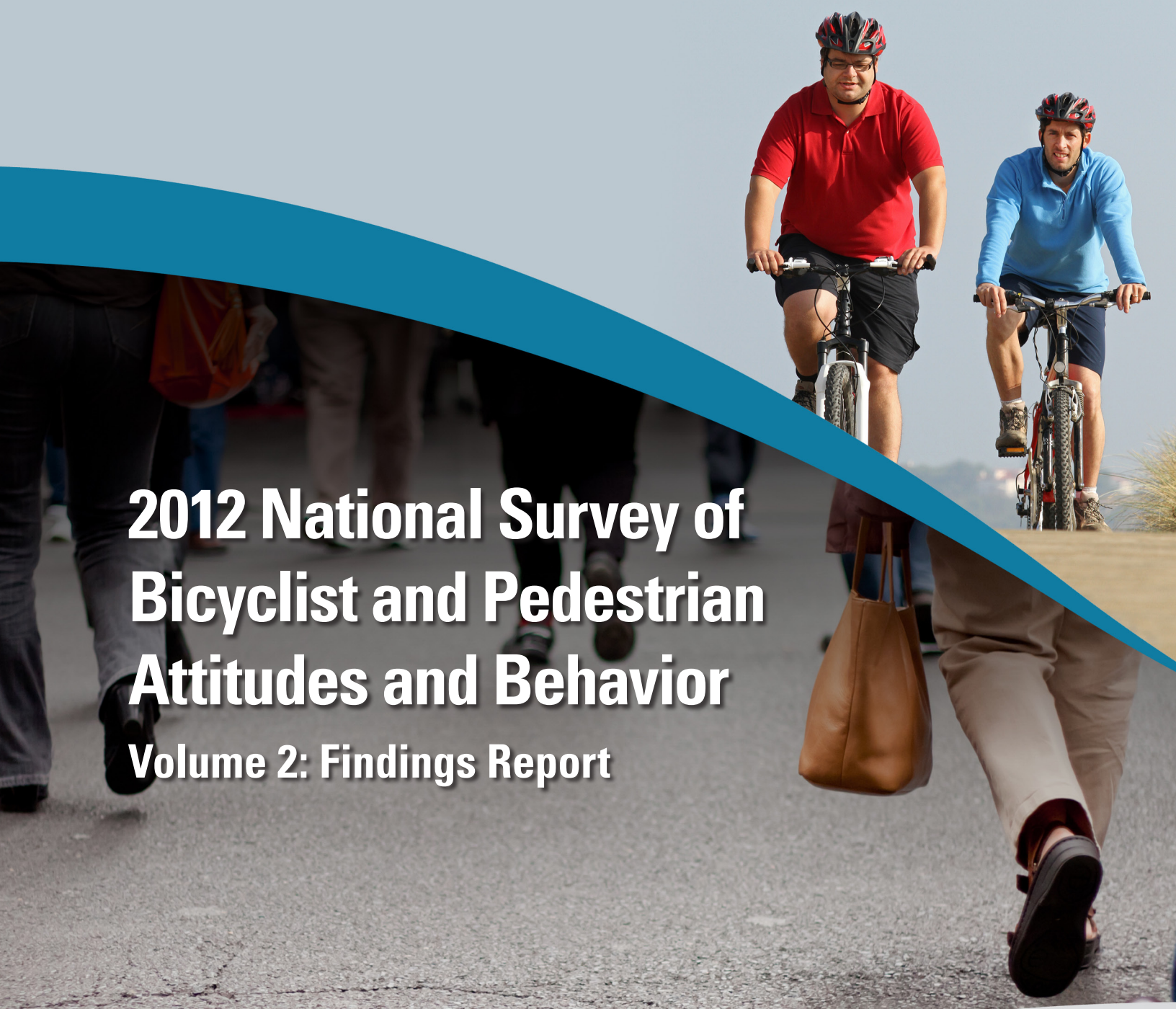

2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior

Volume 2: Findings Report

U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA
www.nhtsa.gov

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16. Abstract

The 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior is the second survey on this topic conducted for the National Highway Traffic Safety Administration (NHTSA). Data collection was conducted by Abt SRBI, Inc, a national research organization. The survey utilized an overlapping dual frame (landline and cell) sample design and included an oversample of 16- to 39-year-olds. A total of 7,509 interviews were conducted with persons 16 years of age or older living in the United States. Interviewing began on July 12, 2012, and ended on November 18, 2012. The samples were combined and weighted to produce national estimates of the target population. The survey assessed the extent to which respondents engaged in bicycling and walking outdoors; demographic and typological descriptions of bicyclists and pedestrians; the extent and frequency of using electronic devices while biking or walking; attitudes and perceptions about bicycling and pedestrian activity; the availability and use of bike paths and lanes in the community; knowledge of various laws pertaining to bicyclists and pedestrians; and changes in bicycling and pedestrian behavior and attitudes since 2002.This report presents detailed findings from the survey and compares results to the 2002 administration.

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Background and Objectives

The National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation (DOT) was established to reduce the number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this mission, NHTSA has implemented comprehensive programs involving education, enforcement, and outreach to promote bicyclist and pedestrian safety and reduce the number of injuries and fatalities incurred.

While NHTSA encourages bicycling as an alternate mode of transportation to motor vehicle travel, an increase in this behavior often results in increased exposure to vehicles and other risks, accentuating the criticality of designing and implementing effective safety programs. Despite all preventative measures, crashes and collisions continue to occur. While bicyclists on the road have the same rights and responsibilities as motorists, motorists and bicyclists do not necessarily abide by the same rules.

Similarly, pedestrian injuries and fatalities result from a number of contributing influences that may include the inappropriate use of sidewalks, distracted walking, and high-risk environments. Many injuries and fatalities resulting from crashes and collisions may have been prevented with changes in behavior.

Improvements have been made in recent years regarding the safety of pedestrians, particularly America's youngest pedestrians. For example, from 2002 to 2011, the number of pedestrian fatalities among those 14 and younger decreased by 41 percent.[1] Nonetheless, more work remains to be done.

To better understand the attitudes and self-reported behaviors related to bicyclist and pedestrian activities, NHTSA conducted the National Survey of Bicyclist and Pedestrian Attitudes and Behaviors in 2002, and again in 2012. This report presents findings from the 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behaviors (NSBPAB). Specifically, the 2012 NSBPAB survey assessed the extent to which respondents engaged in bicycling and walking outdoors; demographic and typological descriptions of bicyclists and pedestrians; the extent and frequency of using electronic devices while biking or walking; attitudes and perceptions about bicycling and pedestrian activity; the availability and use of bike paths and lanes in the community; knowledge of various laws pertaining to bicyclists and pedestrians; and changes in bicycling and pedestrian behavior and attitudes since 2002.

[1] NHTSA, Traffic Safety Facts, 2011 Data, Children (DOT HS 811 767), May, 2013

Methodology

A total of 7,509 interviews were conducted among a national representative sample of individuals 16 or older. To account for the current shift to cell phone use and the underrepresentation of younger individuals in samples using landline telephones, a partial overlapping dual sampling frame of households with landline phones, and households that relied only or mostly on cell phones, together with a landline phone oversample of individuals ages 16 to 39 was used. In all, 4,789 interviews were completed with individuals from landline households, 2,212 interviews with individuals from cell phone only or cell phone mostly households, and an additional 508 interviews of individuals ages 16 to 39 were completed from the landline phone oversample. The samples were combined and weighted to produce national estimates of the target population within specified limits of expected sampling variability, from which valid generalizations can be made to the general population in the United States.

The field interviewing for the study commenced on July 12, 2012, following the training of the field interviewers, and was completed on November 18, 2012. There was a period of interruption from October 30, 2012, through November 8, 2012, to reduce the burden for respondents who were receiving many phone calls from political campaigns, since 2012 was a Presidential election year.

The percentages presented in this report are weighted to accurately reflect the national population age 16 or older. Unweighted sample sizes (Ns) are included so that readers know the exact number of respondents answering a given question, allowing them to estimate sampling precision. All tests for statistical significance were performed using the Rao-Scott Chi-Square test, which takes into account the design effect associated with the partial overlapping sample design.

Percentages for some items may not add to 100 percent due to rounding, or because the question allowed for more than one response. In addition, the number of cases involved in subgroup analyses may not sum to the grand total who responded to the primary questionnaire item being analyzed. Reasons for this include some form of non-response on the grouping variable (e.g., “Don’t Know” or “Refused”), or use of only selected subgroups in the analysis.

For rounding purposes, all variables are rounded based on two decimal places. Any value that had a decimal of .50 or greater was rounded up and any value that had a decimal below .50 was rounded down.

Definitions

For the purposes of this report, the following definitions are used.

Urbanicity. Urbanicity is a derived variable which describes the area where respondents live. The variable is a result of a cluster analysis of Q99 which asks respondents to identify the types of structures which are found within a quarter mile of where they live. The cluster analysis yielded five distinct categories which are described below. It is important to note that these descriptions are not definitive for each respondent within a cluster, but there is a greater tendency for a respondent to live in an area as described by each cluster.

- Cluster 1: Similar to a city center or downtown major urban area
- Cluster 2: Similar to areas on the outskirts of an urban center which include mixed residential and retail buildings
- Cluster 3: Similar to suburbs or areas further removed from an urban center which are largely residential
- Cluster 4: Similar to small towns surrounded by rural areas
- Cluster 5: Similar to rural areas including farms and residential areas not near an urban center

Proportion of Structure Type within Each Cluster

		Cluster 1	Cluster 2	Cluster 3	Cluster 4	Cluster 5
Q99.	Are there (READ ITEM) within a quarter mile of where you live? Percent that responded "Yes"	n=2,858	n=606	n=1,705	n=1,014	n=1,326
A.	Single-family houses	91%	88%	95%	98%	88%
B.	Townhouses, apartments or condos	90%	31%	42%	79%	0%
C.	Mobile homes	9%	76%	6%	56%	35%
D.	Parks or recreational areas	85%	16%	72%	89%	10%
E.	Farms or ranches	0%	66%	21%	78%	71%
F.	Commercial businesses such as stores or restaurants	100%	70%	32%	97%	0%
G.	Public buildings such as schools, hospitals or government offices	86%	30%	53%	97%	3%
H.	Industrial buildings or factories	23%	28%	3%	44%	1%
I.	Heavy street traffic	93%	71%	52%	77%	31%

81-100%
71-80%
61-70%
51-60%
0-50%

Bicycle Path. Path away from the roadway on which bicycles can travel. For example, a path through a wooded area.

Bicycle Lane. Marked lane on a public road reserved for bicycles to travel.

Summer. Summer months are May through September.

Trip. A trip is defined as going from a starting point to a destination for a specific purpose. If you left your house to go on a bike ride with no real destination and returned to your house that would be one trip. If you rode from your house to a friend's house for a visit, then rode back home, that would be two trips. If you rode from your home to a friend's house, then to a store, and then back home again, that would count as three trips.

Race. Respondents were asked which of the following categories describes their race and they were allowed to select more than one category. In the report, we have analyzed this variable as a Multiple Response, which means one respondent can be listed in more than one category. There were 267 respondents who reported more than one race.

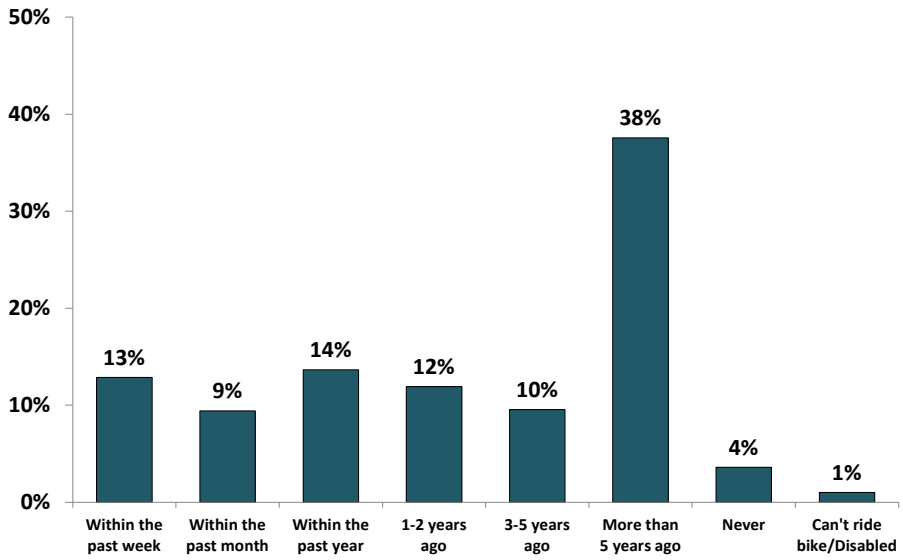
Employment Status. Respondents were allowed to select more than one category for Employment Status. For example, a respondent could be employed full-time while also going to school. In the report, we have analyzed this variable as a Multiple Response. There were 261 respondents who reported more than one employment status.

Part I.
Bicyclist Attitudes and Behavior

Chapter 1
Overall Bicycling Behavior

The survey asked all respondents when was the last time they rode a bicycle. For a plurality of respondents, they had not ridden a bicycle in the past five years, although they had at some point in their lives. Slightly more than one-third reported that they had ridden a bicycle within the past year.

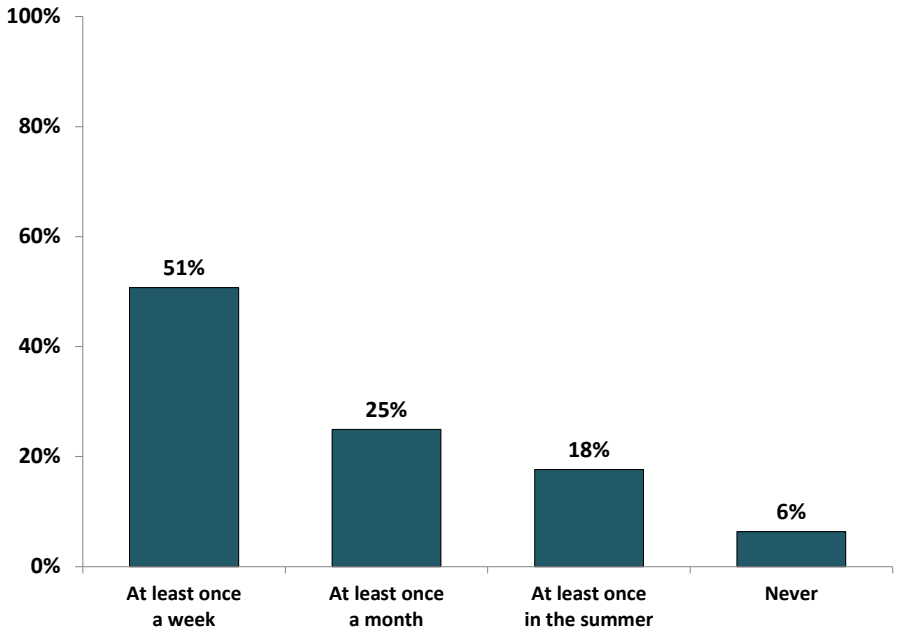
Figure 1.1
Last Time Rode a Bicycle



Q1. When was the last time you rode a bicycle? Do not include stationary bikes.
Base: All Respondents
Unweighted N=7,509

Respondents who had ridden their bicycle at least once during the past year were asked how often they rode their bicycle during the summer months. The responses were limited to the summer months as this tends to be the time of year when people ride their bicycle more frequently, particularly in seasonal areas of the United States. The majority of respondents who rode their bicycle within the past year reported they used their bicycle at least once a week. Very few respondents claimed that they never rode their bicycle during the summer months. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 1.2
Frequency of Riding a Bicycle During the Summer Months, Those Who Rode a Bicycle in Past Year



Q27. On average during the summer months, how often do you use a bicycle?
Base: Rode a bicycle within the past year
Unweighted N=2,580

Table 1.1
Frequency of Bicycling in Summer Months
By Demographic Characteristics

	Unweighted N[1]	At least once a week	At least once a month	Less than once a month	Never	Total[2]
Total Respondents	2,580	51%	25%	18%	6%	100%
Gender						
Male	1,445	55%	22%	17%	6%	100%
Female	1,135	45%	29%	19%	7%	100%
Age						
16-24	416	48%	26%	18%	8%	100%
25-34	467	50%	26%	17%	6%	99%
35-44	515	52%	28%	17%	4%	101%
45-54	529	52%	24%	18%	6%	100%
55-64	404	53%	21%	19%	7%	100%
65+	238	53%	20%	17%	9%	99%
Race (Multiple Response[3])						
Black or African American	222	49%	27%	17%	7%	100%
White	2,066	50%	26%	18%	6%	100%
Asian	77	59%	21%	19%	1%	100%
American Indian or Alaska Native	82	59%	18%	13%	9%	99%
Native Hawaiian/ Pacific Islander	23	62%	19%	12%	7%	100%
Ethnicity						
Hispanic	264	58%	20%	17%	4%	99%
Non-Hispanic	2,287	50%	26%	18%	7%	101%

Q27. On average during the summer months, how often do you use a bicycle?
Base: Rode a bicycle within the past year
[1] Some Ns may not add to 2,580 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100% (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

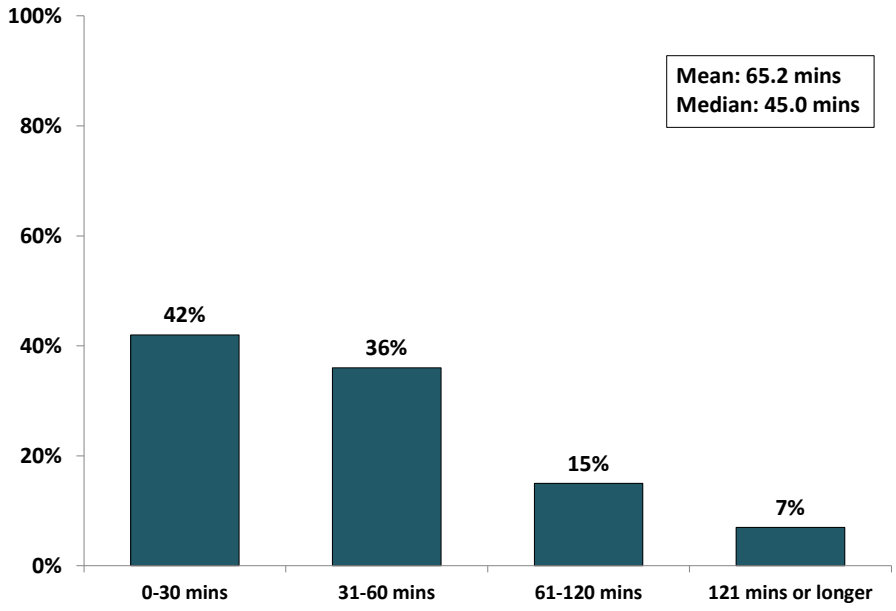
Table 1.1
Frequency of Bicycling in Summer Months
By Demographic Characteristics (Continued)

	Unweighted N[1]	At least once a week	At least once a month	Less than once a month	Never	Total[2]
Education						
Did not Graduate High School	197	58%	22%	13%	6%	99%
High School Diploma/GED	479	46%	26%	19%	7%	98%
Some College	387	49%	24%	19%	8%	100%
Associates Degree	286	51%	24%	18%	7%	100%
Bachelors Degree	729	51%	26%	17%	5%	99%
Graduate Degree	483	52%	26%	19%	2%	99%
Household Income						
Less than $15,000	239	55%	23%	16%	7%	101%
$15,000 - $29,999	272	49%	25%	17%	8%	99%
$30,000 - $49,999	340	45%	25%	19%	10%	99%
$50,000 - $74,999	435	53%	22%	18%	7%	100%
$75,000 - $99,999	359	55%	26%	18%	1%	100%
$100,000 or more	666	52%	26%	19%	3%	100%
Urbanicity[4]						
Cluster 1	1,006	52%	24%	17%	6%	99%
Cluster 2	181	43%	31%	19%	6%	99%
Cluster 3	582	50%	24%	20%	6%	100%
Cluster 4	367	58%	23%	14%	5%	100%
Cluster 5	444	44%	29%	20%	7%	100%
Children Under 16 in Household						
Yes	1,096	49%	27%	18%	6%	100%
No	1,446	53%	23%	17%	7%	100%
Employment Status (Multiple Response[3])						
Employed full-time	1,419	49%	26%	19%	6%	100%
Employed part-time	337	53%	21%	18%	7%	99%
Unemployed	165	56%	27%	12%	4%	99%
Retired	291	54%	21%	16%	8%	99%
Going to school	250	46%	27%	21%	5%	99%
Homemaker	137	47%	27%	20%	5%	99%
Disabled[5]	36	60%	16%	7%	17%	100%

Q27. On average during the summer months, how often do you use a bicycle?
Base: Rode a bicycle within the past year
[1] Some Ns may not add to 2,580 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Respondents who had ridden a bicycle in the past year were asked how long their ride lasted on a typical day. If they were unable to give a time estimate, riders were asked to choose one of four separate time ranges. The combined answers to these two questions are shown in Figure 1.3. The plurality of respondents rode for 30 minutes or less on a typical day, while fewer than one-quarter of respondents rode for an hour or more. The mean and median shown in Figure 1.3 are restricted to those who provided an estimate in minutes, rather than a time range.

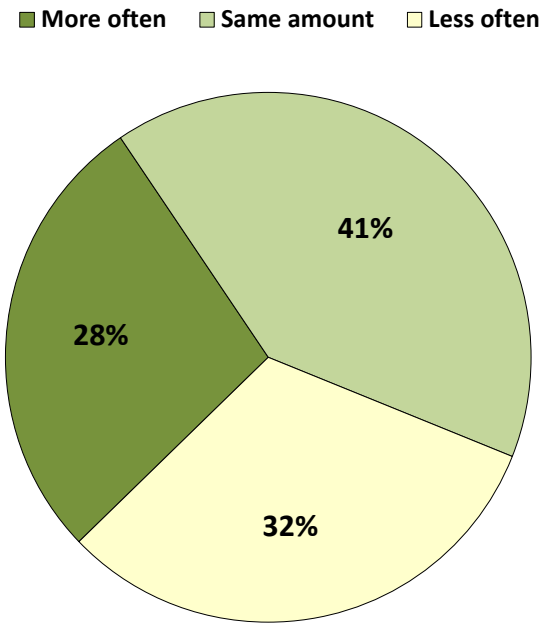
Figure 1.3
Average Length of Ride (in Minutes)



Q28. On a typical day that you ride a bicycle, about how long do you ride?
Q29. Can you tell me if it was . . . ?
Base: Rode a bicycle within the past year
Unweighted N=2,580

If respondents had ridden a bicycle in the past year, they were asked how often they currently were riding compared to a year ago. While 28 percent said they now were riding more often, 32 percent said they were riding less often. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 1.4
Change in Riding Frequency From a Year Ago



Q30. Compared to about a year ago, would you say you are now riding a bike more often, less often, or about the same amount?
Base: Rode a bicycle within the past year
Unweighted N=2,580

Table 1.2
Change in Riding Frequency from a Year Ago
By Demographic Characteristics

	Unweighted N[1]	More Often	Same Amount	Less Often	Total[2]
Total Respondents	2,580	28%	41%	32%	101%
Gender					
Male	1,445	25%	44%	31%	100%
Female	1,135	32%	36%	32%	100%
Age					
16-24	416	30%	31%	38%	99%
25-34	467	32%	38%	30%	100%
35-44	515	28%	41%	30%	99%
45-54	529	26%	45%	28%	99%
55-64	404	23%	55%	23%	101%
65 or older	238	15%	46%	40%	101%
Race (Multiple Response[3])					
Black	222	24%	40%	35%	99%
White	2,066	28%	42%	30%	100%
Asian	77	29%	40%	31%	100%
Native American/Alaska Native	82	31%	27%	41%	99%
Native Hawaiian/Pacific Islander	23	24%	46%	30%	100%
Ethnicity					
Hispanic	264	26%	35%	38%	99%
Non-Hispanic	2,287	28%	41%	31%	100%

Q30. Compared to about a year ago, would you say you are now riding a bike more often, less often or about the same amount?
Base: Rode a bicycle within the past year

[1] Some Ns may not add to 2,580 due to Don't Know or Refused responses being excluded
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 1.2
Change in Riding Frequency from a Year Ago
By Demographic Characteristics (Continued)

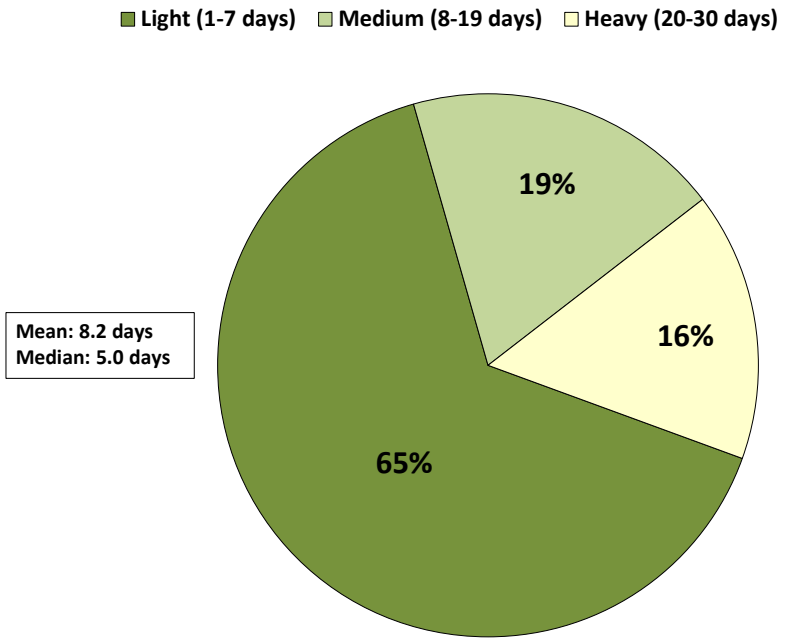
	Unweighted N[1]	More Often	Same Amount	Less Often	Total[2]
Education					
Did not Graduate High School	197	19%	42%	39%	100%
High School Diploma/GED	479	25%	39%	35%	99%
Some College	387	34%	36%	30%	100%
Associates Degree	286	30%	37%	33%	100%
Bachelors Degree	729	30%	43%	26%	99%
Graduate Degree	483	26%	47%	27%	100%
Household Income					
Less than $15,000	239	31%	33%	36%	100%
$15,000 - $29,999	272	27%	34%	39%	100%
$30,000 - $49,999	340	25%	41%	34%	100%
$50,000 - $74,999	435	28%	45%	27%	100%
$75,000 - $99,999	359	32%	45%	22%	99%
$100,000 or more	666	25%	45%	30%	100%
Urbanicity[4]					
Cluster 1	1,006	29%	38%	33%	100%
Cluster 2	181	23%	38%	39%	100%
Cluster 3	582	23%	44%	32%	99%
Cluster 4	367	37%	35%	28%	100%
Cluster 5	444	22%	50%	28%	100%
Children Under 16 in Household					
Yes	1,096	28%	39%	32%	99%
No	1,446	27%	41%	31%	99%
Employment Status (Multiple Response[3])					
Employed full-time	1,419	28%	42%	30%	100%
Employed part-time	337	27%	41%	32%	100%
Unemployed	165	24%	41%	35%	100%
Retired	291	21%	46%	32%	99%
Going to School	250	29%	29%	41%	99%
Homemaker	137	31%	35%	34%	100%
Disabled[5]	36	30%	50%	20%	100%

Q30. Compared to about a year ago, would you say you are now riding a bike more often, less often or about the same amount?
Base: Rode a bicycle within the past year

[1] Some Ns may not add to 2,580 due to Don't Know or Refused responses being excluded
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

As shown in Figure 1.1, 22 percent of the population 16 and older had ridden a bicycle in the past month. Of these, the majority is described as "light" riders who rode their bicycles 7 or fewer days during the past month. The light, medium, and heavy categories were used to describe bicycling frequency in the 2002 NHTSA Bicyclist and Pedestrian Findings Report (Vol 2). Percentage distributions for selected demographic groups are provided on the following pages.

