	E	
	Native American		a.	a.	a.
	Native Hawaiian or Other Pacific Islander	a.			
	Two or more races	a.	C D E F		
	Other	a.	a.	D E	

Comparisons of Column Proportions[b,c]

		How Long Lived in Moraga/Student at St Marys College	
		More than 10 years	St. Mary's College Student
		(E)	(F)
C. What is your racial or ethnic background?	African-American / Black		E
	American Indian or Alaskan Native		a.
	Anglo / White / Caucasian	A F	
	Asian		C E
	Latino / Latina / Hispanic		a.
	Native American		a.
	Native Hawaiian or Other Pacific Islander	a.	
	Two or more races		
	Other		a.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Importance of Balancing Needs on Major Thoroughfares			
		Total	Very important	Somewhat important	Somewhat unimportant
C. What is your racial or ethnic background?	Total	952	448	328	102
	African-American / Black	38 4.0%	8 1.7%	15 4.7%	8 7.4%
	American Indian or Alaskan Native	1 .1%	0 .1%	0 .1%	0 .2%
	Anglo / White / Caucasian	643 67.5%	310 69.2%	210 64.1%	72 70.4%
	Asian	138 14.5%	74 16.5%	53 16.1%	8 7.5%
	Latino / Latina / Hispanic	63 6.6%	41 9.1%	22 6.7%	0 .0%
	Native American	0 .0%	0 .0%	0 .0%	0 .3%
	Native Hawaiian or Other Pacific Islander	3 .3%	1 .2%	1 .4%	1 .7%
	Two or more races	54 5.6%	14 3.2%	13 4.0%	14 13.5%
	Other	13 1.3%	0 .0%	13 3.9%	0 .0%

		Importance of Balancing Needs on Major Thoroughfares
		Not important at all
C. What is your racial or ethnic background?	Total	74
	African-American / Black	8 10.2%
	American Indian or Alaskan Native	0 .0%
	Anglo / White / Caucasian	51 68.7%
	Asian	3 4.4%
	Latino / Latina / Hispanic	0 .0%
	Native American	0 .0%
	Native Hawaiian or Other Pacific Islander	0 .0%
	Two or more races	12 16.7%
	Other	0 .0%

Comparisons of Column Proportions [b,c]

		Importance of Balancing Needs on Major Thoroughfares			
		Very important	Somewhat important	Somewhat unimportant	Not important at all
		(A)	(B)	(C)	(D)
C. What is your racial or ethnic background?	African-American / Black			A	A
	American Indian or Alaskan Native				a .
	Anglo / White / Caucasian				
	Asian	D			
	Latino / Latina / Hispanic			a .	a .
	Native American	a .			a .
	Native Hawaiian or Other Pacific Islander				a .
	Two or more races			A B	A B
	Other		A		a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Previous Awareness of Project		
		Total	Yes	No
C. What is your racial or ethnic background?	Total	955	358	597
	African-American / Black	38 4.0%	23 6.3%	15 2.6%
	American Indian or Alaskan Native	1 .1%	1 .2%	0 .0%
	Anglo / White / Caucasian	648 67.9%	250 69.7%	399 66.8%
	Asian	135 14.2%	27 7.6%	108 18.1%
	Latino / Latina / Hispanic	63 6.6%	29 8.2%	34 5.6%
	Native American	0 .0%	0 .1%	0 .0%
	Native Hawaiian or Other Pacific Islander	3 .3%	1 .4%	1 .2%
	Two or more races	54 5.6%	27 7.4%	27 4.5%
	Other	13 1.3%	0 .0%	13 2.1%

Comparisons of Column Proportions[a,b]

		Previous Awareness of Project	
		Yes	No
		(A)	(B)
C. What is your racial or ethnic background?	African-American / Black	B	
	American Indian or Alaskan Native		
	Anglo / White / Caucasian		
	Asian		A
	Latino / Latina / Hispanic		
	Native American		
	Native Hawaiian or Other Pacific Islander		
	Two or more races		
	Other		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Preferred Solution				
		Total	Existing Conditions	Option 1	Option 2	Option 3
C. What is your racial or ethnic background?	Total	932	185	212	129	406
	African-American / Black	38 4.1%	8 4.1%	8 3.6%	8 5.8%	15 3.8%
	American Indian or Alaskan Native	1 .1%	0 .2%	0 .1%	0 .0%	0 .1%
	Anglo / White / Caucasian	632 67.8%	142 76.9%	158 74.4%	70 54.2%	262 64.5%
	Asian	136 14.5%	17 9.3%	33 15.5%	15 11.4%	71 17.4%
	Latino / Latina / Hispanic	57 6.1%	5 2.9%	11 5.4%	24 18.3%	17 4.1%
	Native American	0 .0%	0 .0%	0 .1%	0 .0%	0 .0%
	Native Hawaiian or Other Pacific Islander	3 .3%	0 .0%	1 .6%	0 .0%	1 .4%
	Two or more races	53 5.7%	12 6.6%	1 .3%	13 10.2%	27 6.6%
	Other	13 1.4%	0 .0%	0 .0%	0 .0%	13 3.1%

Comparisons of Column Proportions[b,c]

		Preferred Solution			
		Existing Conditions	Option 1	Option 2	Option 3
		(A)	(B)	(C)	(D)
C. What is your racial or ethnic background?	African-American / Black				
	American Indian or Alaskan Native			[a] .	
	Anglo / White / Caucasian	C D	C		
	Asian				
	Latino / Latina / Hispanic			A B D	
	Native American	[a] .		[a] .	
	Native Hawaiian or Other Pacific Islander	[a] .		[a] .	
	Two or more races	B		B	B
	Other			[a] .	A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a.This category is not used in comparisons because its column proportion is equal to zero or one.

b.Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c.Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

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