Figure 1.5
Number of Days Rode a Bicycle in Past 30 Days



Q4. Thinking about the past 30 days, about how many of those days did you ride a bicycle?
Base: Rode a bicycle within the past month and specified the number of days ridden
Unweighted N=1,541

Table 1.3
Number of Days Rode in Past 30 Days
By Demographic Characteristics

	Unweighted N[1]	Light 1-7 days	Medium 8-19 days	Heavy 20+ days	Total[2]
Total Respondents	1,541	65%	19%	16%	100%
Gender					
Male	912	61%	21%	18%	100%
Female	629	71%	17%	13%	101%
Age					
16-24	251	60%	21%	19%	100%
25-34	252	64%	20%	16%	100%
35-44	336	73%	17%	10%	100%
45-54	322	62%	18%	20%	100%
55-64	240	66%	21%	13%	100%
65 or older	134	74%	16%	10%	100%
Race (Multiple Response[3])					
Black	124	62%	18%	20%	100%
White	1,246	67%	19%	15%	101%
Asian	42	57%	26%	17%	100%
Native American/Alaska Native	40	45%	33%	22%	100%
Native Hawaiian/Pacific Islander	19	60%	29%	11%	100%
Ethnicity					
Hispanic	161	62%	20%	18%	100%
Non-Hispanic	1,368	65%	19%	15%	99%

Q4. Thinking about the past 30 days, about how many of those days did you ride a bicycle?
Base: Rode a bicycle within the past month and specified the number of days ridden

[1] Some Ns may not add to 1,541 due to Don't Know or Refused responses being excluded
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 1.3
Number of Days Rode in Past Month
By Demographic Characteristics (Continued)

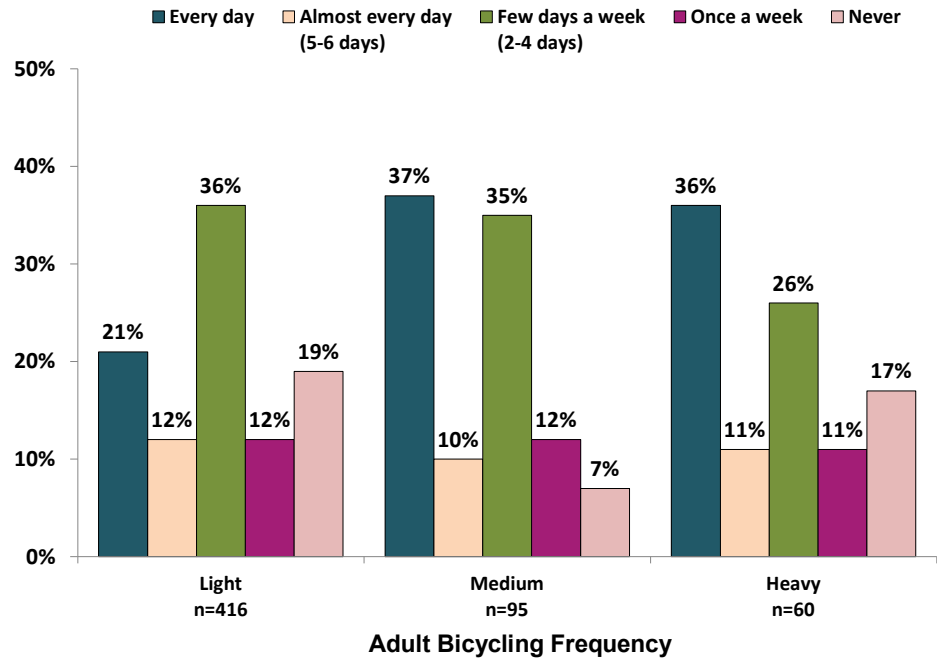
	Unweighted N[1]	Light 1-7 days	Medium 8-19 days	Heavy 20+ days	Total[2]
Education					
Did not Graduate High School	133	59%	23%	18%	100%
High School Diploma/GED	259	67%	12%	21%	100%
Some College	219	61%	24%	16%	101%
Associates Degree	177	72%	18%	11%	101%
Bachelors Degree	438	66%	21%	13%	100%
Graduate Degree	304	68%	19%	14%	101%
Household Income					
Less than $15,000	143	58%	15%	27%	100%
$15,000 - $29,999	150	61%	21%	19%	101%
$30,000 - $49,999	189	67%	16%	17%	100%
$50,000 - $74,999	262	68%	17%	15%	100%
$75,000 - $99,999	228	62%	25%	13%	100%
$100,000 or more	404	69%	20%	11%	100%
Urbanicity[4]					
Cluster 1	596	65%	16%	19%	100%
Cluster 2	102	67%	21%	11%	99%
Cluster 3	344	66%	21%	13%	100%
Cluster 4	234	57%	25%	18%	100%
Cluster 5	265	72%	18%	10%	100%
Children Under 16 in Household					
Yes	666	73%	17%	11%	101%
No	852	59%	21%	20%	100%
Employment Status (Multiple Response[3])					
Employed full-time	846	67%	19%	14%	100%
Employed part-time	193	60%	25%	15%	100%
Unemployed	110	62%	17%	21%	100%
Retired	172	69%	19%	11%	99%
Going to School	138	59%	19%	22%	100%
Homemaker	81	77%	12%	12%	101%
Disabled[5]	25	66%	18%	16%	100%

Q4. Thinking about the past 30 days, about how many of those days did you ride a bicycle?
Base: Rode a bicycle within the past month and specified the number of days ridden

[1] Some Ns may not add to 1,541 due to Don't Know or Refused responses being excluded
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Respondents having a child residing in the household between the ages of 5 and 15 were asked the number of days that the oldest child rides a bicycle during a typical week in the summer. The bicycling frequency for adults is shown along the x-axis and the child bicycling frequency is given by the categories in the legend at the top of the figure.

Figure 1.6
Child Bicycling Frequency
By Adult Bicycling Frequency

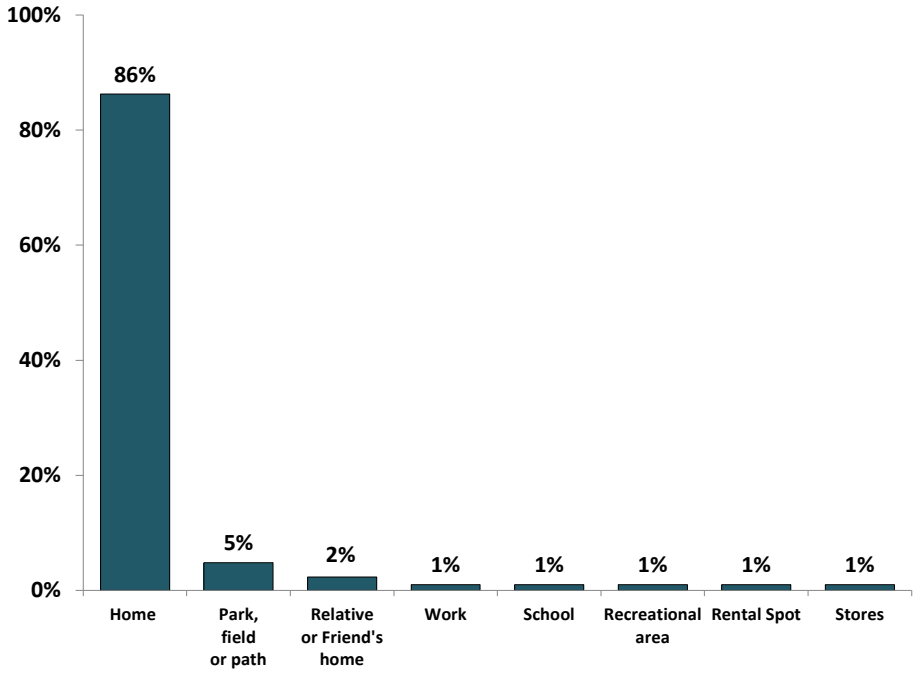


Q96. How many days does this child ride a bicycle during a typical week in the summer?
Base: Have children between the ages of 5 and 15 in household, respondent rode a bicycle in the past 30 days, and respondent specified the number of days the child rides
Unweighted N=See Chart

Chapter 2
Trip Characteristics – Most Recent Day Rode a Bicycle

Respondents who had ridden a bicycle within the past month were asked to provide specific trip information for the most recent day they rode a bicycle. A trip was defined as going from a starting point to a destination for a specific purpose. Respondents were asked to provide information for each trip they made that day. The majority of respondents started their day's first bicycling trip at home.

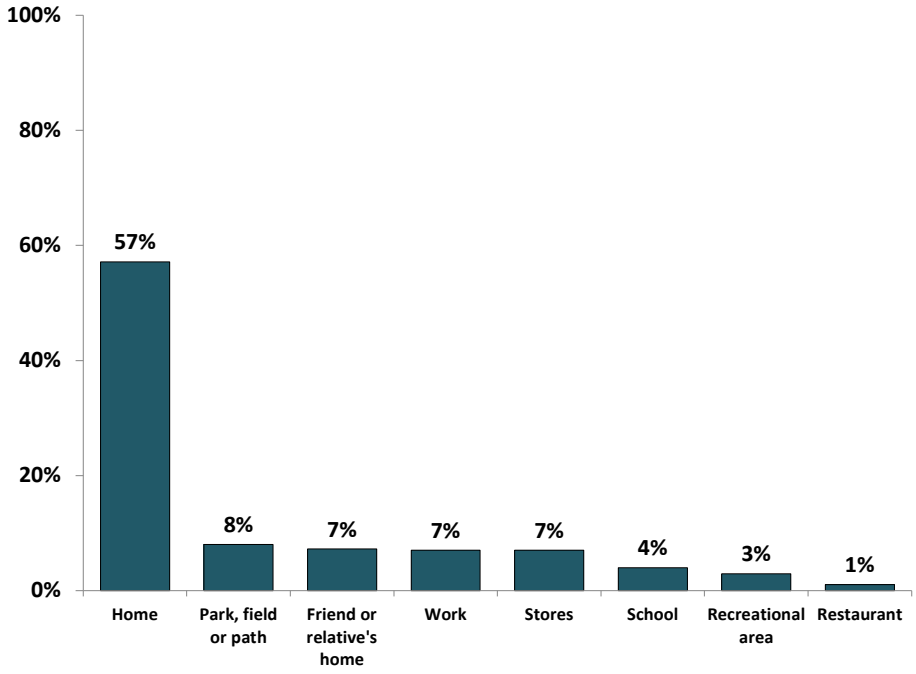
Figure 2.1
Origin of the Day's First Bicycling Trip



Q6. Thinking of this last day that you rode your bike, what was your starting point for your first trip of the day?
Base: Rode a bicycle at least once in the past 30 days at Q4
Unweighted N=1,551

Respondents were also asked to indicate where their first bicycle trip of the day ended. The most common end point was home.

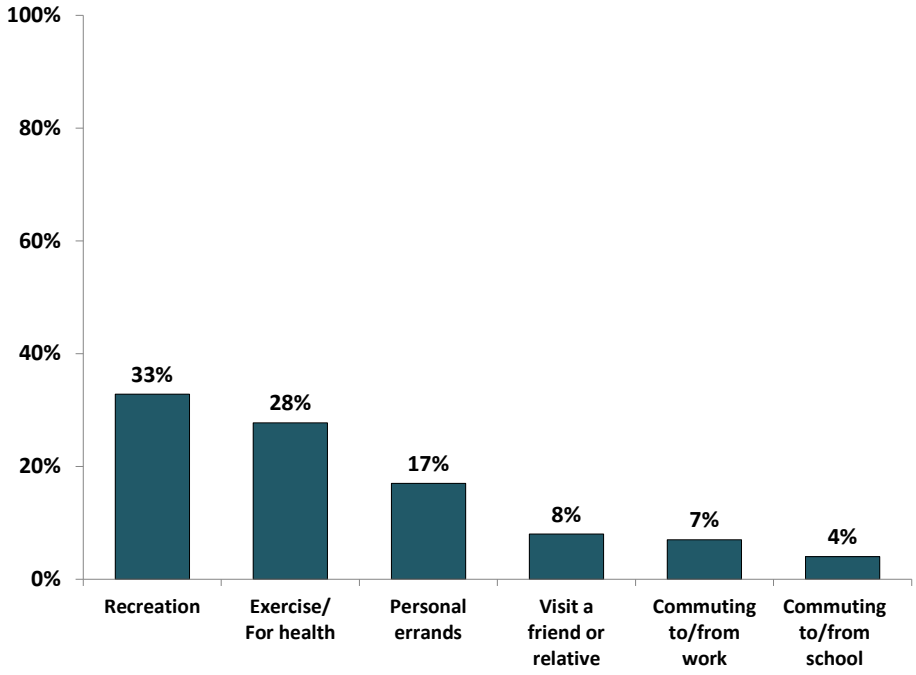
Figure 2.2
Destination of the Day's First Bicycling Trip



Q8. Where did this trip end?
Base: Rode a bicycle at least once in the past 30 days at Q4
Unweighted N=1,551

Recreation and exercise were the most commonly cited purposes for the respondents' first bicycle trip of the day. One in six respondents used a bicycle to run personal errands.

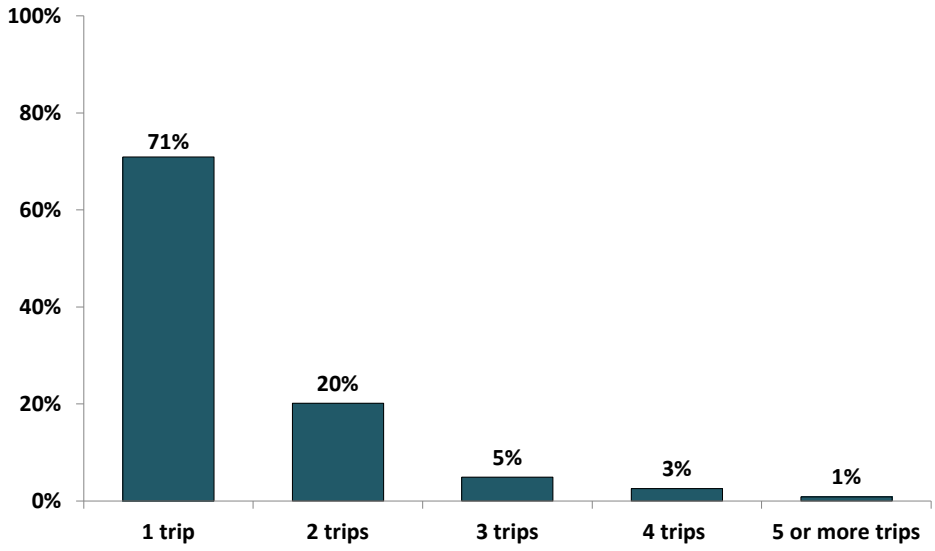
Figure 2.3
Purpose of the Day's First Bicycling Trip



Q7. What was the main purpose of this trip?
Base: Rode a bicycle at least once in the past 30 days at Q4
Unweighted N=1,551

The majority of those who rode within the past 30 days made one trip on the most recent day they used a bicycle. One-fifth made two trips.

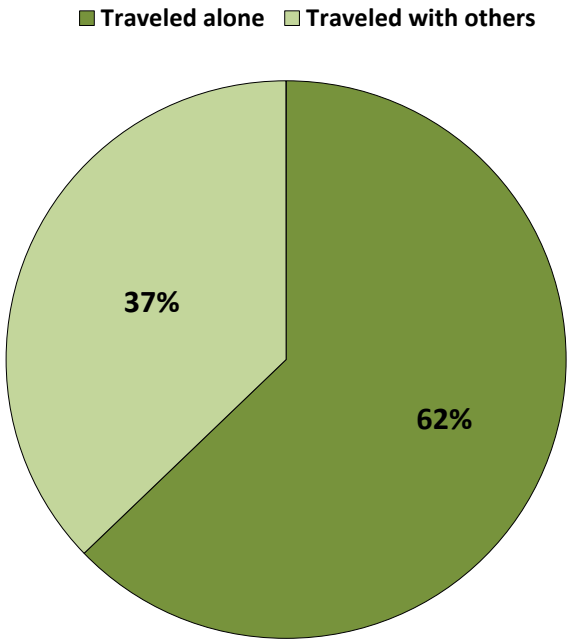
Figure 2.4
Number of Bicycling Trips on Last Travel Day



Q9. Did you take any more bike trips on this day?
Base: Rode a bicycle at least once in the past 30 days at Q4
Unweighted N=1,551

The majority of respondents who rode a bicycle within the past 30 days said they rode alone on the most recent day.

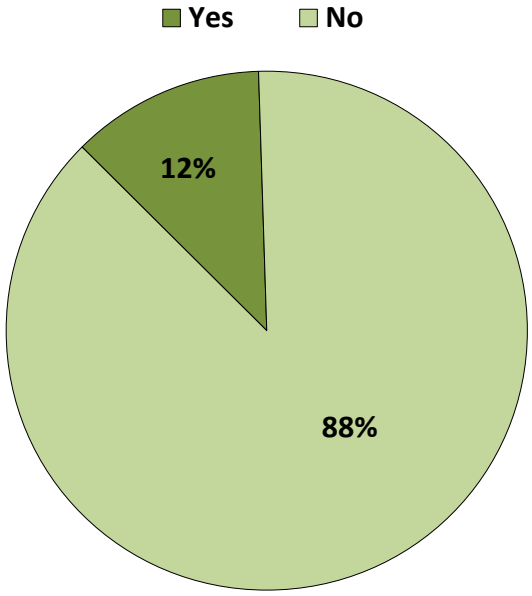
Figure 2.5
Bicycling Alone or With Others on Last Travel Day



Q16. Was anyone else with you when you were riding your bicycle that day, or was all your riding done alone?
Base: Rode a bicycle at least once in the past 30 days at Q4
Unweighted N=1,551

When asked whether they felt threatened for their personal safety while riding a bicycle that day, one in eight respondents reported that they felt threatened during some point on their ride.

Figure 2.6
Felt Threatened for Personal Safety While Bicycling on Last Travel Day



Q17. Did you feel threatened for your personal safety at any time when you rode your bike that day?
Base: Rode a bicycle at least once in the past 30 days at Q4
Unweighted N=1,551

Whereas 12 percent of those who rode a bicycle in the past 30 days felt threatened for their personal safety on the last day they rode, the figure was 18 percent among Hispanics, 20 percent among respondents ages 25 to 34, and 21 percent in urbanicity cluster 2.

Table 2.1
Felt Threatened for Personal Safety While Bicycling on Last Travel Day
By Demographic Characteristics

	Unweighted N[1]	Felt Threatened
Total Respondents	1,551	12%
Gender		
Male	920	12%
Female	631	13%
Age		
16-24	256	9%
25-34	253	20%
35-44	337	11%
45-54	323	12%
55-64	241	12%
65+	135	9%
Race (Multiple Response[2])		
Black or African American	125	13%
White	1,251	11%
Asian	43	10%
American Indian/Alaska Native	42	17%
Native Hawaiian/Pacific Islander	19	11%
Ethnicity		
Hispanic	162	18%
Non-Hispanic	1,377	12%

Q17. Did you feel threatened for your personal safety at any time while bicycling that day?
Base: Rode a bicycle at least once in the past 30 days at Q4

[1] Some Ns may not add to 1,551 due to Don't Know or Refused responses
[2] For Multiple Response questions, respondents were allowed to select more than one category; (see page 4)
[3] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[4] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 2.1
Felt Threatened for Personal Safety While Bicycling on Last Travel Day
By Demographic Characteristics (Continued)

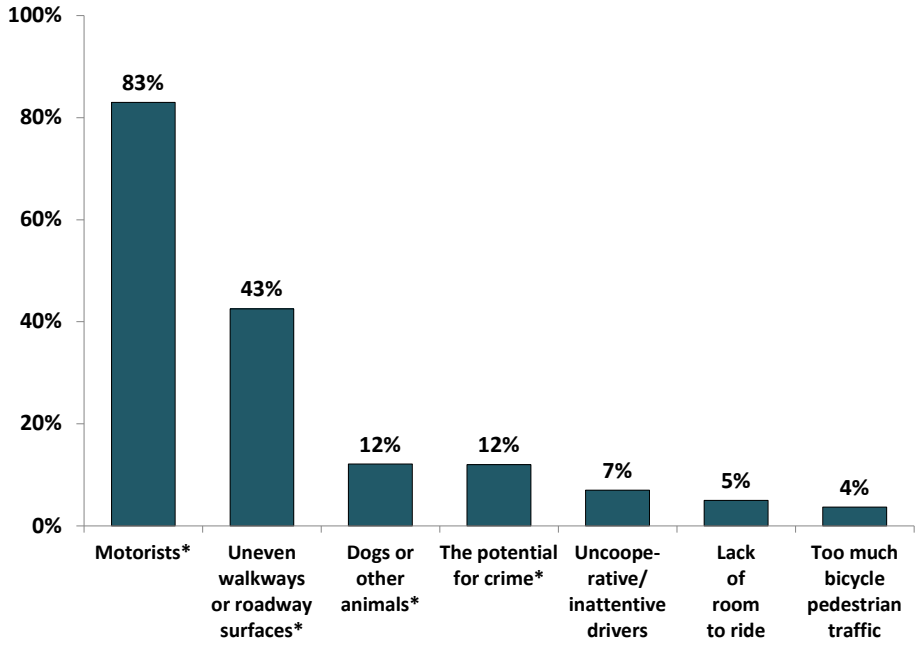
	Unweighted N[1]	Felt Threatened
Education		
Did not Graduate High School	135	9%
High School Diploma/GED	264	15%
Some College	220	11%
Associates Degree	178	11%
Bachelors Degree	439	13%
Graduate Degree	304	13%
Household Income		
Less than $15,000	147	13%
$15,000 - $29,999	151	16%
$30,000 - $49,999	190	13%
$50,000 - $74,999	264	12%
$75,000 - $99,999	229	13%
$100,000 or more	404	11%
Urbanicity[3]		
Cluster 1	600	14%
Cluster 2	104	21%
Cluster 3	345	10%
Cluster 4	235	11%
Cluster 5	267	8%
Children Under 16 in Household		
Yes	670	12%
No	857	13%
Employment Status (Multiple Response[2])		
Employed full-time	850	13%
Employed part-time	193	9%
Unemployed	112	13%
Retired	173	12%
Going to school	141	9%
Homemaker	81	14%
Disabled[4]	25	38%

Q17. Did you feel threatened for your personal safety at any time while bicycling that day?
Base: Rode a bicycle at least once in the past 30 days at Q4

[1] Some Ns may not add to 1,551 due to Don't Know or Refused responses
[2] For Multiple Response questions, respondents were allowed to select more than one category; (see page 4)
[3] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[4] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Those who felt threatened for their personal safety during their most recent bicycle ride were asked what made them feel in danger. Four potential causes were read to respondents. The respondents could reply "Yes" to any or all of the causes. The respondents were then given an opportunity to volunteer other causes for their feeling threatened. Motorists were most often cited as the source of concerns, followed by uneven walkways or roadway surfaces.

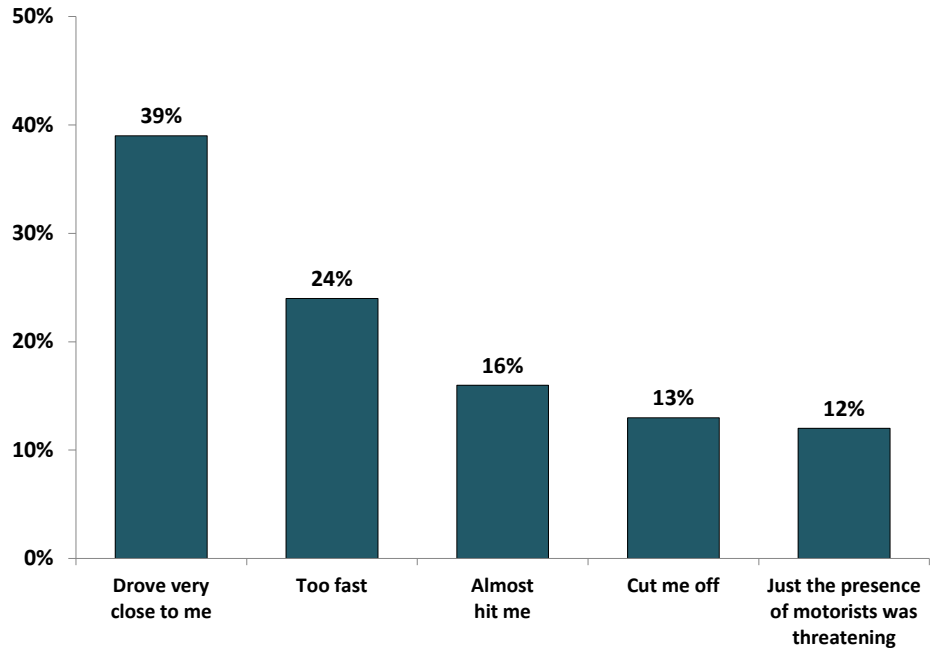
Figure 2.7
Reasons Felt Threatened for Personal Safety



Q18. Did you feel threatened for your personal safety because of any of the following?
Base: Felt threatened for personal safety while riding a bike
Unweighted N=187
* Categories read to respondents

The respondents who felt threatened by motorists were asked which specific actions made them fear for their personal safety. The plurality of respondents said that motorists drove too close to them and one in four mentioned that motorists drove too fast.

Figure 2.8
Five Most Frequently Reported Actions Motorists Did that Were Threatening

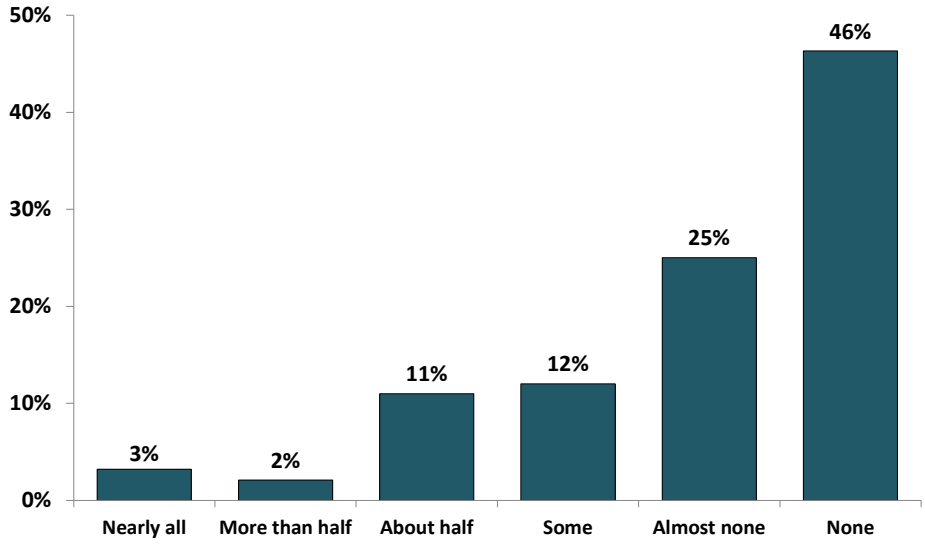


Q19. What did motorists do to make you feel threatened?
Base: Felt threatened for personal safety while riding a bike due to motorists
Unweighted N=160

Chapter 3
Bicycling Habits

Among the respondents who had ridden a bicycle within the past year, relatively few did a substantial amount of riding in the dark or near dark. More than 7 in 10 did none or almost none of their bicycling in the dark or near dark.

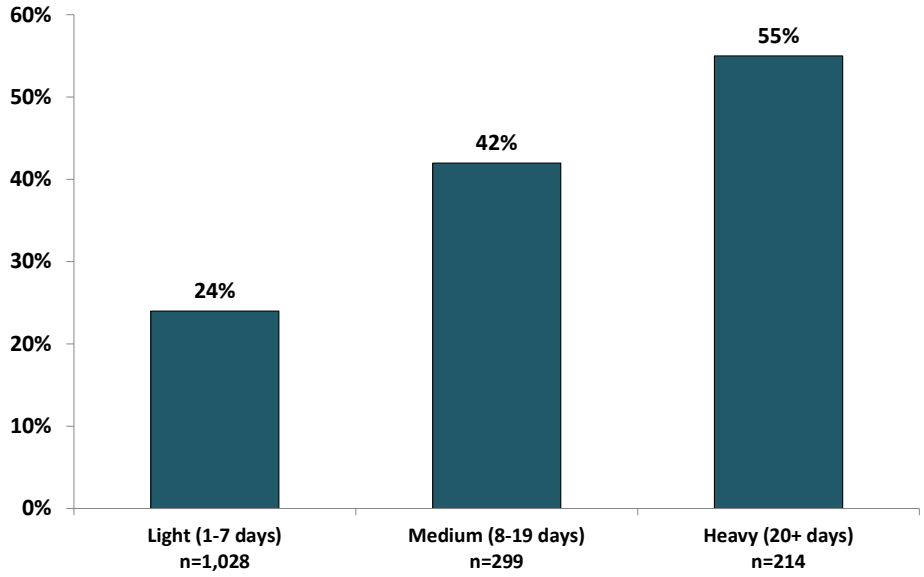
Figure 3.1
Bicycling in the Dark or Near-Dark



Q23. During the past year, how much of your biking was done when it was dark or nearly dark outside?
Base: Rode a bicycle within the past year
Unweighted N=2,580

The majority of past month heavy riders did at least some of their bicycling in the dark or near dark within the past year. One-quarter of light riders and 4 in 10 medium riders declared that at least some of their bicycling was done in the dark.

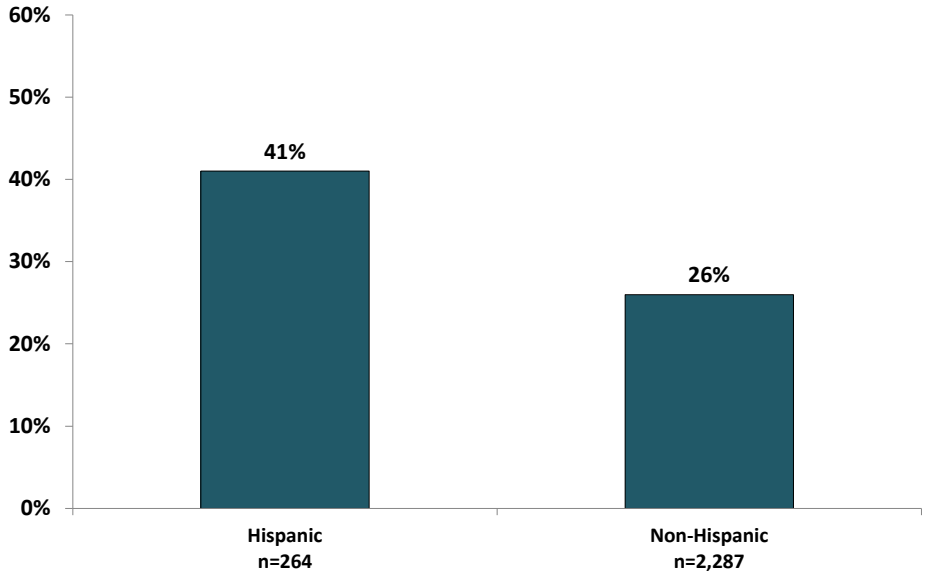
Figure 3.2
Did at Least Some Bicycling in the Dark or Near-Dark
By Bicycling Frequency



Q23. During the past year, how much of your biking was done when it was dark or nearly dark outside?
Base: Rode a bicycle within the past month
Unweighted N=See Chart

Forty-one percent of Hispanic respondents who had ridden a bicycle within the past year had done at least some of their bicycling in the dark or near dark during that time period compared to 26 percent of non-Hispanic respondents.

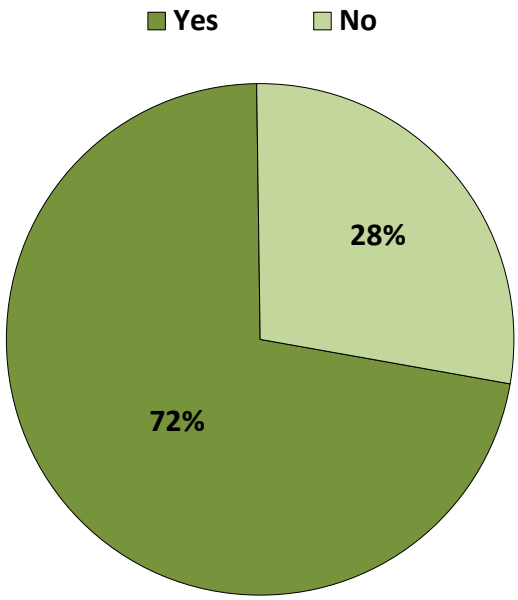
Figure 3.3
Did at Least Some Bicycling in the Dark or Near-Dark
By Hispanic Ethnicity



Q23. During the past year, how much of your biking was done when it was dark or nearly dark outside?
Base: Rode a bicycle within the past year
Unweighted N=See Chart
*29 cases did not report their Hispanic origin, and are missing from the analysis

Nearly three-quarters of those who did at least some biking in the dark or near-dark tried to make themselves more visible to motorists.

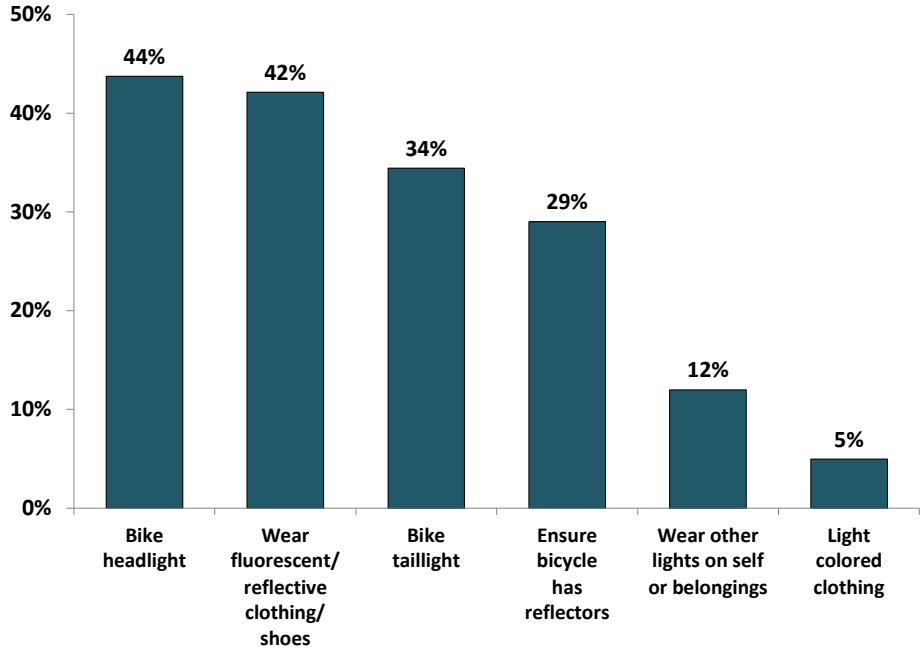
Figure 3.4
Tried to Make Themselves More Visible to Motorists



Q24. When you ride your bike after dark, do you do anything to make yourself more visible to motorists?
Base: At least sometimes rode a bicycle in the dark or near dark within the past year
Unweighted N=612

Those respondents who said they do something to make themselves or their bicycle more visible while riding after dark were then asked what they did to increase their visibility. Slightly more than 4 in 10 cited using a bike headlight. A similar percentage reported wearing fluorescent/reflective clothing and/or shoes. One-third cited using a bike taillight.

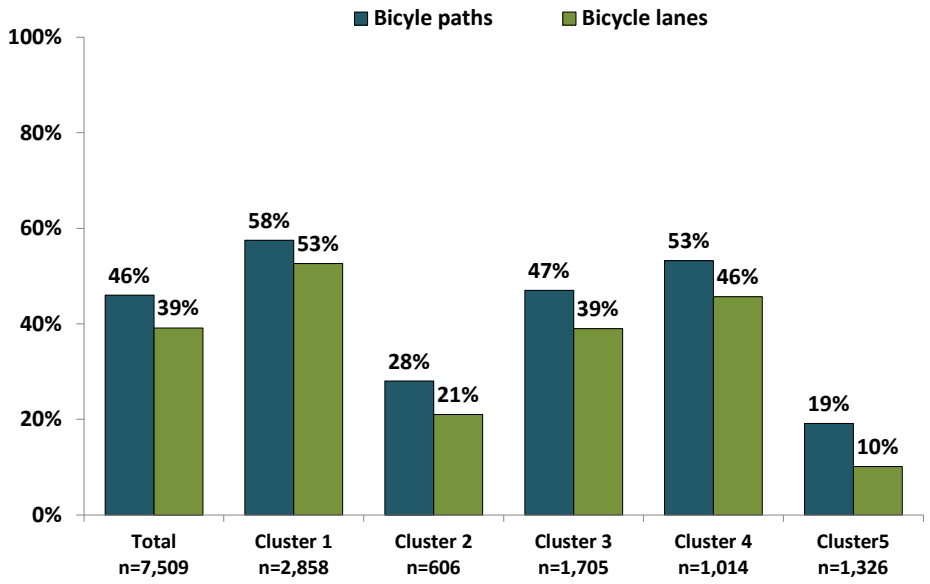
Figure 3.5
Methods of Making Selves More Visible to Motorists



Q25. What do you do to make yourself or your bike more visible after dark?
Base: Made themselves visible to motorists when bicycling in the dark or near-dark
Unweighted N=446

Nearly one-half of respondents have bicycle paths available within a quarter mile of where they live. Fewer reported having bicycle lanes available within that distance. The majority of respondents living in urbanicity cluster 1 (see definition on page 3) have bicycle paths and/or bicycle lanes near where they live.

Figure 3.6
Availability of Bicycle Paths and Bicycle Lanes By Urbanicity*

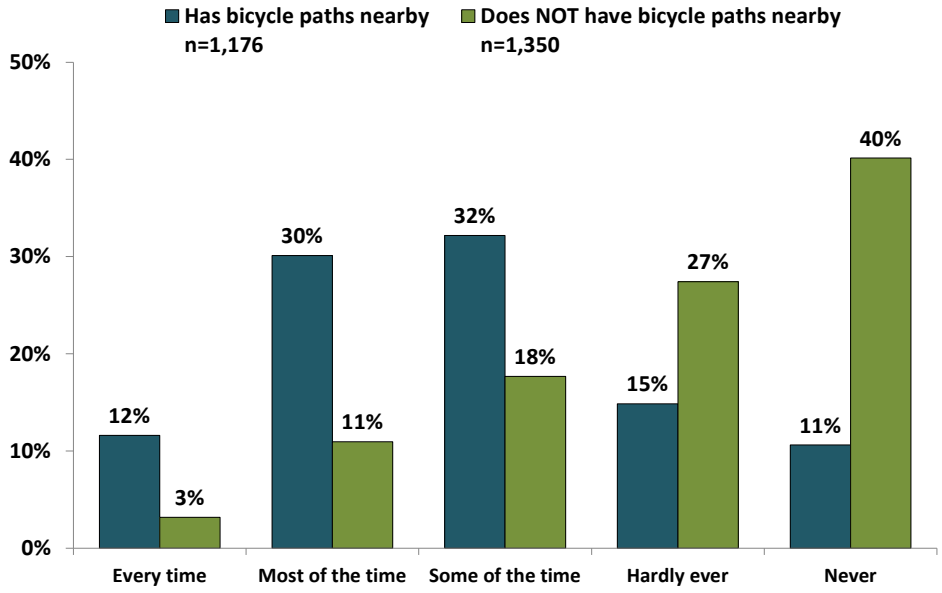


Q31. Are bike paths, that is, paths away from the road on which bikes can travel, available within a quarter mile of where you live?
Q34. Are bike lanes, that is, marked lanes on a public road reserved for bikes to travel, available within a quarter mile of where you live?
Base: All respondents
Unweighted N=See Chart

* For descriptions of each cluster and more information on how the clusters were calculated, see page 3

Respondents who had ridden a bicycle within the past year and who have bicycle paths available within a quarter mile of where they live were more likely ($p<.001$) to use bicycle paths for at least some of their rides compared to riders not living near bicycle paths.

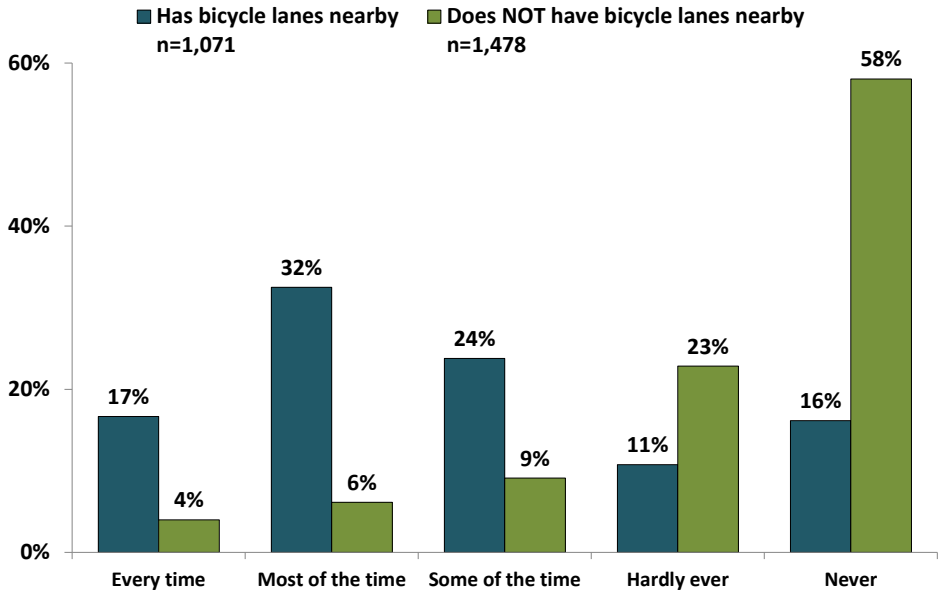
Figure 3.7
Frequency of Using Bicycle Paths
By Availability of Bicycle Paths in Neighborhood



Q32. Do you ride on bike paths…?
Base: Rode a bicycle within the past year
Unweighted N=See Chart

Respondents who had ridden a bicycle within the past year and who have bicycle lanes available within a quarter mile of where they live were also more likely ($p<.001$) to use bicycle lanes for at least some of their rides compared to riders not living near bicycle lanes.

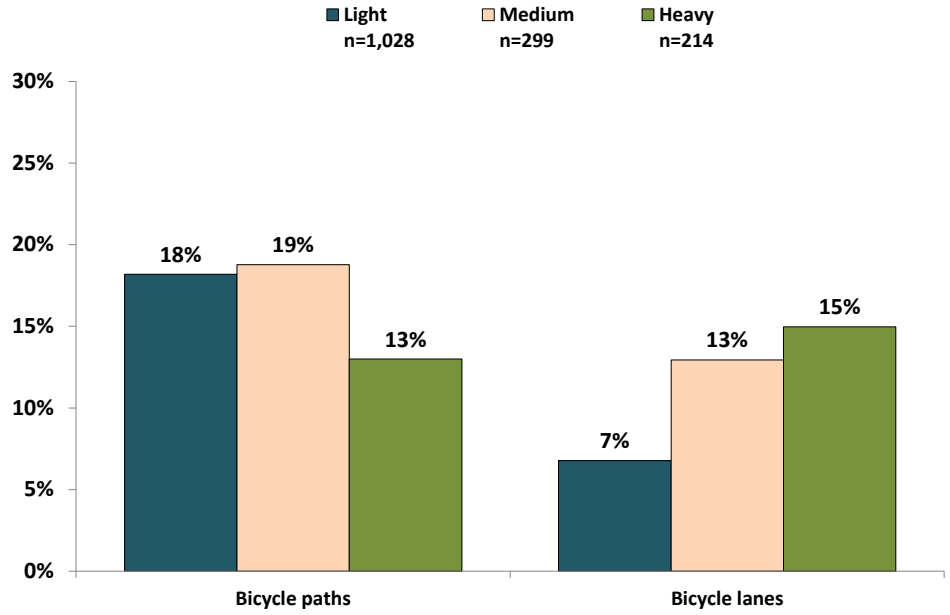
Figure 3.8
Frequency of Using Bicycle Lanes
By Availability of Bicycle Lanes in Neighborhood



Q35. Do you ride in bike lanes…?
Base: Rode a bicycle within the past year
Unweighted N=See Chart

Figure 3.9 shows the percentages of bicyclists that used bicycle paths and bicycle lanes during the last day they rode a bicycle, broken out by recent bicycling frequency.

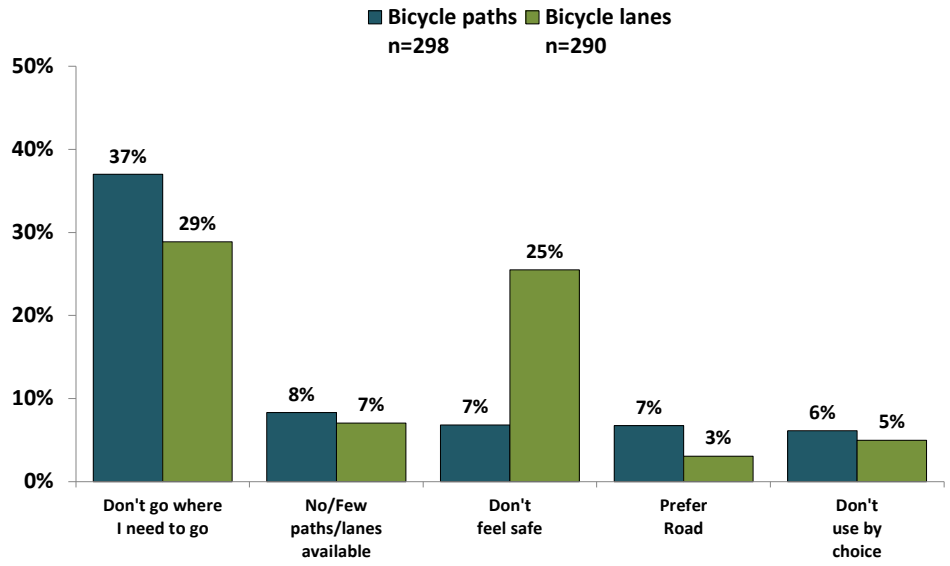
Figure 3.9
Riding Surface on Last Travel Day
By Bicycling Frequency



Q14. When you rode your bicycle <u>that day</u>, did you ride mostly on…?
Base: Rode a bicycle in past 30 days
Unweighted N=See Chart

Those who have bicycle paths or bicycle lanes available within a quarter mile of where they live but hardly ever or never use them were asked the main reason why not. Most often people reported that the bicycle paths/lanes don't go where they need to go. One-quarter said that they hardly ever or never use bicycle lanes because they don't feel safe riding on them.

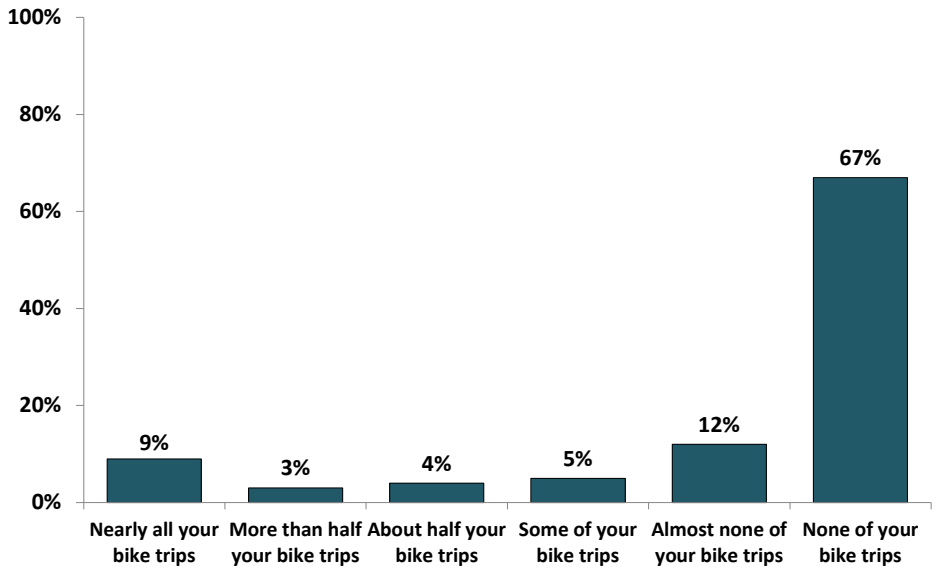
Figure 3.10
Reported Reasons for not Using Bicycle Paths/Bicycle Lanes



Q33/Q36. What is the main reason that you choose not to use the bike paths/bike lanes…?
Base: Rode a bicycle within the past year, and has bicycle paths/bicycle lanes available within a quarter mile of where they live but hardly ever or never use them
Unweighted N=See Chart

Two-thirds of respondents who rode a bicycle within the past year reported that they never used electronic devices during their bicycling trips over that time period. However, one-fifth used electronic devices during at least some of their bicycling trips. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 3.11
Frequency of Using an Electronic Device While Bicycling



Q26. During the past year, how often did you use an electronic device like a cell phone or mp3 player while you were riding your bike and the bike was in motion? Did you use an electronic device during . . .
Base: Rode a bicycle within the past year
Unweighted N=2,580

Table 3.1
Used an Electronic Device While Bicycling
By Demographic Characteristics

	Unweighted N[1]	At least some of the rides	Almost none/none of the rides	Total[2]
Total Respondents	2,580	21%	79%	100%
Gender				
Male	1,445	24%	76%	100%
Female	1,135	17%	83%	100%
Age				
16-24	416	38%	62%	100%
25-34	467	22%	77%	99%
35-44	515	21%	79%	100%
45-54	529	11%	89%	100%
55-64	404	7%	92%	100%
65 or older	238	4%	96%	100%
Race (Multiple Response[3])				
Black	222	29%	70%	99%
White	2,066	18%	82%	100%
Asian	77	34%	66%	100%
Native American/Alaska Native	82	19%	77%	97%
Native Hawaiian/Pacific Islander	23	27%	73%	100%
Ethnicity				
Hispanic	264	32%	66%	98%
Non-Hispanic	2,287	19%	81%	100%
Education				
Did not Graduate High School	197	27%	73%	100%
High School Diploma/GED	479	24%	76%	100%
Some College	387	25%	75%	100%
Associates Degree	286	17%	83%	100%
Bachelors Degree	729	17%	83%	100%
Graduate Degree	483	12%	88%	100%

Q26. During the past year, how often did you use an electric device like a cell phone or a mp3 player while you were riding your bike and the bike was in motion? Did you use an electronic device during:
Base: Rode a bicycle within the past year

[1] Some Ns may not add to 2,580 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 3.1
Used an Electronic Device While Bicycling
By Demographic Characteristics (Continued)

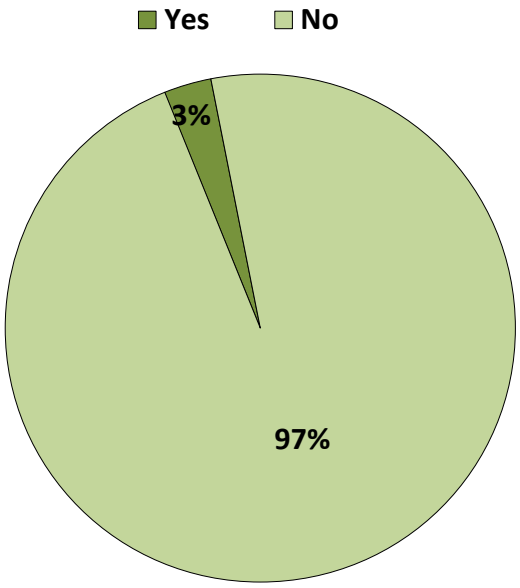
	Unweighted N[1]	At least some of the rides	Almost none/none of the rides	Total[2]
Household Income				
Less than $15,000	239	27%	72%	99%
$15,000 - $29,999	272	20%	79%	99%
$30,000 - $49,999	340	17%	83%	100%
$50,000 - $74,999	435	21%	78%	99%
$75,000 - $99,999	359	21%	78%	99%
$100,000 or more	666	17%	82%	99%
Urbanicity[4]				
Cluster 1	1,006	24%	75%	99%
Cluster 2	181	16%	84%	100%
Cluster 3	582	20%	80%	100%
Cluster 4	367	25%	75%	100%
Cluster 5	444	11%	89%	100%
Children Under 16 in Household				
Yes	1,096	21%	79%	100%
No	1,446	21%	79%	100%
Employment Status (Multiple Response[3])				
Employed full-time	1,419	19%	80%	99%
Employed part-time	337	25%	75%	100%
Unemployed	165	23%	77%	100%
Retired	291	7%	93%	100%
Going to School	250	37%	63%	100%
Homemaker	137	15%	85%	100%
Disabled[5]	36	17%	81%	98%

Q26. During the past year, how often did you use an electric device like a cell phone or a mp3 player while you were riding your bike and the bike was in motion? Did you use an electronic device during:
Base: Rode a bicycle within the past year

[1] Some Ns may not add to 2,580 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Three percent of those who had ridden a bicycle in the past two years had been injured while riding their bicycle during that time frame. Respondents were told to only count injuries requiring medical attention. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 3.12
Injured While Bicycling Within Past Two Years



Q38. In the past two years were you ever injured while you were riding a bike? Only count injuries that required attention by a medical professional.
Base: Rode a bicycle within the past 2 years
Unweighted N=3,401

Table 3.3
Injured While Bicycling
By Demographic Characteristics

	Unweighted N[1]	Injured while Bicycling
Total Respondents	3,401	3%
Gender		
Male	1,836	4%
Female	1,565	3%
Age		
16-24	552	6%
25-34	611	4%
35-44	643	3%
45-54	715	1%
55-64	542	1%
65+	324	1%
Race (Multiple Response[2])		
Black or African American	306	5%
White	2,687	3%
Asian	107	5%
American Indian or Alaska Native	121	9%
Native Hawaiian/Pacific Islander	32	13%
Ethnicity		
Hispanic	361	4%
Non-Hispanic	3,002	3%

Q38. In the past two years, were you ever injured while you were riding a bike? Only count injuries that required attention by a medical professional.
Base: Rode a bicycle within the past two years

[1] Some Ns may not add to 3,401 due to Don't Know or Refused responses
[2] For Multiple Response questions, respondents were allowed to select more than one category; (see page 4)
[3] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[4] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 3.3
Injured While Bicycling
By Demographic Characteristics (Continued)

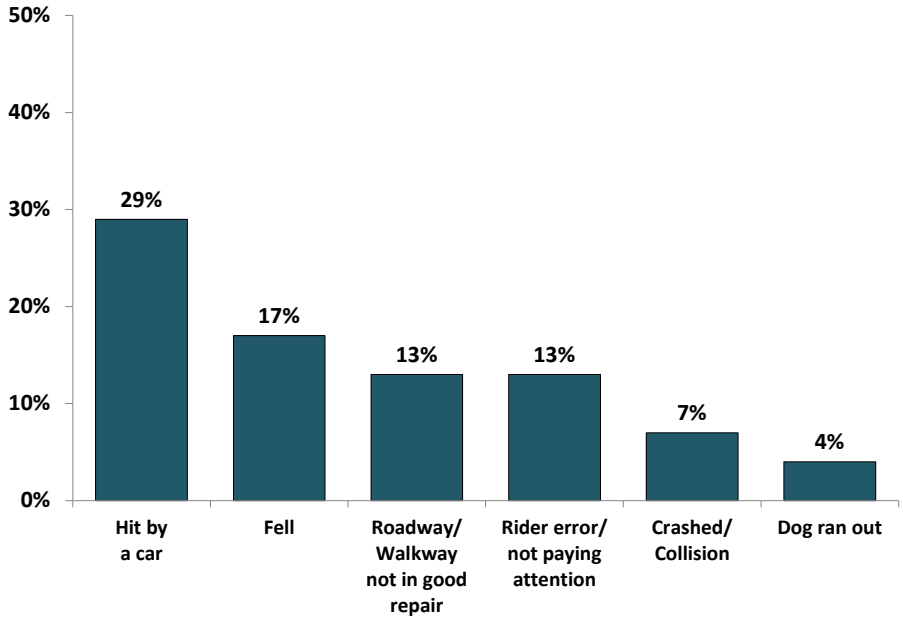
	Unweighted N[1]	Injured while Bicycling
Education		
Did not Graduate High School	264	7%
High School Diploma/GED	667	2%
Some College	539	3%
Associates Degree	387	4%
Bachelors Degree	924	3%
Graduate Degree	597	3%
Household Income		
Less than $15,000	336	8%
$15,000 - $29,999	395	4%
$30,000 - $49,999	470	2%
$50,000 - $74,999	562	3%
$75,000 - $99,999	473	2%
$100,000 or more	817	2%
Urbanicity[3]		
Cluster 1	1,349	4%
Cluster 2	249	3%
Cluster 3	741	3%
Cluster 4	478	5%
Cluster 5	584	2%
Children Under 16 in Household		
Yes	1,410	3%
No	1,937	4%
Employment Status (Multiple Response[2])		
Employed full-time	1,839	2%
Employed part-time	432	3%
Unemployed and looking for work	229	5%
Retired	403	1%
Going to school	329	7%
Homemaker	183	5%
Disabled[4]	58	10%

Q38. In the past two years, were you ever injured while you were riding a bike? Only count injuries that required attention by a medical professional.
Base: Rode a bicycle within the past two years

[1] Some Ns may not add to 3,401 due to Don't Know or Refused responses
[2] For Multiple Response questions, respondents were allowed to select more than one category; (see page 4)
[3] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[4] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Three-in-ten respondents that experienced a bicycling injury reported that their injury was the result of being hit by a car. For the other respondents who had been injured while bicycling, 17 percent reported a fall as the source of their injury. Thirteen percent had been injured because of walkway/roadway not being in good repair, and the same percentage reported that they made an error while bicycling or neglected to pay attention.

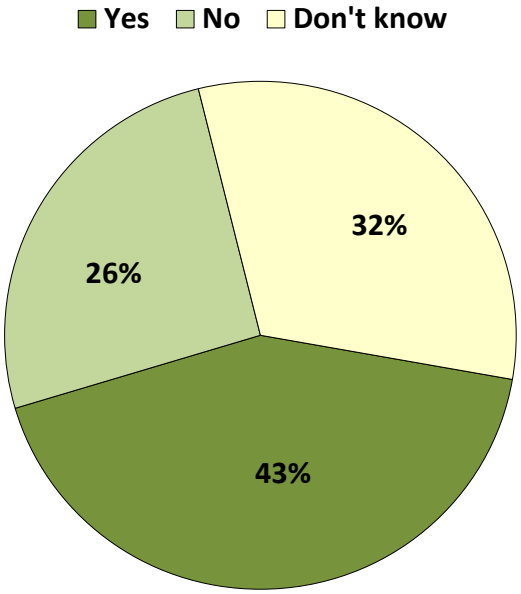
Figure 3.13
Six Most Frequent Sources of Injury



Rebased Q39 and Q40
Q39. Was this injury of result of being hit by a car?
Q40. How did you injure yourself while riding your bike?
Base: Have been injured while riding a bicycle in past two years
Unweighted N=101

Respondents were asked if there was a State, city, or county law requiring bicycle helmet use by adults and/or children. Forty-three percent believed their locality had such a law.

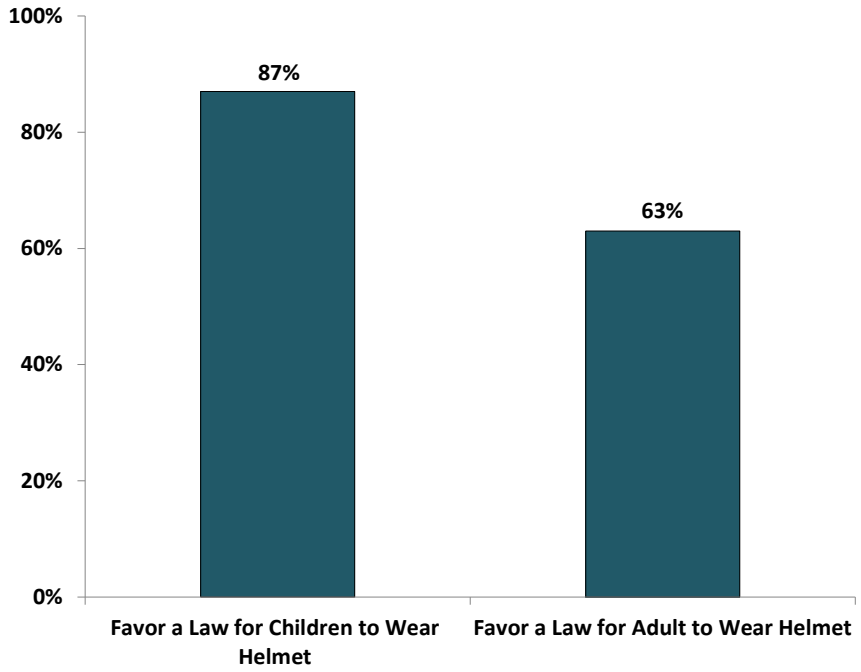
Figure 3.14
Believe Locality Has Bicycle Helmet Law



Q47. Is there a law or ordinance in your state, city, or county that requires adults and/or children to wear a helmet when riding a bike?
Base: All respondents
Unweighted N=7,509

Respondents tend to favor bicycle helmet laws for children more than they do for adults.

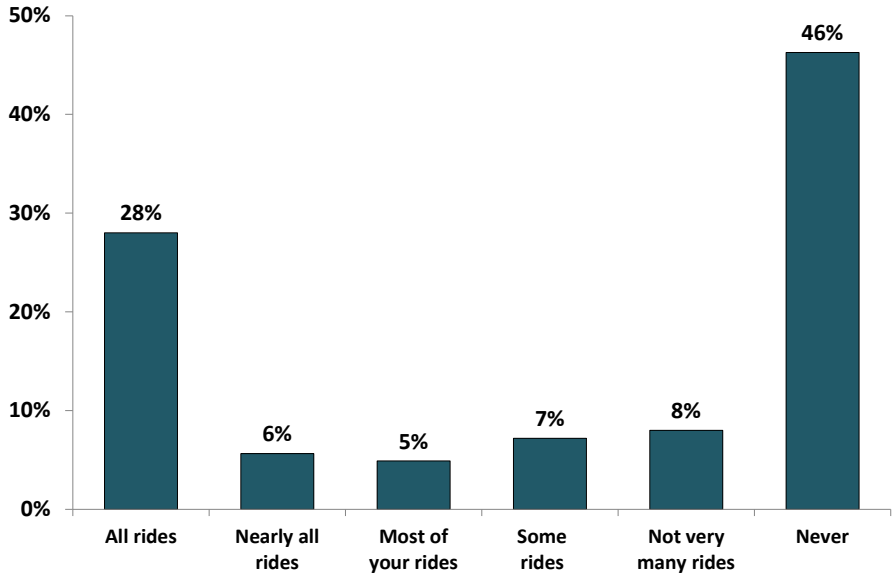
Figure 3.15
Support for Helmet Laws



Q50a. Do you favor or oppose laws that require children to wear helmets whenever they are riding a bike?
Q50b. Do you favor or oppose laws that require adults to wear helmets whenever they are riding a bike?
Base: All respondents
Unweighted N=7,509

The respondents who had ridden a bicycle within the past year were asked how often they wear a helmet. Close to three-in-ten responded that they wear a bicycle helmet for all rides. Nearly one-half of the respondents reported that they never wear a helmet when riding a bicycle.

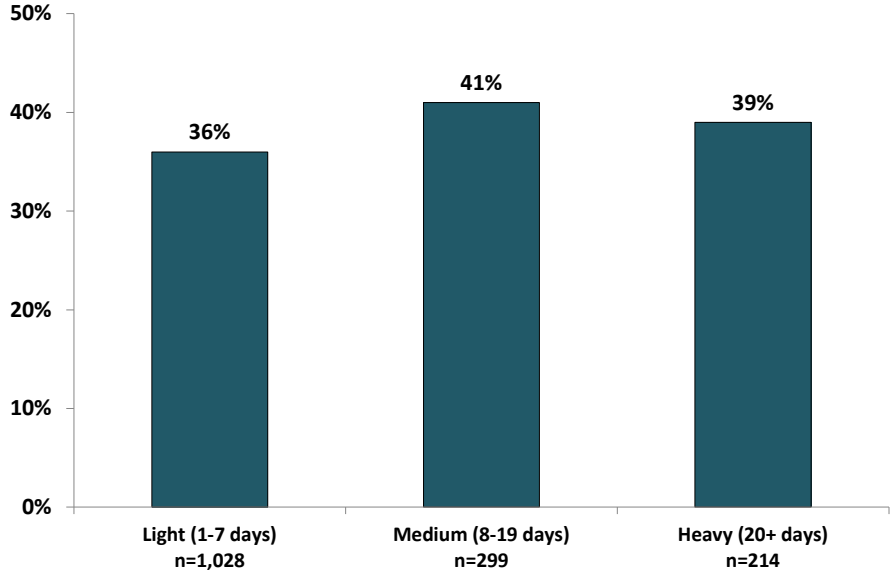
Figure 3.16
Frequency of Bicycle Helmet Usage



Q41. When riding a bike, do you wear a helmet for…?
Base: Rode a bicycle within the past year
Unweighted N=2,580

The percentage of riders that wore a helmet on a regular basis did not vary greatly by past month bicycling frequency.

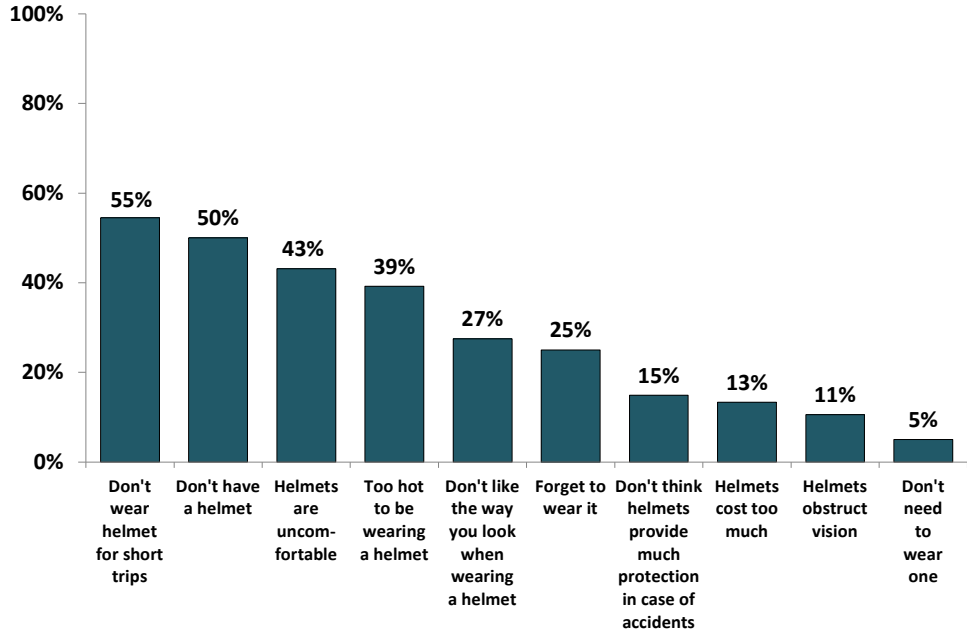
Figure 3.17
Wear a Bicycle Helmet for All or Nearly All Rides
By Bicycling Frequency



Q41. When riding a bike, do you wear a helmet for…?
Base: Rode a bicycle in the past 30 days
Unweighted N=See Chart

Those who don't wear a bicycle helmet for all of their rides were asked the reason why. Nine potential reasons were read to respondents. The respondents could answer "yes" to any or all of the reasons. The respondents were then given an opportunity to volunteer other reasons why they don't always wear a helmet. The three most common answers were "don't wear helmet for short trips," "don't have a helmet," and "helmets are uncomfortable."

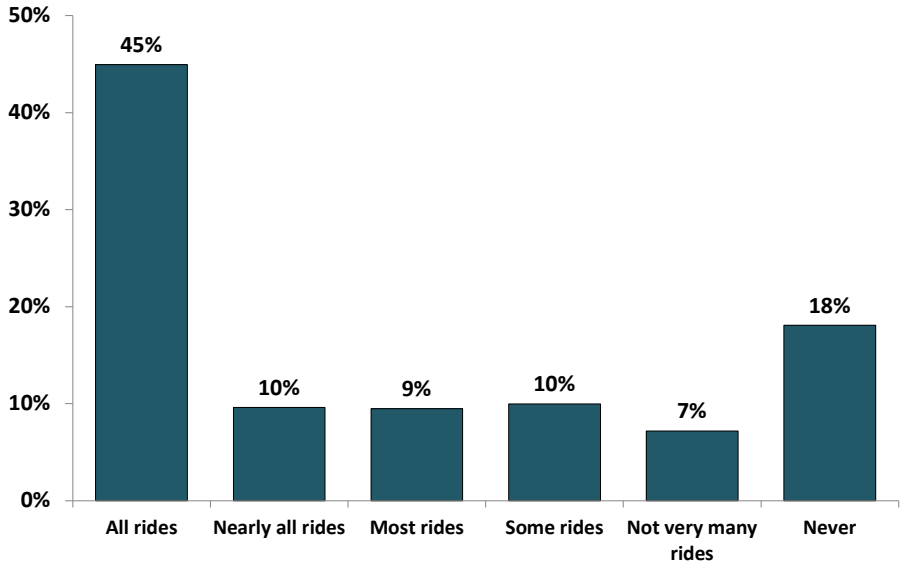
Figure 3.18
Reasons for Not Wearing a Helmet



Q42. What are the reasons you don't always wear a bike helmet?
Base: Don't wear a helmet for all bicycle rides
Unweighted N=1,751

Respondents that had a child between the ages of 5 and 15 residing in the household that rides a bicycle were asked about the oldest child's helmet usage. Close to one-half reported that the oldest child wears a helmet for all his or her bicycle rides. Nearly one-fifth reported that the oldest child never wears a helmet when bicycling.

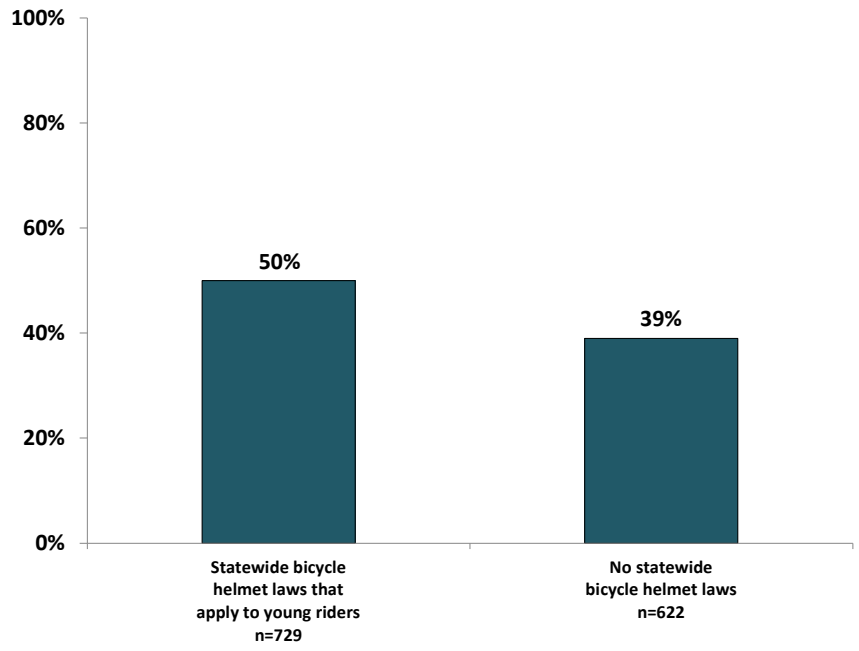
Figure 3.19
Oldest Child Helmet Usage



Q97. When riding a bicycle, does this child wear a helmet for…?
Base: Have children under 16 in household and the oldest child (minimum age of 5) rides a bicycle at least one day during a typical week in the summer
Unweighted N=1,351

Twenty-one States* and the District of Columbia have a bicycle helmet law that applies to young riders. The respondents who reside in States with a helmet law and who have children under 16 living in their household who ride a bicycle were more likely (p<.001) to report that the oldest child wears a helmet for all his or her bicycle rides.

Figure 3.20
Child Wears a Bicycle Helmet for All Rides
By States With a Helmet Law for Younger Riders

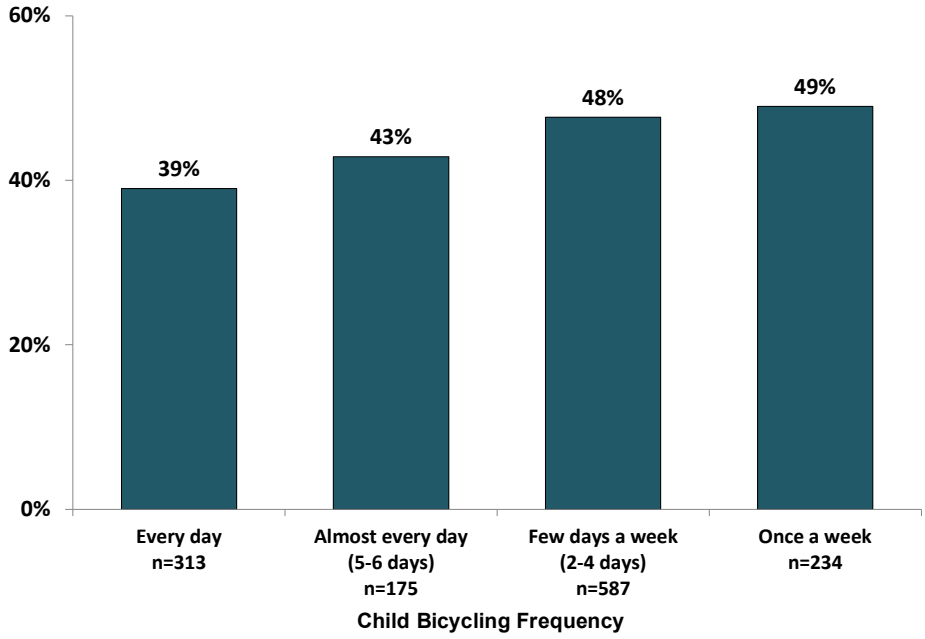


Q97. When riding a bicycle, does this child wear a helmet for…?
Base: Have children under 16 in household and the oldest child (minimum age of 5) rides a bicycle at least one day during a typical week in the summer
Unweighted N=See Chart

*States with a statewide bicycle helmet law for young riders (AL, CA, CT, DE, DC, FL, GA, HI, LA, ME, MD, MA, NH, NJ, NM, NY, NC, OR, PA, RI, TN, WA)**
** Insurance Institute for Highway Safety (IIHS) www.iihs.org/laws/HelmetUseCurrent.aspx

Almost half of the children ages 5 through 15 who ride a bicycle once a week during the summer months wore their helmet for all rides. Close to two in five children who ride their bicycle every day wore their helmet for all rides.

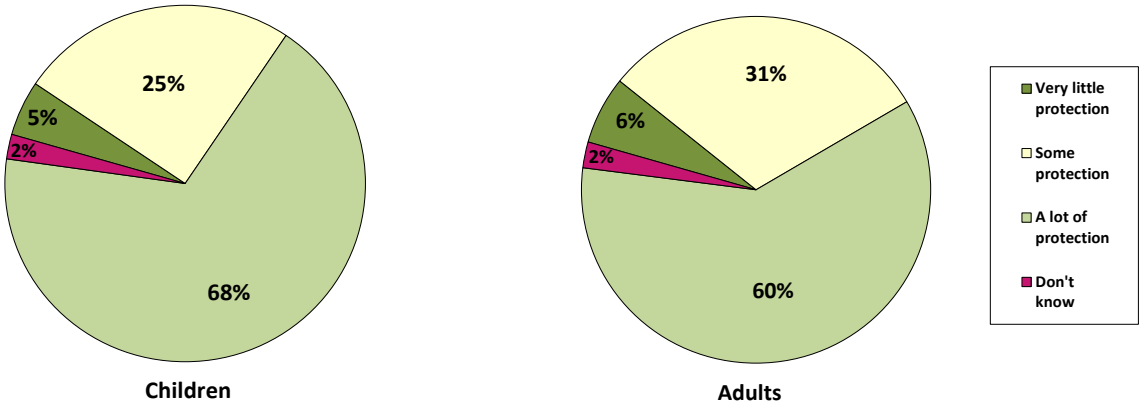
Figure 3.21
Child Wears a Bicycle Helmet for All Rides
By Child Bicycling Frequency



Q97. When riding a bicycle, does this child wear a helmet for…?
Base: Have children under 16 in household and the oldest child (minimum age of 5) rides a bicycle at least one day during a typical week in the summer
Unweighted N=See chart

All respondents were asked to give their opinion on whether they thought bike helmets provided protection against head injuries. They were more inclined to think that bike helmets provide a high level of protection to children than think they provide a high level of protection to adults. More than 9 in 10 respondents thought that bike helmets provide at least some protection for children, and for adults.

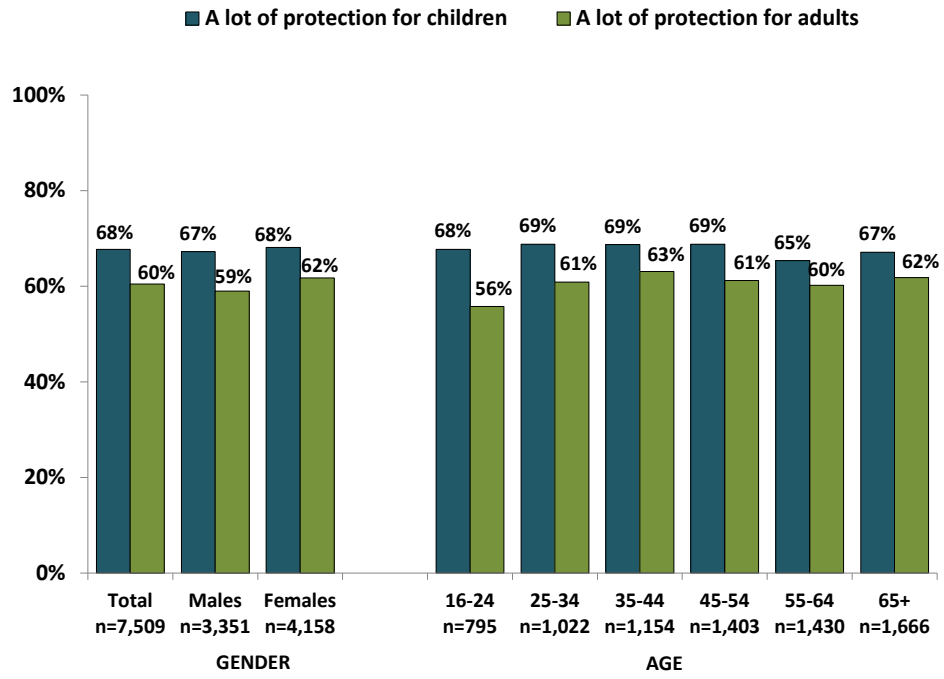
Figure 3.22
Opinion on Bike Helmet in Protecting Against Head Injuries



Q43. In your opinion, how much protection against head injuries do bike helmets provide children? Would you say bike helmets provide children very little protection, some protection, or a lot of protection against head injuries?
Q44. What about for adults? Do bike helmets provide adults very little protection, some protection, or a lot of protection against head injuries?
Base: All respondents
Unweighted N=7,509

The opinion on bike helmets protecting against head injuries did not vary greatly across age groups and gender.

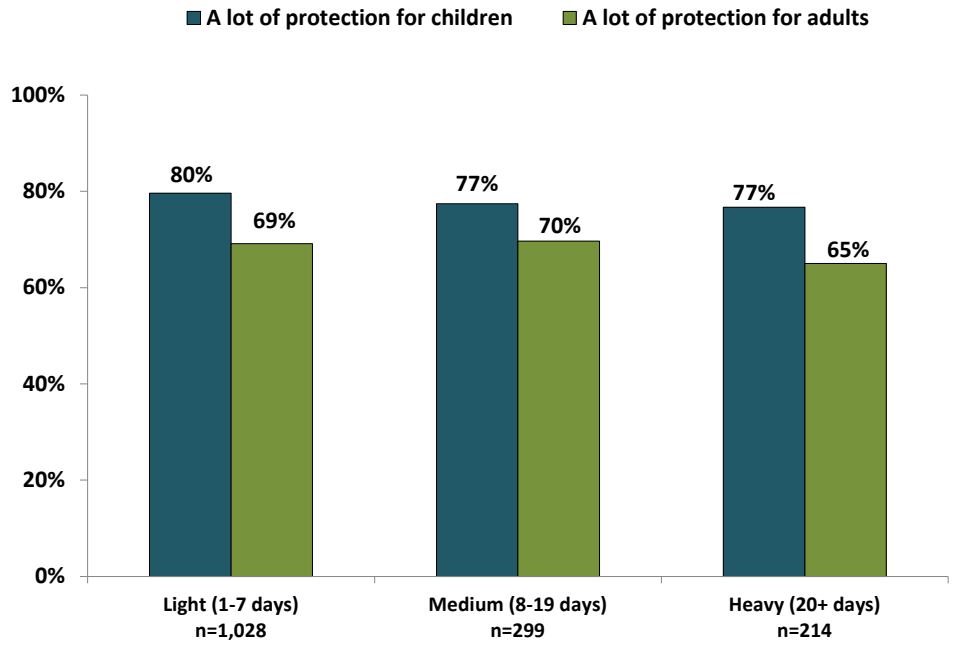
Figure 3.23
Opinion on Bike Helmet in Protecting Against Head Injuries
By Gender and Age



Q43. In your opinion, how much protection against <u>head</u> injuries do bike helmets provide children? Would you say bike helmets provide children very little protection, some protection, or a lot of protection against head injuries?
Q44. What about for adults? Do bike helmets provide adults very little protection, some protection, or a lot of protection against head injuries?
Base: All respondents
Unweighted N=See Chart

Opinion on bike helmets protecting against head injuries didn't vary noticeably by past month bicycling frequency.

Figure 3.24
Opinion on Bike Helmet in Protecting Against Head Injuries
By Bicycling Frequency

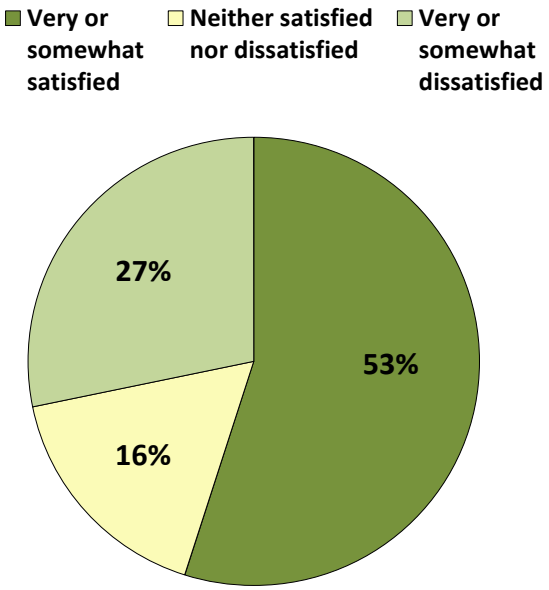


Q43. In your opinion, how much protection against <u>head</u> injuries do bike helmets provide children? Would you say bike helmets provide children very little protection, some protection, or a lot of protection against head injuries?
Q44. What about for adults? Do bike helmets provide adults very little protection, some protection, or a lot of protection against head injuries?
Base: Rode a bicycle in past 30 days
Unweighted N=See Chart

Chapter 4
Bicyclist Satisfaction

The majority of respondents were satisfied with how their community was designed for making bike riding safe, while about one-fourth reported they were dissatisfied. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 4.1
Satisfied With How Community is Designed for Bicycling



Q45. How satisfied are you with how your local community is designed for making bike riding safe?
Base: All respondents except those who said in response to Q1 that they have a disability that prevents them from riding a bicycle.
Unweighted N=7,420
*Doesn't add to 100% due to the exclusion of Don't Know and Refusal responses

Table 4.1
Satisfied With How Community is Designed for Bicycling
By Demographic Characteristics

	Unweighted N[1]	Very or Somewhat Satisfied	Neither Satisfied nor Dissatisfied	Very or Somewhat Dissatisfied	Total[2]
Total Respondents	7,420	53%	16%	27%	96%
Gender					
Male	3,322	56%	16%	24%	96%
Female	4,098	50%	16%	30%	96%
Age					
16-24	792	60%	17%	23%	100%
25-34	1,015	49%	20%	28%	97%
35-44	1,144	51%	18%	30%	99%
45-54	1,395	52%	17%	29%	98%
55-64	1,409	50%	14%	31%	95%
65 or older	1,627	56%	11%	22%	89%
Race (Multiple Response[3])					
Black	814	57%	13%	29%	99%
White	5,694	52%	17%	27%	96%
Asian	223	57%	20%	20%	97%
Native American/Alaska Native	271	47%	14%	35%	96%
Native Hawaiian/Pacific Islander	52	47%	14%	33%	94%
Ethnicity					
Hispanic	778	54%	15%	28%	97%
Non-Hispanic	6,558	53%	17%	27%	97%
Education					
Did not Graduate High School	669	59%	11%	24%	94%
High School Diploma/GED	1,794	53%	15%	27%	95%
Some College	1,244	51%	18%	27%	96%
Associates Degree	797	50%	17%	29%	96%
Bachelors Degree	1,718	52%	18%	27%	97%
Graduate Degree	1,146	50%	18%	28%	96%

Q45. How satisfied are you with how your local community is designed for making bike riding safe? Are you…?
Base: All respondents except those who said in response to Q1 that they have a disability that prevents them from riding a bicycle.

[1] Some Ns may not add to 7,420 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 4.1
Satisfied With How Community is Designed for Bicycling
By Demographic Characteristics (Continued)

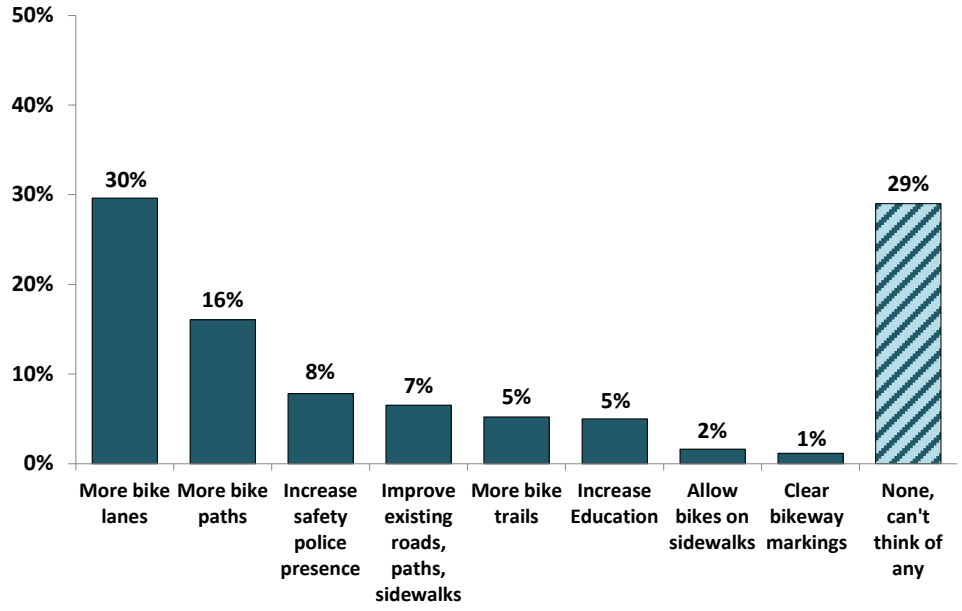
	Unweighted N[1]	Very or Somewhat Satisfied	Neither Satisfied nor Dissatisfied	Very or Somewhat dissatisfied	Total[2]
Household Income					
Less than $15,000	916	56%	13%	28%	97%
$15,000 - $29,999	1,087	51%	15%	30%	96%
$30,000 - $49,999	1,191	54%	15%	26%	95%
$50,000 - $74,999	1,172	51%	19%	27%	97%
$75,000 - $99,999	821	52%	19%	26%	97%
$100,000 or more	1,348	51%	18%	28%	97%
Urbanicity[4]					
Cluster 1	2,827	57%	15%	25%	97%
Cluster 2	599	38%	19%	37%	94%
Cluster 3	1,689	55%	15%	26%	96%
Cluster 4	999	57%	15%	25%	97%
Cluster 5	1,306	43%	21%	30%	94%
Children Under 16 in Household					
Yes	2,387	51%	18%	29%	98%
No	4,875	54%	15%	26%	95%
Employment Status (Multiple Response[3])					
Employed full-time	3,351	51%	18%	28%	97%
Employed part-time	767	57%	14%	27%	98%
Unemployed	462	52%	16%	28%	96%
Retired	1,753	55%	12%	24%	91%
Going to School	483	58%	16%	25%	99%
Homemaker	447	49%	18%	30%	97%
Disabled[5]	263	50%	11%	32%	93%

Respondents cited a variety of changes they would like to see implemented for bicyclists. Close to one-third desired more bike lanes, while one in six respondents wanted more bike paths.

Q45. How satisfied are you with how your local community is designed for making bike riding safe? Are you…?
Base: All respondents except those who said in response to Q1 that they have a disability that prevents them from riding a bicycle.

[1] Some Ns may not add to 7,420 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

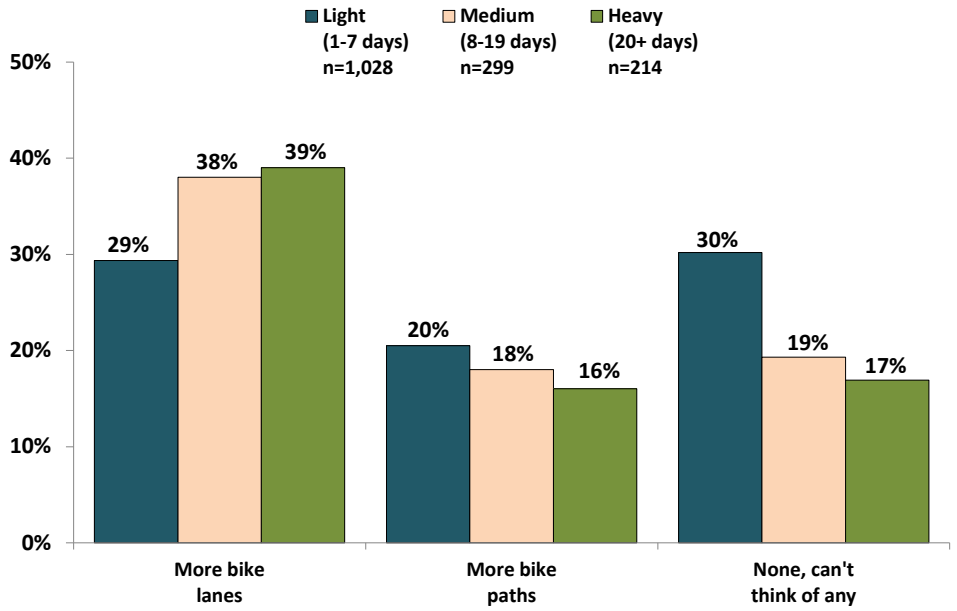
Figure 4.2
Changes Desired in Community for Bicyclists



Q46. What changes, if any, would you like to see your local government make in your community for bicyclists?
Base: All respondents except those who said in response to Q1 that they have a disability that prevents them from riding a bicycle.
Unweighted N=7,420

Nearly 4 in 10 past-month medium and heavy riders would like to see their local government implement more bike lanes in their community. Three in 10 past-month light riders couldn't think of any change.

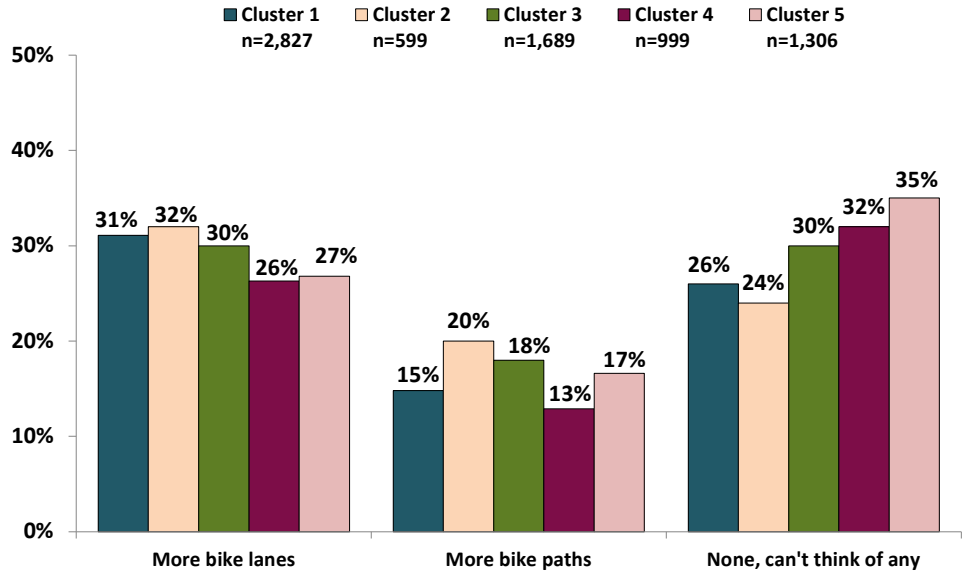
Figure 4.3
Three Most Frequently Reported Changes Desired in Community
By Bicycling Frequency



Q46. What changes, if any, would you like to see your local government make in your community for bicyclists?
Base: Rode a bicycle in past 30 days at Q4
Unweighted N=See Chart

Desire for more bike lanes or bike paths showed little variation across categories of urbanicity. See page 3 for urbanicity cluster definitions

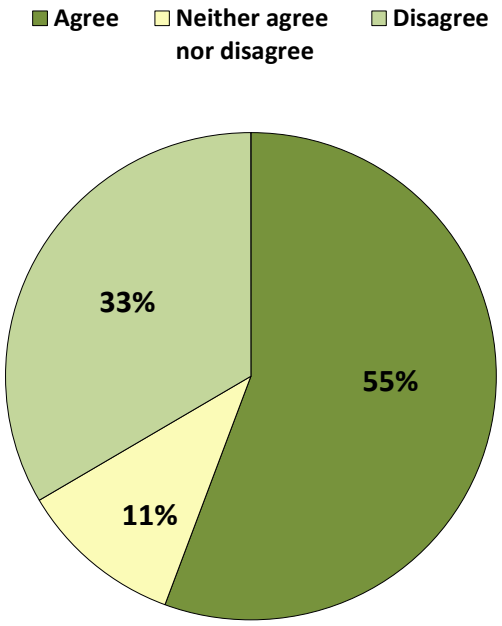
Figure 4.4
Three Most Frequently Reported Changes Desired in Community By Urbanicity



Q46. What changes, if any, would you like to see your local government make in your community for bicyclists?
Base: All respondents except those who said in response to Q1 that they have a disability that prevents them from riding a bicycle.
Unweighted N=See Chart

Respondents were asked if they would like to bicycle more than they currently are doing. The majority agreed that they would.

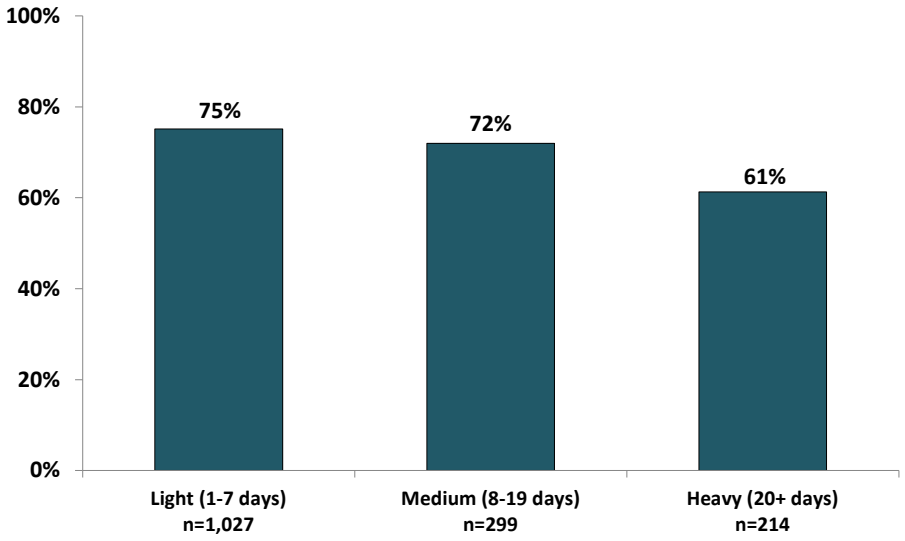
Figure 4.5
Opinion
"I Would Like to Bicycle More Than I am Currently Bicycling"



Q86b. Please tell me whether you agree, disagree, or neither agree nor disagree with the following statement: "I would like to bicycle more than I am currently bicycling"
Base: All respondents except those who said in response to Q51 that they have a disability that prevents them from walking.
Unweighted N=7,456

Past month light and medium bicyclists were more likely (p<.01) to report that they would like to bicycle more than those who are heavy riders.

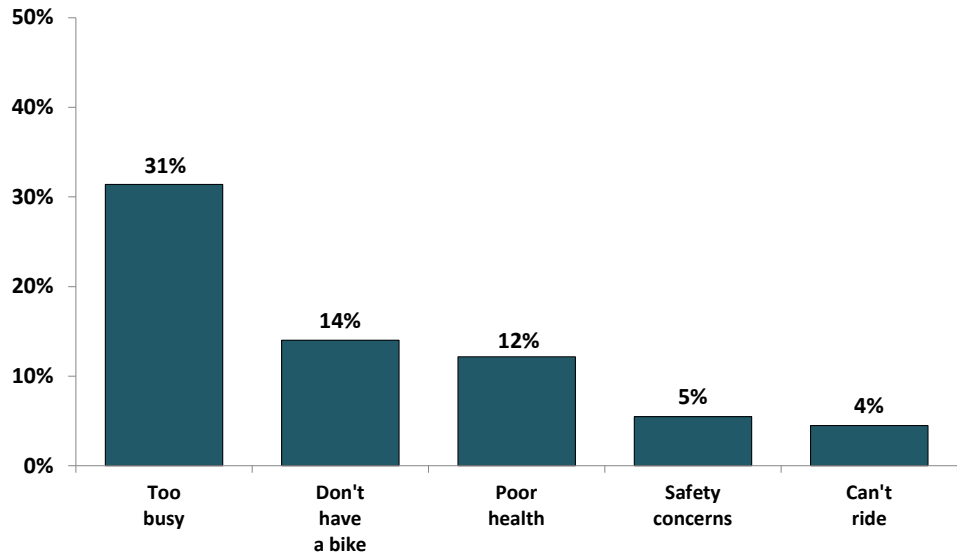
Figure 4.6
Agreed With Statement
"I Would Like to Bicycle More Than I am Currently Bicycling"
By Bicycling Frequency



Q86b. Please tell me whether you agree, disagree, or neither agree nor disagree with the following statement: "I would like to bicycle more than I am currently bicycling"
Base: Rode a bicycle within the past 30 days
Unweighted N=See Chart

For those who expressed a desire to bicycle more, the survey asked them to indicate the main reason they do not bicycle as much as they would like. Close to one-third reported that they were too busy. The second most common reason mentioned was not having access to a bicycle.

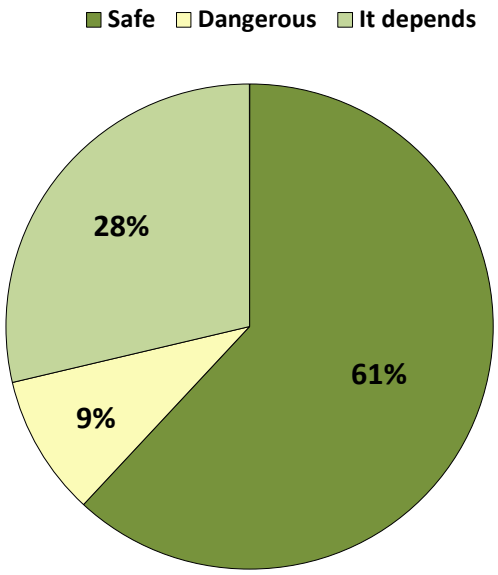
Figure 4.7
Five Most Frequently Reported Reasons for Not Bicycling as Much as Desired



Q88. What would you say is the most important reason why you do not bicycle as much as you would like?
Base: Respondents who would like to bicycle more than they currently are
Unweighted N=3,989

All respondents were asked if they considered it safe or dangerous to ride a bicycle in their neighborhood. Sixty-one percent considered their neighborhood a safe place to ride a bicycle, and 28 percent said it depends. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 4.8
Consider It Safe or Dangerous To Ride a Bicycle in Neighborhood



Q91. Is it safe or dangerous to ride a bicycle in your neighborhood or does it depend?
Base: All respondents
Unweighted N=7,509

Table 4.2
Consider It Safe or Dangerous To Bicycle in Neighborhood
By Demographic Characteristics

	Unweighted N[1]	Safe	Dangerous	It Depends	Total[2]
Total Respondents	7,509	61%	9%	28%	98%
Gender					
Male	3,351	67%	7%	25%	99%
Female	4,158	56%	11%	31%	98%
Age					
16-24	795	68%	4%	28%	100%
25-34	1,022	61%	8%	29%	98%
35-44	1,154	56%	11%	31%	98%
45-54	1,403	61%	10%	29%	100%
55-64	1,430	61%	12%	27%	100%
65+	1,666	62%	10%	26%	98%
Race (Multiple Response[3])					
Black or African American	830	60%	7%	33%	100%
White	5,759	63%	9%	27%	99%
Asian	224	64%	4%	28%	96%
American Indian/Alaska Native	276	55%	12%	33%	100%
Native Hawaiian/Pacific Islander	52	58%	5%	36%	99%
Ethnicity					
Hispanic	785	57%	13%	29%	99%
Non-Hispanic	6,637	62%	9%	28%	99%

Q91. Is it safe or dangerous to ride a bicycle in your neighborhood or does it depend?
Base: All respondents

[1] Some Ns may not add to 7,509 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 4.2
Consider It Safe or Dangerous To Bicycle in Neighborhood
By Demographic Characteristics (Continued)

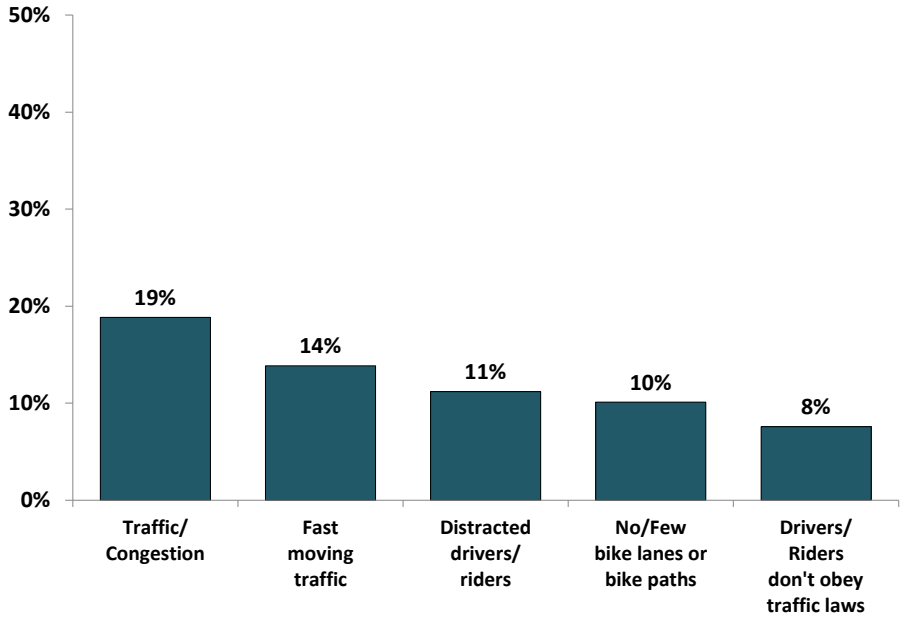
	Unweighted N[1]	Safe	Dangerous	It Depends	Total[2]
Education					
Did not Graduate High School	685	58%	12%	29%	99%
High School Diploma/GED	1,829	60%	10%	29%	99%
Some College	1,257	62%	8%	29%	99%
Associates Degree	803	64%	9%	27%	99%
Bachelors Degree	1,729	65%	8%	27%	100%
Graduate Degree	1,153	63%	9%	27%	99%
Household Income					
Less than $15,000	944	55%	11%	34%	100%
$15,000 - $29,999	1,110	58%	13%	28%	99%
$30,000 - $49,999	1,202	58%	9%	32%	99%
$50,000 - $74,999	1,182	65%	8%	26%	99%
$75,000 - $99,999	824	67%	7%	26%	100%
$100,000 or more	1,349	69%	8%	24%	101%
Urbanicity[4]					
Cluster 1	2,858	59%	8%	32%	99%
Cluster 2	606	50%	15%	34%	99%
Cluster 3	1,705	69%	7%	24%	100%
Cluster 4	1,014	67%	7%	25%	99%
Cluster 5	1,326	59%	15%	26%	100%
Children Under 16 in Household					
Yes	2,408	60%	9%	30%	99%
No	4,943	62%	9%	27%	98%
Employment Status (Multiple Response[3])					
Employed full-time	3,361	63%	8%	28%	99%
Employed part-time	774	63%	8%	29%	100%
Unemployed	470	60%	8%	32%	100%
Retired	1,788	62%	10%	26%	98%
Going to school	485	64%	6%	30%	100%
Homemaker	450	52%	16%	31%	99%
Disabled[5]	288	49%	16%	32%	97%

Q91. Is it safe or dangerous to ride a bicycle in your neighborhood or does it depend?
Base: All respondents

[1] Some Ns may not add to 7,509 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

A variety of reasons were cited by respondents who indicated that it is dangerous to ride a bicycle in their neighborhood. The three most frequently reported reasons were traffic and congestion, fast moving traffic, and distracted drivers and riders.

Figure 4.9
Five Most Frequently Reported Reasons Why It Is Dangerous to Bicycle in Neighborhood

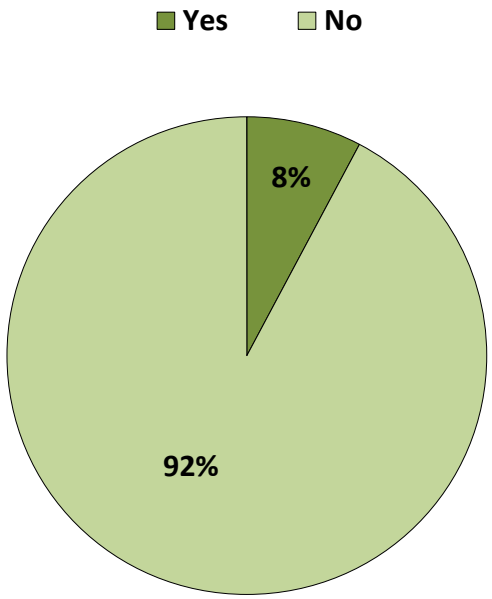


Q92. Why do you feel it is dangerous to ride a bicycle in your neighborhood?
Base: Respondents who said it is dangerous to bicycle in their neighborhood and gave a reason
Unweighted N=2,692

Chapter 5
Bicycle Safety and Laws of the Road

The survey asked respondents who had ridden a bicycle within the past five years whether they had received any training in bicycling safety during that time frame. Fewer than 1 in 10 respondents reported that they had.

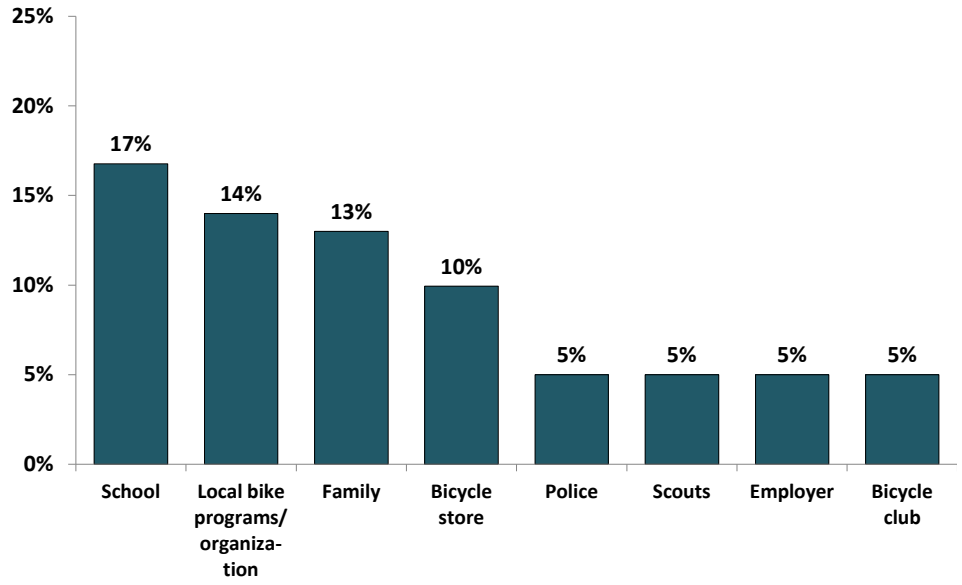
Figure 5.1
Received Training in Bicycling Safety



Q20. Now I'd like to find out how people learn about bicycling safety. In the past five years, have you received any training in bicycling safety?
Base: Rode a bicycle within past 5 years
Unweighted N=4,080

For those respondents who received training in bicycling safety, they were asked to indicate who provided the training to them. The three providers most commonly cited were school, local bike programs/organizations, and family.

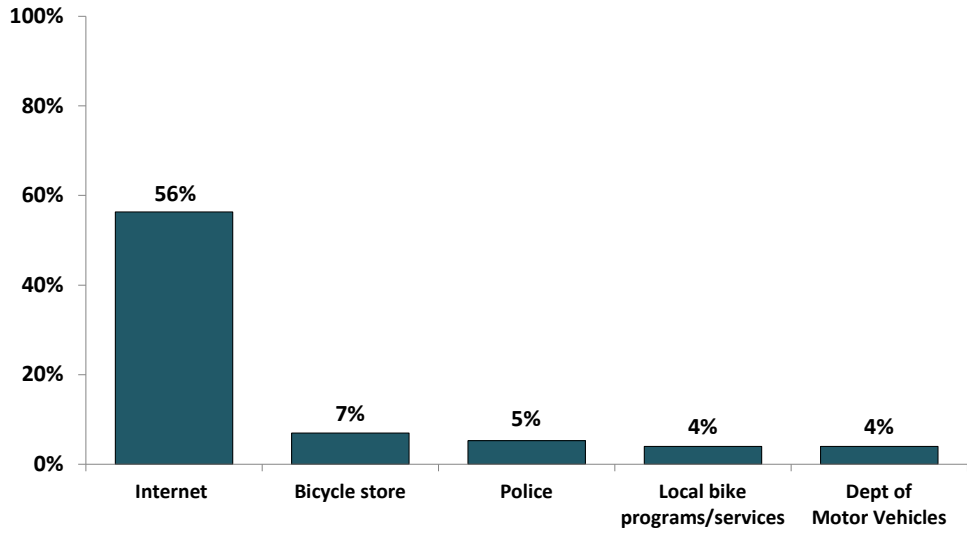
Figure 5.2
Eight Most Frequently Reported Safety Training Providers



Q21. Who provided the training to you?
Base: Received training in bicycling safety within past 5 years
Unweighted N=305

The survey asked respondents who had ridden a bicycle within the past five years where they would go or look for information if they wanted to learn about bicycling safety. The majority said they would use the Internet.

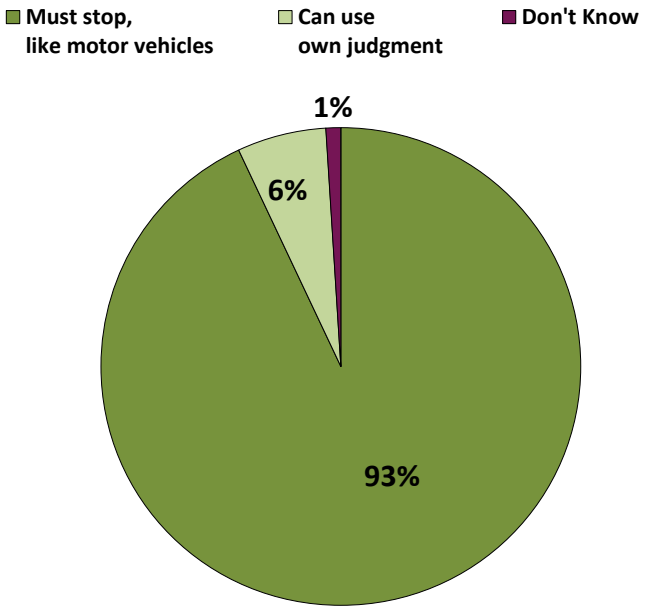
Figure 5.3
Five Most Frequently Reported Sources of Information on Bicycling Safety



Q22. If you wanted to learn about bicycling safety, where would you go or look for information?
Base: Rode a bicycle within past 5 years
Unweighted N=4,080

Nearly all respondents were aware that the rules that apply to motor vehicles regarding traffic lights and stop signs also apply to bicyclists. More than 9 in 10 reported that a bicyclist must stop at traffic lights and stop signs.

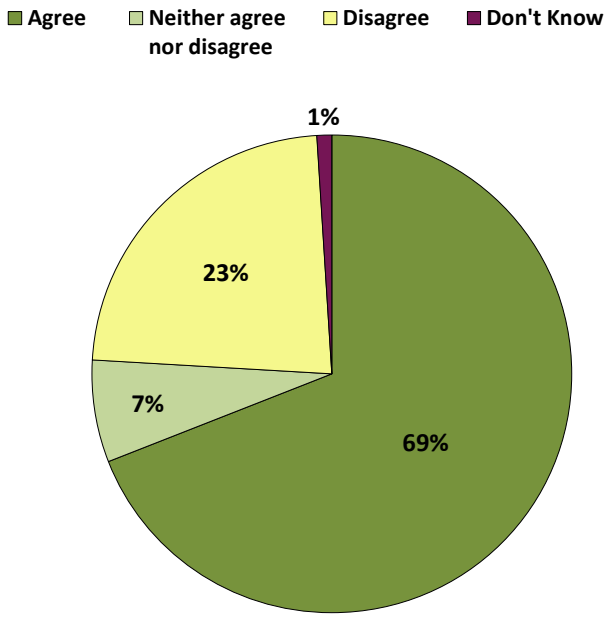
Figure 5.4
Stop at Traffic Lights or Stop Signs While Riding on Road



Q83. Are bicyclists supposed to stop at traffic lights and stop signs, like motor vehicles, or are they supposed to use their own judgment on whether they need to stop at red lights and stop signs?
Base: All respondents
Unweighted N=7,509

When asked whether bicyclists were just as entitled to ride on the road as were motorists, about two-thirds agreed with that statement while close to one-fourth disagreed.

Figure 5.5
Agreed With Statement
"Bicyclists Are Just as Entitled to Ride on the Road as Are Motorists"



Q86c. Please tell me whether you agree, disagree, or neither agree nor disagree: "Bicyclists are just as entitled to ride on the road as are motorists"
Base: All respondents
Unweighted N=7,509

Chapter 6
Bicycle Results by NHTSA Region

NHTSA segments the country into 10 Regions (see Table 6.1a) for programmatic outreach. In this chapter, the regional response to selected questions is presented.

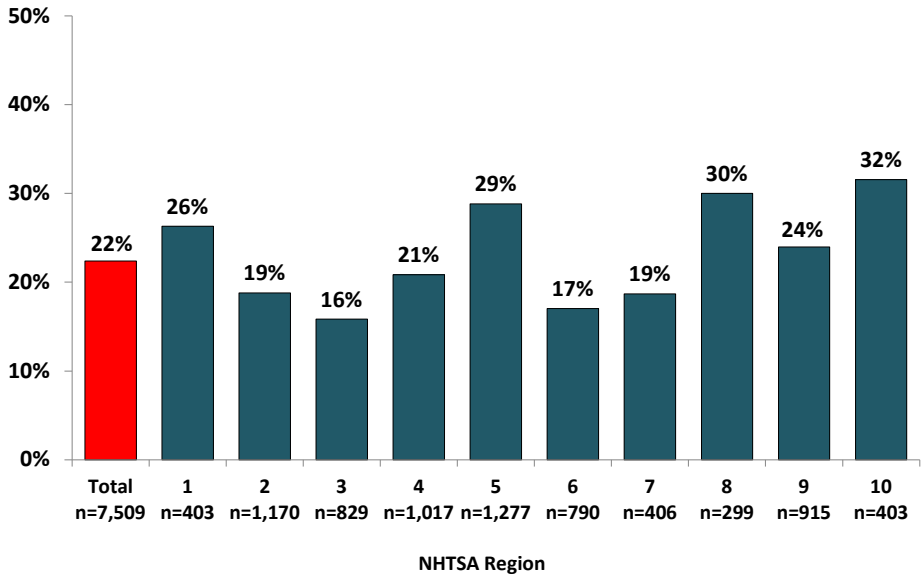
Table 6.1
Last Time Rode a Bicycle

	Unweighted N	Within the Past week	Within the Past month	Within the Past year	1-2 Years ago	3-5 Years ago	More Than 5 Years ago	Never	Can't Ride a bike/ disabled	Total[1]
Total Respondents	7,509	13%	9%	14%	12%	10%	38%	4%	1%	101%
Region										
1	403	12%	14%	13%	11%	10%	36%	3%	1%	100%
2	1,170	11%	8%	14%	10%	11%	39%	6%	1%	100%
3	829	8%	8%	16%	11%	10%	41%	4%	1%	99%
4	1,017	12%	8%	12%	12%	12%	40%	3%	1%	100%
5	1,277	16%	13%	13%	13%	8%	34%	1%	1%	99%
6	790	10%	6%	13%	14%	8%	42%	4%	2%	99%
7	406	11%	8%	14%	13%	9%	41%	3%	2%	101%
8	299	15%	15%	15%	11%	9%	35%	1%	*	101%
9	915	15%	9%	15%	13%	9%	34%	4%	1%	100%
10	403	21%	11%	14%	11%	8%	30%	3%	2%	100%

Q1. When was the last time you rode a bicycle? Do not include stationary bikes.
Base: All Respondents
* Less than 0.5%
[1] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding

Table 6.1a. NHTSA Regions and States	
Region	**States**
Region 1	CT, ME, MA, NH, RI, VT
Region 2	NJ, NY, PA
Region 3	DE, DC, KY, MD, NC, VA, WV
Region 4	AL, GA, FL, SC, TN
Region 5	IL, IN, MI, MN, OH, WI
Region 6	LA, MS, NM, OK, TX
Region 7	AR, IA, KS, MO, NE
Region 8	CO, NV, ND, SD, WY, UT
Region 9	AZ, CA, HI
Region 10	AK, ID, MT, OR, WA

Figure 6.1
Rode a Bicycle at Least Once in the Past Month



Q1. When was the last time you rode a bicycle? Do not include stationary bikes.
Base: All Respondents
Unweighted N=See Chart

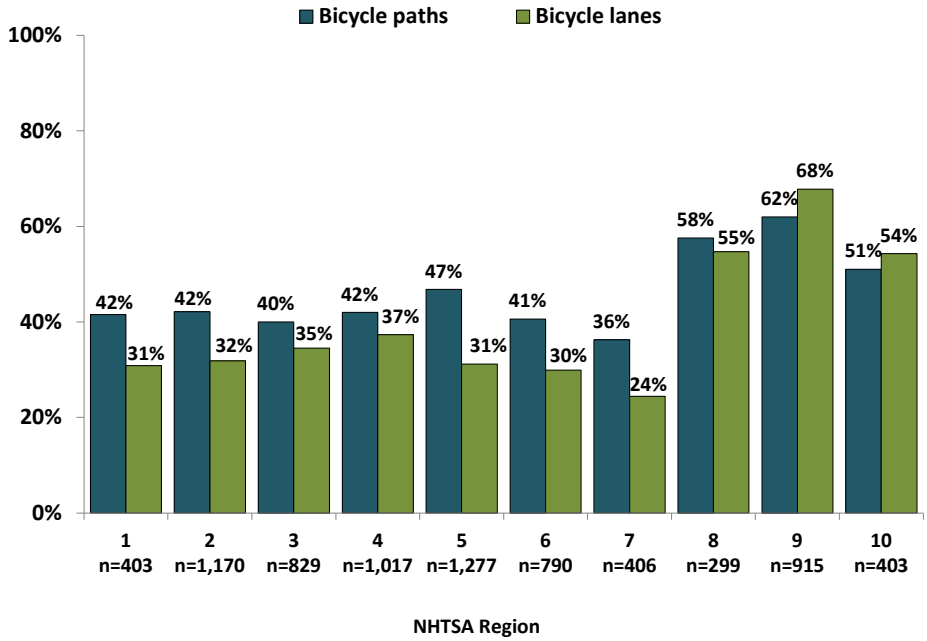
Table 6.2
Bicycling Frequency Compared to Last Year

	Unweighted N	More Often	Same Amount	Less Often	Total[1]
Total Respondents	2,580	28%	41%	32%	101%
Region					
1	149	19%	46%	33%	98%
2	375	23%	43%	34%	100%
3	255	32%	41%	27%	100%
4	328	28%	41%	31%	100%
5	505	28%	41%	31%	100%
6	216	27%	42%	30%	99%
7	122	35%	39%	26%	100%
8	120	24%	40%	36%	100%
9	345	30%	39%	31%	100%
10	165	27%	32%	41%	100%

Q30. Compared to about a year ago, would you say you are now riding a bike more often, less often, or about the same amount?
Base: Rode a bicycle within the past year

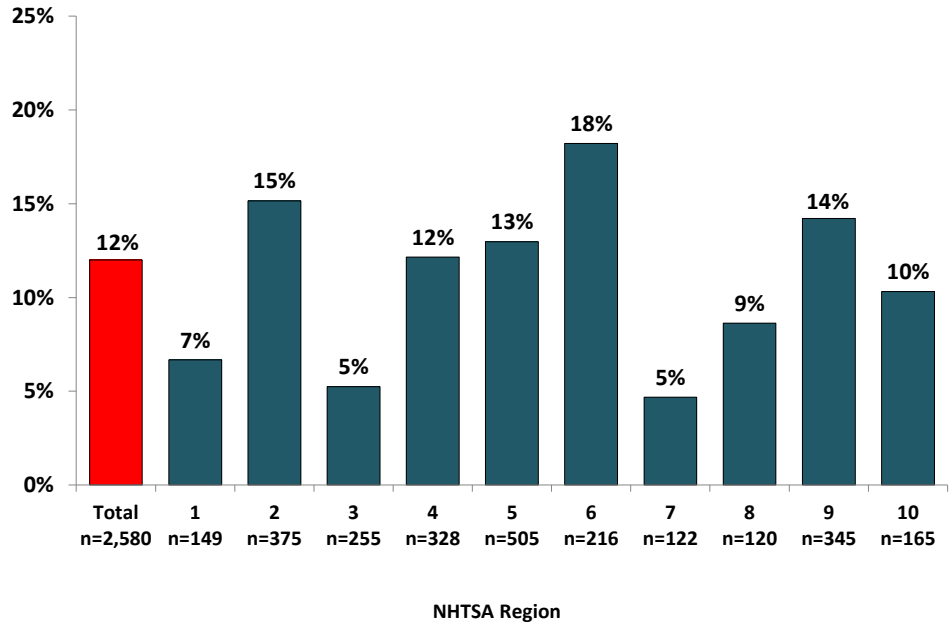
[1] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding

Figure 6.2
Availability of Bicycle Paths/Bicycle Lanes



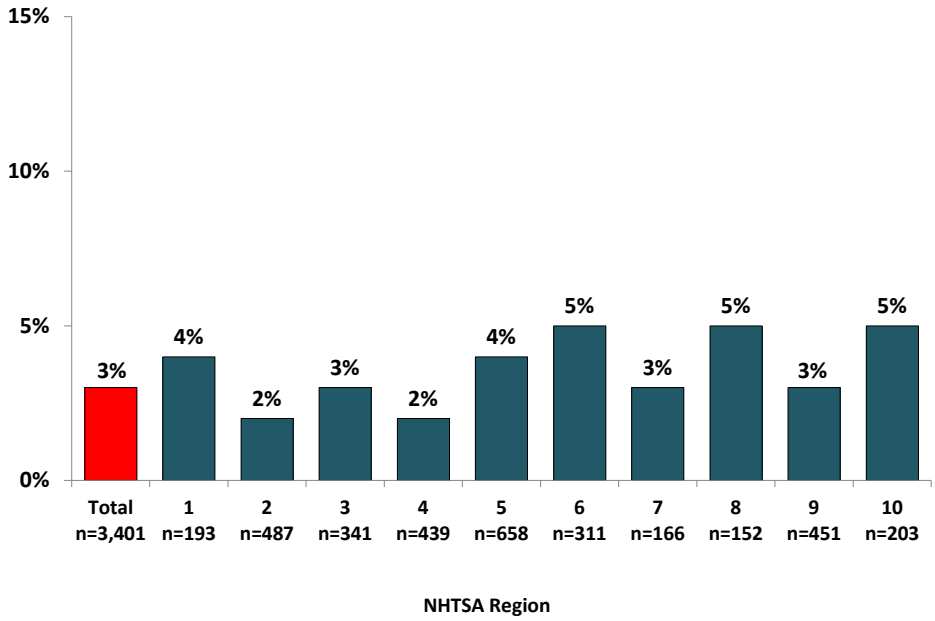
Q31. Are bike paths, that is, paths away from the road on which bikes can travel, available within a quarter mile of where you live?
Q34. Are bike lanes, that is, marked lanes on a public road reserved for bikes to travel, available within a quarter mile of where you live?
Base: All respondents
Unweighted N=See Chart

Figure 6.3
Used an Electronic Device During Nearly All or More than Half of Bicycle Trips



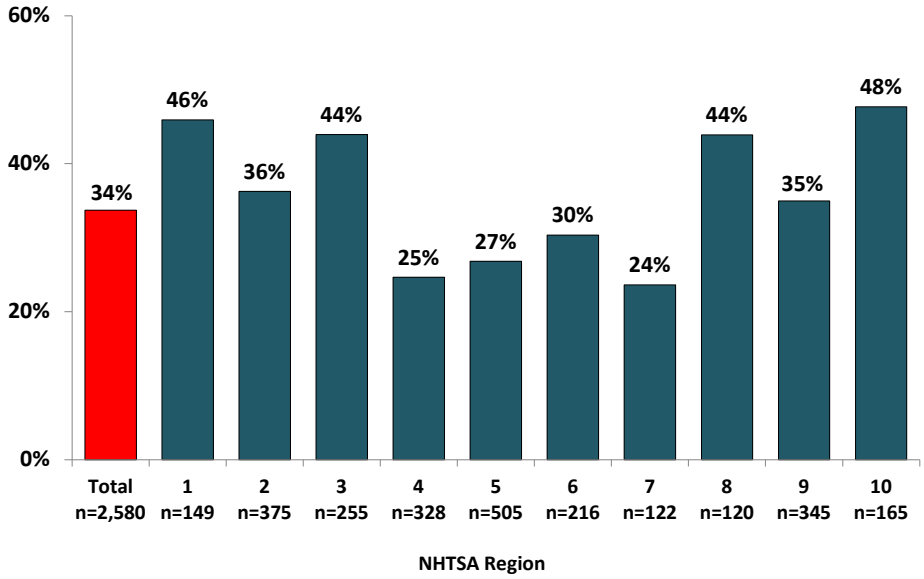
Q26. During the past year, how often did you use an electronic device like a cell phone or mp3 player while you were riding your bike and the bike was in motion?
Base: Rode a bicycle within the past year
Unweighted N=See Chart

Figure 6.4
Injured While Riding a Bicycle



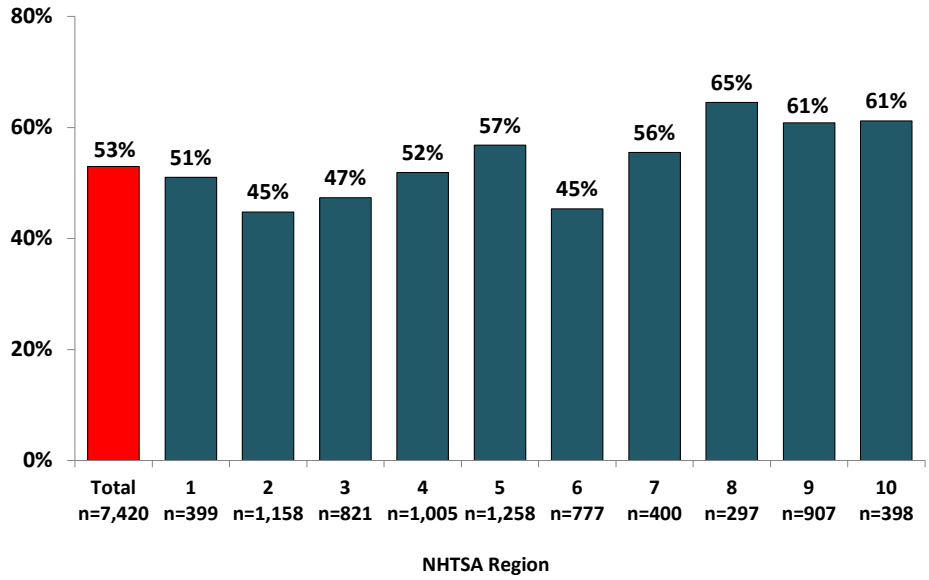
Q38. In the past two years, were you ever injured while you were riding a bike? Only count injuries that required attention by a medical professional.
Base: Rode a bicycle within the past two years
Unweighted N=See Chart

Figure 6.5
Wear a Helmet for All or Nearly All Rides



Q41. When riding a bike, do you wear a helmet for…?
Base: Rode a bicycle within the past year
Unweighted N=See Chart

Figure 6.6
Very or Somewhat Satisfied With How Community is Designed for Bicycling



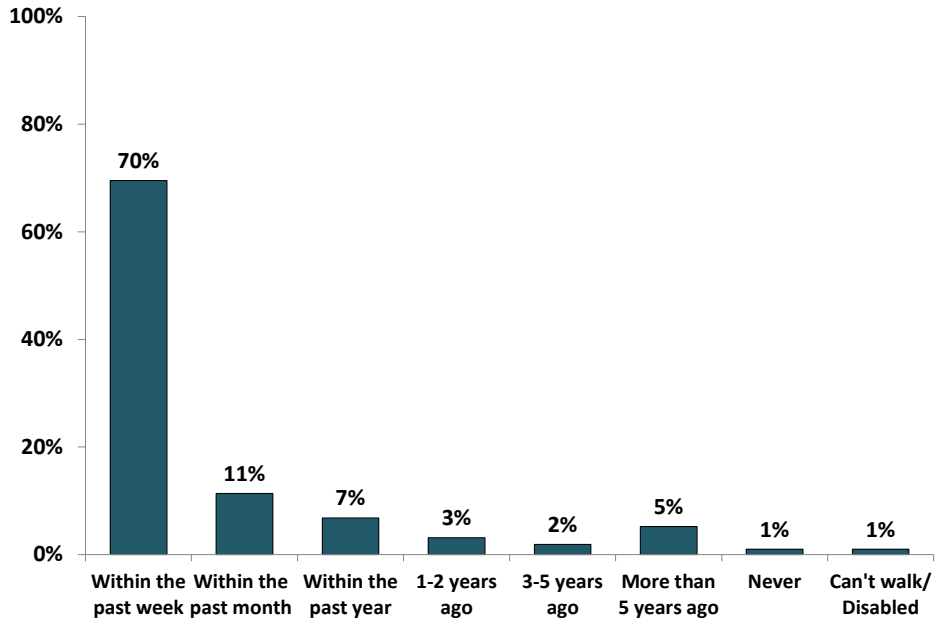
Q45. How satisfied are you with how your local community is designed for making bike riding safe?
Base: All respondents except those who said in response to Q1 that they have a disability that prevents them from riding a bicycle
Unweighted N=See Chart

Part II.
Pedestrian Attitudes and Behavior

Chapter 7
Overall Pedestrian Behavior

The survey asked all respondents when was the last time they walked, jogged, or ran outside for more than 5 minutes (referred to as "walking" for the remainder of this report). The majority of respondents said they had walked outside for five minutes or more within the past week. Nearly 90 percent had done so within the past year.

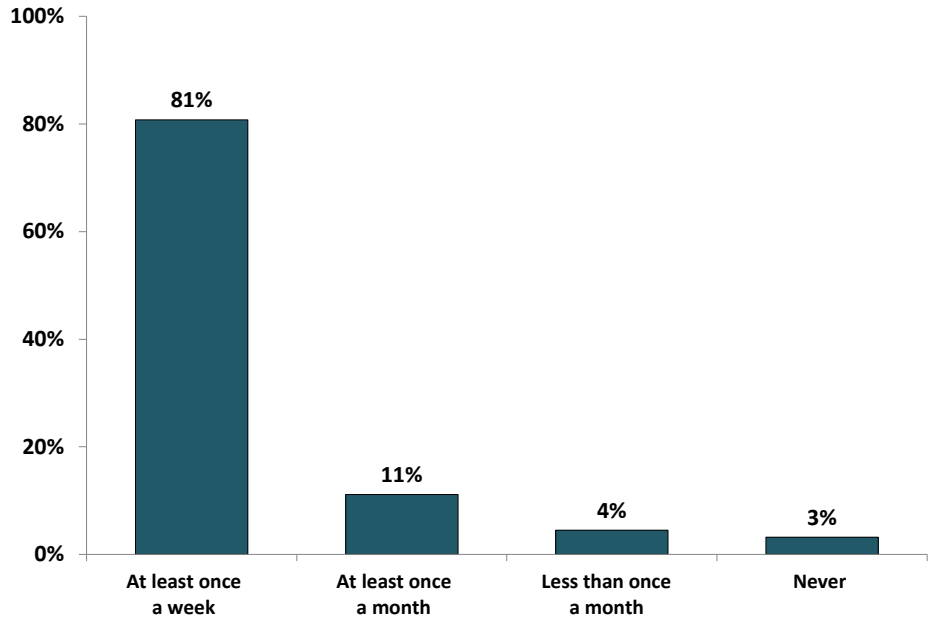
Figure 7.1
Last Time Walked Outside



Q51. When was the last time you walked, jogged, or ran outside for 5 minutes or more?
Base: All Respondents
Unweighted N=7,509

Respondents who had walked outside for five minutes or more at least once during the past year were asked how often they walk during the summer months. Four in five respondents reported walking at least once a week. Very few respondents claimed that they never walked during the summer months. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 7.2
Frequency of Walking During the Summer Months, Those Who Walked Outside in Past Year



Q72. On average during the summer months, how often do you walk?
Base: Walked within the past year
Unweighted N=6,542

Table 7.1
Frequency of Walking in Summer Months
By Demographic Characteristics

	Unweighted N[1]	At least once a week	At least once a month	Less than once a month	Never	Total[2]
Total Respondents	6,542	81%	11%	4%	3%	99%
Gender						
Male	2,935	81%	11%	4%	3%	99%
Female	3,607	80%	11%	5%	3%	99%
Age						
16-24	763	81%	13%	3%	3%	100%
25-34	972	81%	11%	4%	3%	99%
35-44	1,061	80%	12%	5%	3%	100%
45-54	1,267	82%	11%	4%	3%	100%
55-64	1,219	80%	11%	5%	3%	99%
65+	1,226	79%	9%	6%	4%	98%
Race (Multiple Response[3])						
Black or African American	719	78%	11%	6%	4%	99%
White	5,016	82%	11%	4%	3%	100%
Asian	208	82%	11%	1%	4%	99%
American Indian or Alaska	230	82%	12%	3%	2%	99%
Native Hawaiian/ Pacific	50	84%	14%	1%	1%	100%
Ethnicity						
Hispanic	700	77%	12%	6%	4%	99%
Non-Hispanic	5,768	81%	11%	4%	3%	99%

Q72. On average during the summer months, how often do you walk?
Base: Walked within the past year

[1] Some Ns may not add to 6,542 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 7.1
Frequency of Walking in Summer Months
By Demographic Characteristics (Continued)

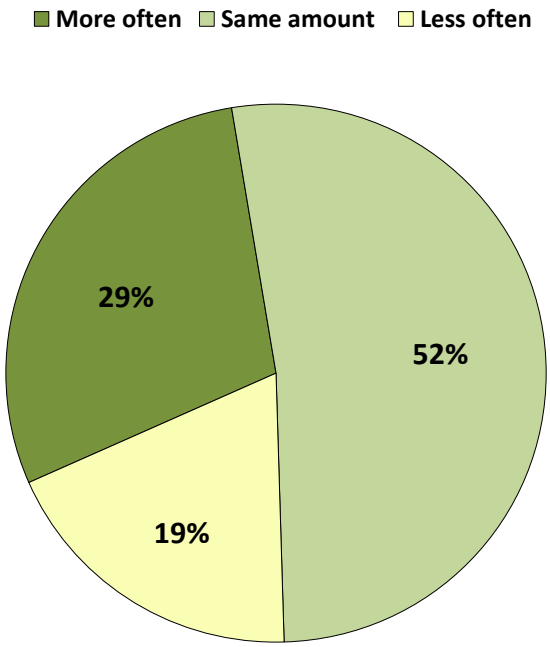
	Unweighted N[1]	At least once a week	At least once a month	Less than once a month	Never	Total[2]
Education						
Did not Graduate High School	544	77%	11%	5%	6%	99%
High School Diploma/GED	1,511	79%	11%	6%	3%	99%
Some College	1,087	81%	13%	3%	2%	99%
Associates Degree	711	82%	11%	5%	3%	101%
Bachelors Degree	1,575	83%	11%	3%	3%	100%
Graduate Degree	1,067	85%	10%	3%	2%	100%
Household Income						
Less than $15,000	763	81%	10%	4%	4%	99%
$15,000 - $29,999	921	79%	12%	6%	3%	100%
$30,000 - $49,999	1,029	81%	11%	4%	3%	99%
$50,000 - $74,999	1,071	80%	13%	5%	2%	100%
$75,000 - $99,999	753	84%	9%	3%	3%	99%
$100,000 or more	1,266	84%	12%	2%	2%	100%
Urbanicity[4]						
Cluster 1	2,578	82%	10%	4%	3%	99%
Cluster 2	497	78%	11%	7%	4%	100%
Cluster 3	1,487	81%	12%	4%	3%	100%
Cluster 4	865	80%	12%	5%	3%	100%
Cluster 5	1,115	80%	12%	4%	4%	100%
Children Under 16 in Household						
Yes	2,217	80%	12%	4%	3%	99%
No	4,190	81%	11%	5%	3%	100%
Employment Status (Multiple Response[3])						
Employed full-time	3,092	81%	12%	5%	3%	101%
Employed part-time	720	83%	11%	3%	3%	100%
Unemployed	410	81%	13%	4%	3%	101%
Retired	1,359	80%	10%	6%	4%	100%
Going to school	460	84%	10%	4%	2%	100%
Homemaker	399	81%	11%	4%	4%	100%
Disabled[5]	197	80%	12%	3%	4%	99%

Q72. On average during the summer months, how often do you walk?
Base: Walked within the past year

[1] Some Ns may not add to 6,542 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

The majority of respondents who have walked within the past year reported that they walk the same amount compared to a year ago. Close to 3 in 10 respondents reported that they now walk more often than they did a year ago. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 7.3
Change in Walking Frequency Compared to a Year Ago



Q73. Compared to about a year ago, would you say you are now walking more often, less often, or about the same amount?
Base: Walked within the past year
Unweighted N=6,542

Table 7.2
Change in Walking Frequency from a Year Ago
By Demographic Characteristics

	Unweighted N[1]	More Often	Same Amount	Less Often	Total[2]
Total Respondents	6,542	29%	52%	19%	100%
Gender					
Male	2,935	28%	55%	17%	100%
Female	3,607	30%	50%	20%	100%
Age					
16-24	763	40%	40%	20%	100%
25-34	972	36%	49%	16%	101%
35-44	1,061	30%	52%	19%	101%
45-54	1,267	25%	59%	16%	100%
55-64	1,219	25%	57%	19%	101%
65+	1,226	15%	59%	27%	101%
Race (Multiple Response[3])					
Black or African American	719	38%	40%	21%	99%
White	5,016	27%	55%	17%	99%
Asian	208	23%	60%	17%	100%
American Indian/Alaska Native	230	35%	43%	22%	100%
Native Hawaiian/Pacific Islander	50	22%	56%	22%	100%
Ethnicity					
Hispanic	700	31%	46%	22%	99%
Non-Hispanic	5,768	29%	53%	18%	100%

Q73. Compared to about a year ago, would you say you are now walking more often, less often, or about the same amount?
Base: Walked within the past year

[1] Some Ns may not add to 6,542 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 7.2
Change in Walking Frequency from a Year Ago
By Demographic Characteristics (Continued)

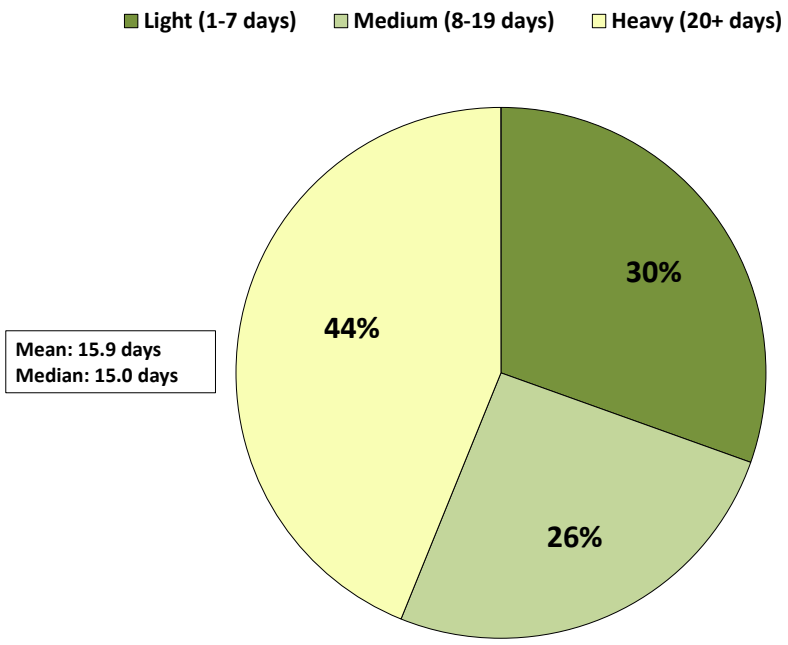
	Unweighted N[1]	More Often	Same Amount	Less Often	Total[2]
Education					
Did not Graduate High School	544	30%	48%	21%	99%
High School Diploma/GED	1,511	28%	51%	21%	100%
Some College	1,087	32%	47%	20%	99%
Associates Degree	711	33%	50%	17%	100%
Bachelors Degree	1,575	27%	56%	17%	100%
Graduate Degree	1,067	24%	63%	13%	100%
Household Income					
Less than $15,000	763	35%	45%	20%	100%
$15,000 - $29,999	921	33%	46%	21%	100%
$30,000 - $49,999	1,029	30%	51%	19%	100%
$50,000 - $74,999	1,071	23%	58%	18%	99%
$75,000 - $99,999	753	28%	57%	15%	100%
$100,000 or more	1,266	27%	59%	15%	101%
Urbanicity[4]					
Cluster 1	2,578	32%	49%	19%	100%
Cluster 2	497	30%	51%	19%	100%
Cluster 3	1,487	25%	55%	21%	101%
Cluster 4	865	32%	49%	18%	99%
Cluster 5	1,115	25%	59%	16%	100%
Children Under 16 in Household					
Yes	2,217	32%	49%	18%	99%
No	4,190	27%	54%	19%	100%
Employment Status (Multiple Response[3])					
Employed full-time	3,092	29%	55%	17%	101%
Employed part-time	720	33%	49%	18%	100%
Unemployed	410	40%	41%	19%	100%
Retired	1,359	18%	58%	24%	100%
Going to school	460	36%	46%	18%	100%
Homemaker	399	34%	46%	19%	99%
Disabled[5]	197	27%	48%	25%	100%

Q73. Compared to about a year ago, would you say you are now walking more often, less often, or about the same amount?
Base: Walked within the past year

[1] Some Ns may not add to 6,542 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

For those respondents who walked within the past 30 days, a plurality of them are described as "heavy" walkers, while 30 percent were "light" walkers and 26 percent were "medium" walkers. The light, medium, and heavy categories were used to describe walking frequency in the 2002 NHTSA Bicyclist and Pedestrian Findings Report (Vol. 2). Percentage distributions for selected demographic groups are provided on the following pages.

Figure 7.4
Number of Days Walked in Past 30 Days



Q52. Thinking about the past 30 days, about how many of those days did you walk, jog or run outside?
Base: Walked within the past 30 days and specified the number of days walked
Unweighted N = 5,905

Table 7.3
Number of Days Walked in Past 30 Days
By Demographic Characteristics

	Unweighted N[1]	Light 1-7 days	Medium 8-19 days	Heavy 20+ days	Total[2]
Total Respondents	5,905	30%	26%	44%	100%
Gender					
Male	2,661	29%	26%	45%	100%
Female	3,244	32%	26%	42%	100%
Age					
16-24	699	27%	23%	49%	99%
25-34	901	28%	27%	45%	100%
35-44	982	32%	27%	40%	99%
45-54	1,163	31%	26%	43%	100%
55-64	1,086	34%	25%	41%	100%
65 or older	1,044	31%	25%	44%	100%
Race (Multiple Response[3])					
Black	637	33%	21%	45%	99%
White	4,561	30%	26%	44%	100%
Asian	187	25%	32%	43%	100%
Native American/Alaska Native	208	29%	23%	47%	99%
Native Hawaiian/Pacific Islander	47	23%	21%	55%	99%
Ethnicity					
Hispanic	612	32%	24%	44%	100%
Non-Hispanic	5,228	30%	26%	44%	100%

Q52. Thinking about the past 30 days, about how many of those days did you walk, jog, or run outside?
Base: Walked within the past 30 daysand specified the number of days walked

[1] Some Ns may not add to 5,905 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 7.3
Number of Days Walked in Past 30 Days
By Demographic Characteristics (Continued)

	Unweighted N[1]	Light 1-7 days	Medium 8-19 days	Heavy 20+ days	Total[2]
Education					
Did not Graduate High School	478	32%	19%	49%	100%
High School Diploma/GED	1,317	34%	24%	42%	100%
Some College	980	30%	27%	43%	100%
Associates Degree	637	27%	28%	45%	100%
Bachelors Degree	1,448	29%	28%	43%	100%
Graduate Degree	1,003	27%	30%	43%	100%
Household Income					
Less than $15,000	684	30%	21%	49%	100%
$15,000 - $29,999	815	29%	24%	47%	100%
$30,000 - $49,999	905	32%	26%	42%	100%
$50,000 - $74,999	975	32%	26%	41%	99%
$75,000 - $99,999	694	30%	29%	41%	100%
$100,000 or more	1,180	28%	31%	42%	101%
Urbanicity[4]					
Cluster 1	2,364	29%	24%	48%	101%
Cluster 2	431	33%	27%	40%	100%
Cluster 3	1,335	33%	28%	39%	100%
Cluster 4	775	29%	28%	43%	100%
Cluster 5	1,000	32%	25%	43%	100%
Children Under 16 in Household					
Yes	2,035	31%	28%	40%	99%
No	3,746	30%	24%	46%	100%
Employment Status (Multiple Response[3])					
Employed full-time	2,818	32%	27%	41%	100%
Employed part-time	667	27%	25%	48%	100%
Unemployed	376	29%	25%	45%	99%
Retired	1,167	29%	27%	45%	101%
Going to School	426	23%	23%	53%	99%
Homemaker	361	33%	28%	39%	100%
Disabled[5]	175	41%	21%	38%	100%

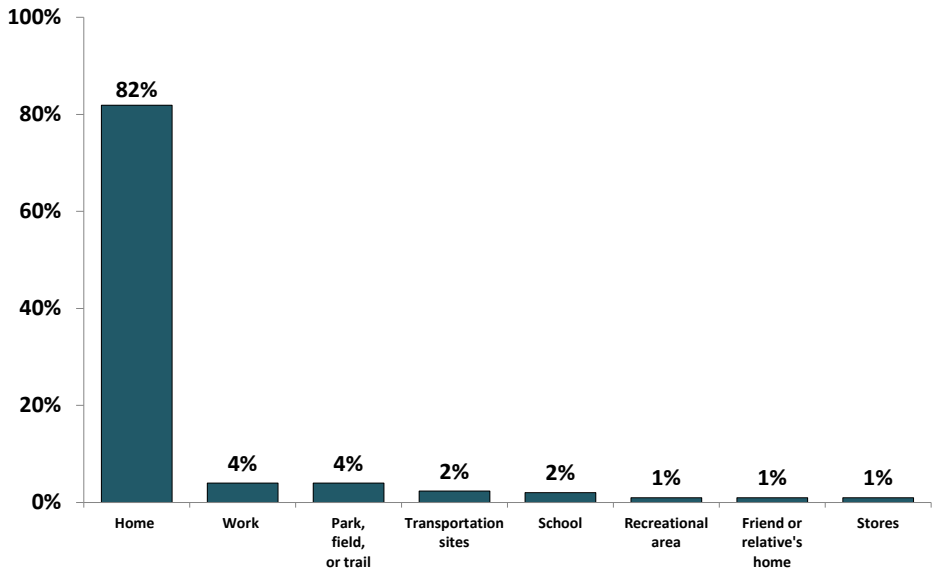
Q52. Thinking about the past 30 days, about how many of those days did you walk, jog, or run outside?
Base: Walked within the past 30 days and specified the number of days walked

[1] Some Ns may not add to 5,905 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Chapter 8
Trip Characteristics - Most Recent Day Went for a Walk

Respondents who had walked in the past month were asked to provide trip information for the most recent day they walked outside for five minutes or more, including origins and destinations, and trip purpose. A trip was defined as going from a starting point to a destination for a specific purpose. Respondents were asked to provide information for each trip they made that day. Four in five respondents started the day's first walking trip from home.

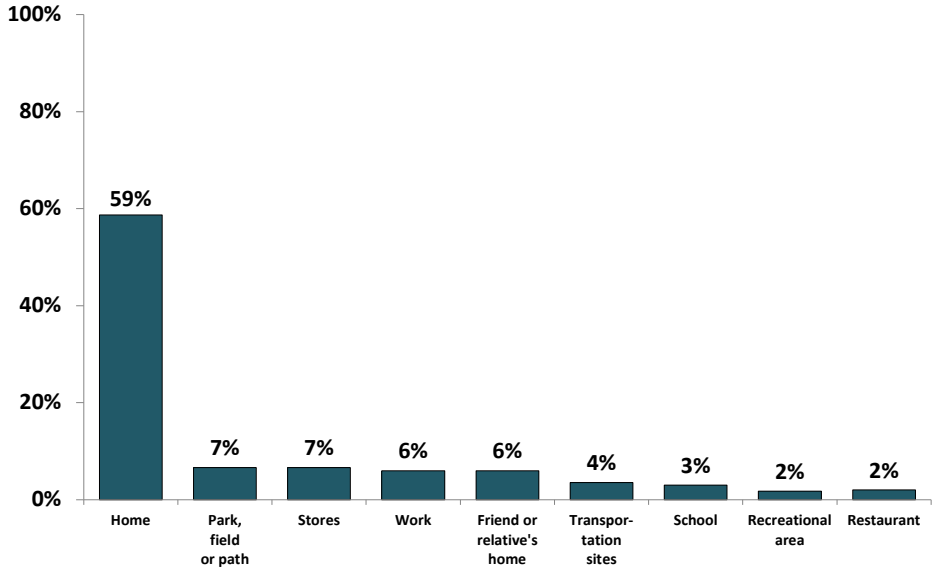
Figure 8.1
Origin of the Day's First Walking Trip



Q54. What was your starting point for your first trip of the day?
Base: Walked outside at least once in the past 30 days at Q52
Unweighted N=5,966

Respondents were then asked for the destination of their first walking trip. Nearly 6 in 10 respondents identified home as their end point.

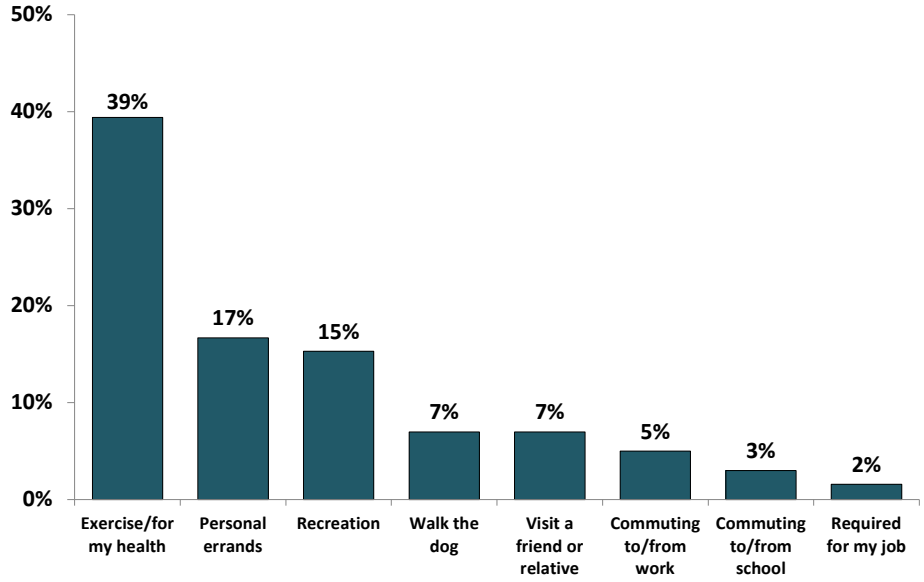
Figure 8.2
Destination of the Day's First Walking Trip



Q56. Where did this trip end?
Base: Walked outside at least once in the past 30 days at Q52
Unweighted N=5,966

Exercise, personal errands, and recreation were the most commonly cited purposes for the day's first walking trip among the respondents who had walked in the past month.

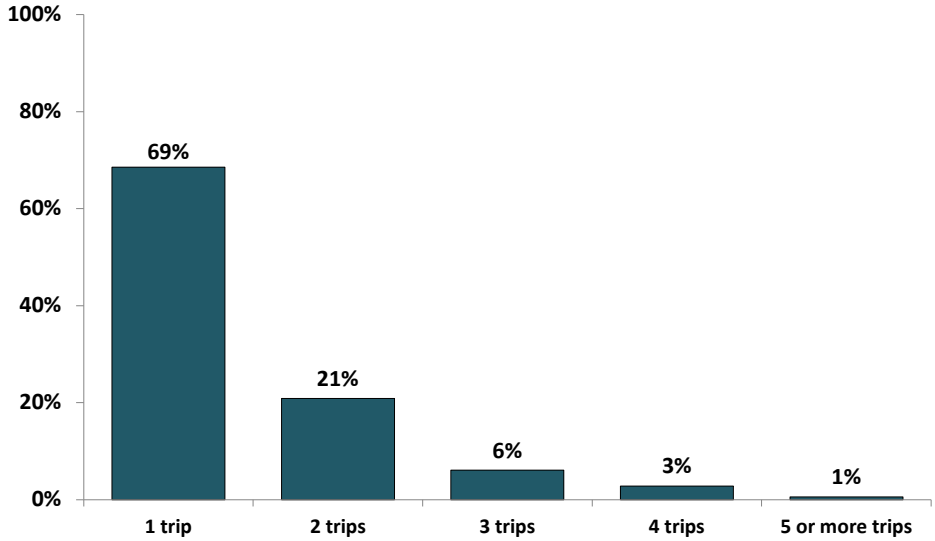
Figure 8.3
Purpose of the Day's First Walking Trip



Q55. What was the main purpose of this trip?
Base: Walked outside at least once in the past 30 days at Q52
Unweighted N=5,966

The majority of respondents took just one trip on the last day they walked. One-fifth took a second trip, and 1 in 10 respondents took three or more trips that day.

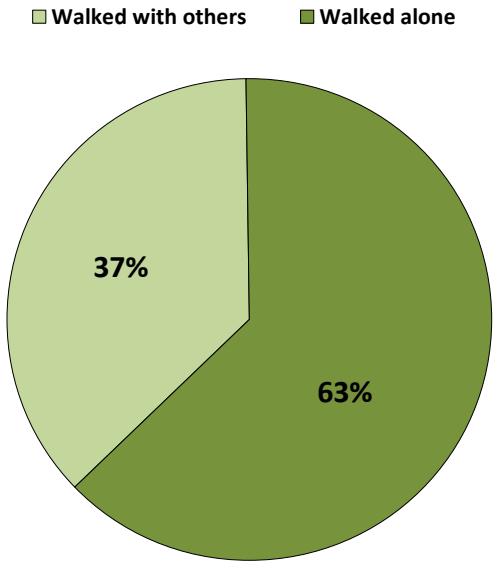
Figure 8.4
Number of Walking Trips on Last Travel Day



Q57. Did you take any more walking trips on this day?
Base: Walked outside at least once in the past 30 days at Q52
Unweighted N=5,966

Almost two-thirds of respondents walked alone during the last day they walked outside for 5 minutes or more.

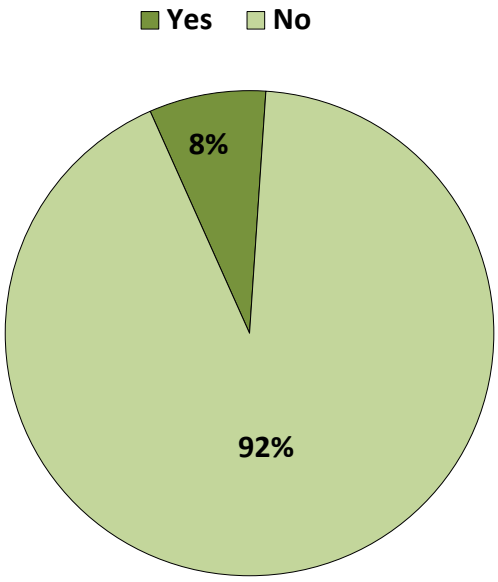
Figure 8.5
Walking Alone or With Others on Last Travel Day



Q64. Was anyone else with you when you were walking, jogging, or running, or was all of your walking, jogging, or running done alone?
Base: Walked outside at least once in the past 30 days at Q52
Unweighted N=5,966

When asked whether they felt threatened for their personal safety while walking that day, fewer than 1 in 10 respondents reported that they felt threatened during some point on their walk.

Figure 8.6
Felt Threatened for Personal Safety While Walking on Last Travel Day



Q65. Did you feel threatened for your personal safety at any time while walking, jogging, or running that day?
Base: Walked outside at least once in the past 30 days at Q52
Unweighted N=5,966

Hispanic respondents were almost three times as likely to report feeling threatened as Non-Hispanic respondents.

Table 8.1
Felt Threatened for Personal Safety While Walking on Last Travel Day
By Demographic Characteristics

	Unweighted N[1]	Felt Threatened
Total Respondents	5,966	8%
Gender		
Male	2,684	6%
Female	3,282	9%
Age		
16-24	704	7%
25-34	907	8%
35-44	986	9%
45-54	1,174	8%
55-64	1,091	7%
65+	1,074	7%
Race (Multiple Response[2])		
Black or African American	643	9%
White	4,601	6%
Asian	190	8%
American Indian/Alaska Native	209	9%
Native Hawaiian/Pacific Islander	47	1%
Ethnicity		
Hispanic	625	17%
Non-Hispanic	5,275	6%

Q65. Did you feel threatened for your personal safety at any time while walking, jogging, or running that day?
Base: Walked outside at least once in the past 30 days at Q52

[1] Some Ns may not add to 5,966 due to Don't Know or Refused responses
[2] For Multiple Response questions, respondents were allowed to select more than one category; (see page 4)
[3] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[4] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 8.1
Felt Threatened for Personal Safety While Walking on Last Travel Day
By Demographic Characteristics (Continued)

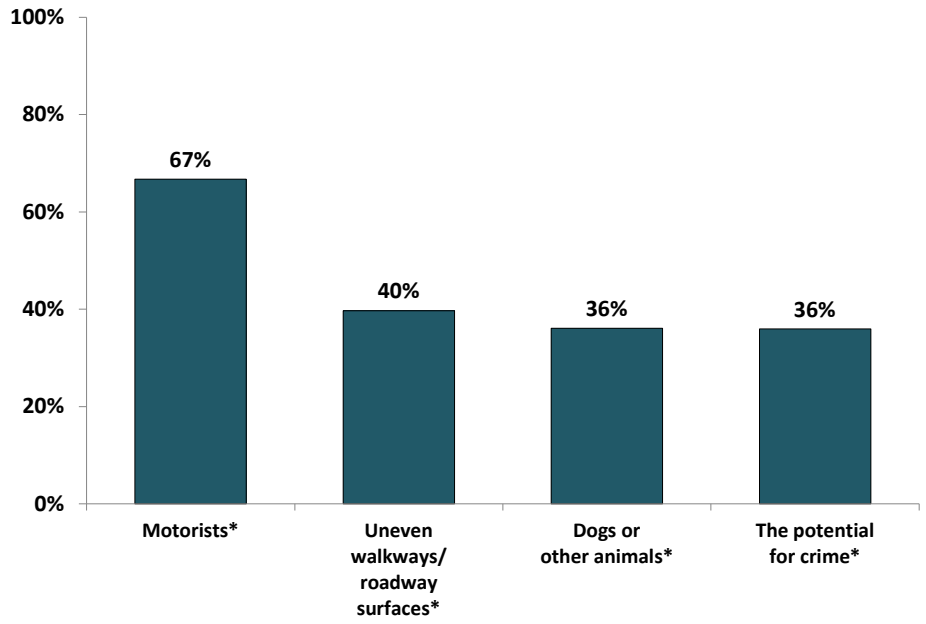
	Unweighted N[1]	Felt Threatened
Education		
Did not Graduate High School	491	13%
High School Diploma/GED	1,338	8%
Some College	989	7%
Associates Degree	640	8%
Bachelors Degree	1,456	5%
Graduate Degree	1,009	6%
Household Income		
Less than $15,000	696	12%
$15,000 - $29,999	828	9%
$30,000 - $49,999	913	6%
$50,000 - $74,999	981	4%
$75,000 - $99,999	699	6%
$100,000 or more	1,182	6%
Urbanicity[3]		
Cluster 1	2,384	8%
Cluster 2	439	10%
Cluster 3	1,346	6%
Cluster 4	786	9%
Cluster 5	1,011	5%
Children Under 16 in Household		
Yes	2,046	10%
No	3,794	6%
Employment Status (Multiple Response[2])		
Employed full-time	2,832	7%
Employed part-time	670	10%
Unemployed	382	10%
Retired	1,197	6%
Going to school	427	6%
Homemaker	364	11%
Disabled[4]	177	14%

Q65. Did you feel threatened for your personal safety at any time while walking, jogging, or running that day?
Base: Walked outside at least once in the past 30 days at Q52

[1] Some Ns may not add to 5,966 due to Don't Know or Refused responses
[2] For Multiple Response questions, respondents were allowed to select more than one category; (see page 4)
[3] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[4] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Those who felt threatened for their personal safety during the most recent day they walked outside were asked what made them feel in danger. Four potential causes were read to respondents. The respondents could reply "yes" to any or all of the causes. The respondents were then given an opportunity to volunteer other causes for their feeling threatened. Motorists were cited most often as the source of concern.

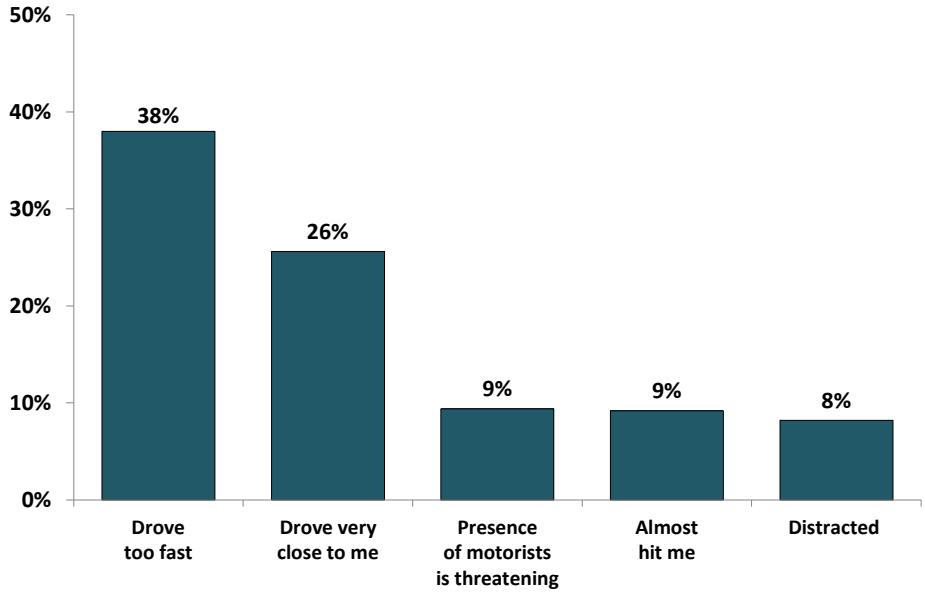
Figure 8.7
Reasons Felt Threatened for Personal Safety



Q66. Did you feel threatened for your personal safety because of any of the following?
Base: Felt threatened for personal safety
Unweighted N=414
*Response categories read to respondents

Respondents who reported feeling threatened by motorists were asked what the motorist did that caused them to feel threatened. The most frequently cited threatening actions were the speed of the motorist and how close the motorist drove by the respondent.

Figure 8.8
Five Most Frequently Reported Actions Motorists Did that Were Threatening

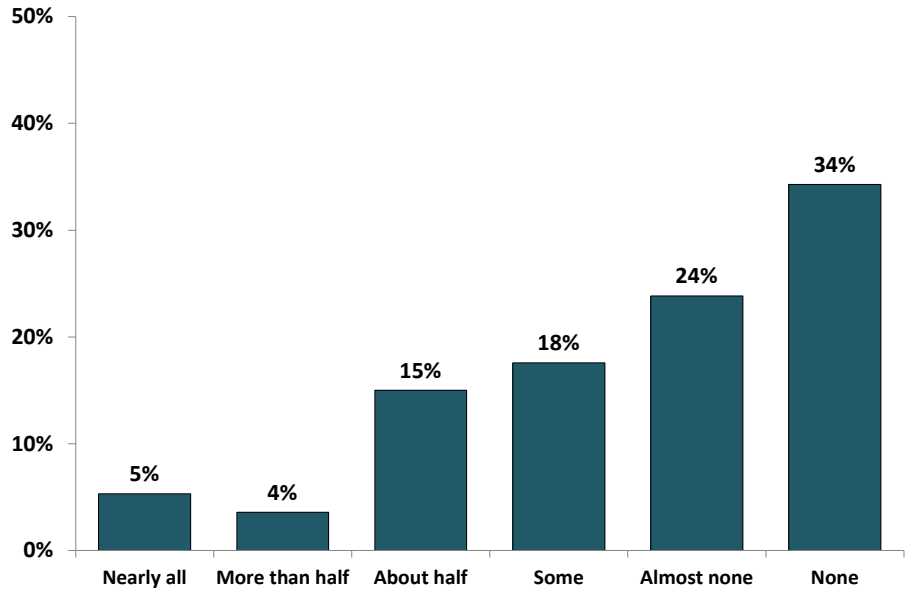


Q67. What did motorists do to make you feel threatened?
Base: Indicated personal safety was threatened by motorists
Unweighted N=279

Chapter 9
Walking Habits

Respondents who had walked outside for five minutes or more within the past year were asked how much of their walking was done when it was dark or nearly dark outside. Almost 6 in 10 did none or almost none of their walking in the dark. Fewer than 1 in 10 did more than half of their walking in the dark.

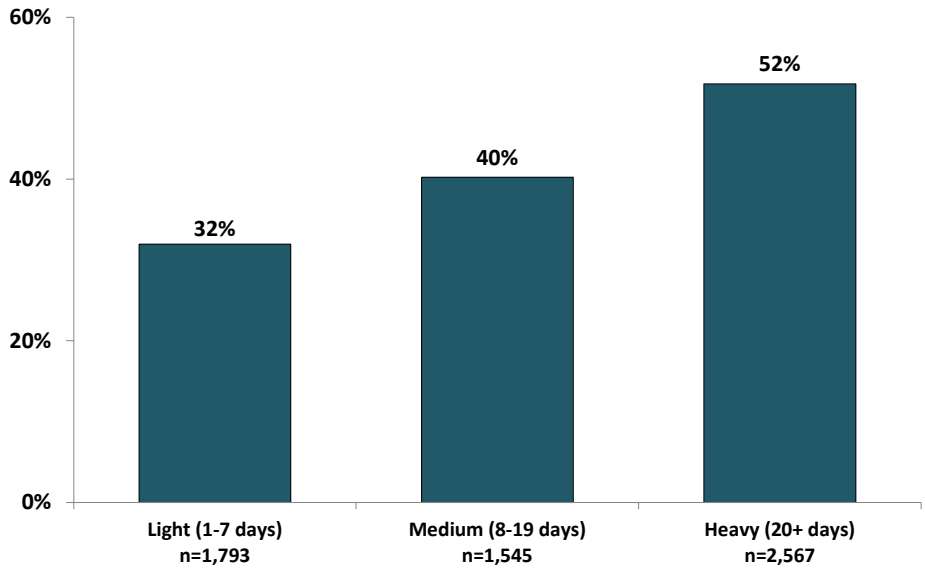
Figure 9.1
Walking in the Dark or Near-Dark



Q68. During the past year, how much of your walking was done when it was dark or nearly dark outside?
Base: Walked within the past year
Unweighted N=6,542

The majority of past month heavy walkers did at least some of their walking in the dark or near dark within the past year. One-third of light walkers and 4 in 10 medium walkers reported that at least some of their walking was done in the dark.

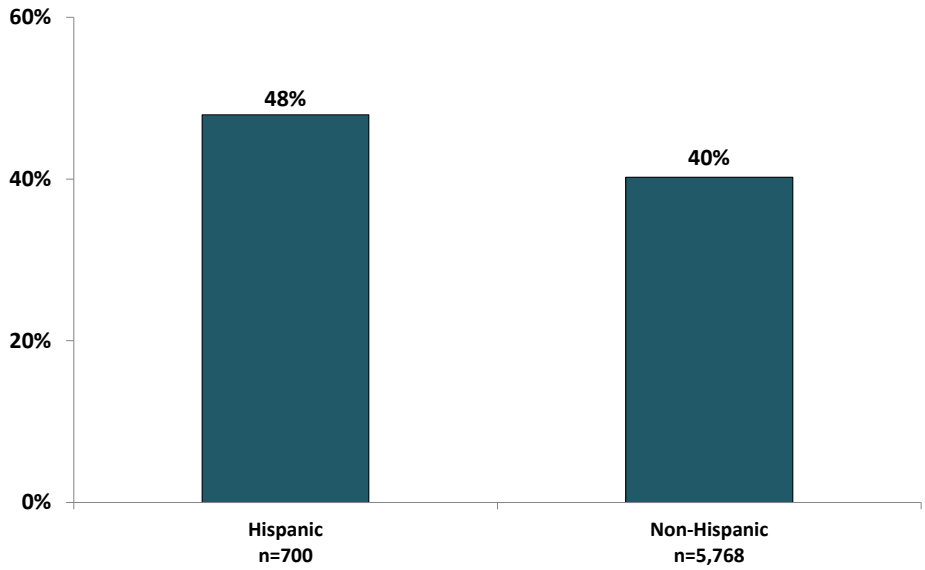
Figure 9.2
Did at Least Some Walking in the Dark or Near-Dark
By Walking Frequency



Q68. During the past year, how much of your walking was done when it was dark or nearly dark outside?
Base: Walked within the past month
Unweighted N=See Chart

Forty-eight percent of Hispanic respondents who had taken walks outside for 5 minutes or more in the past year had done some of their walking in the dark or near dark, compared to 40 percent of non-Hispanic respondents.

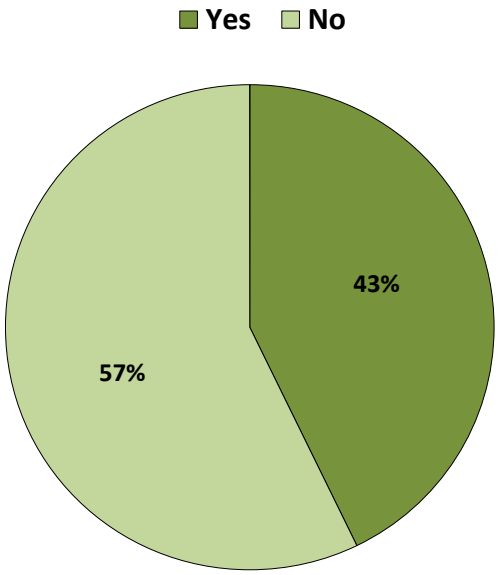
Figure 9.3
Did at Least Some Walking in the Dark or Near-Dark
By Hispanic Ethnicity



Q68. During the past year, how much of your walking was done when it was dark or nearly dark outside?
Base: Walked within the past year
Unweighted N=See Chart

Respondents who reported doing at least some of their walking in the dark were asked if they did anything to make themselves more visible to motorists. A majority reported that they did not.

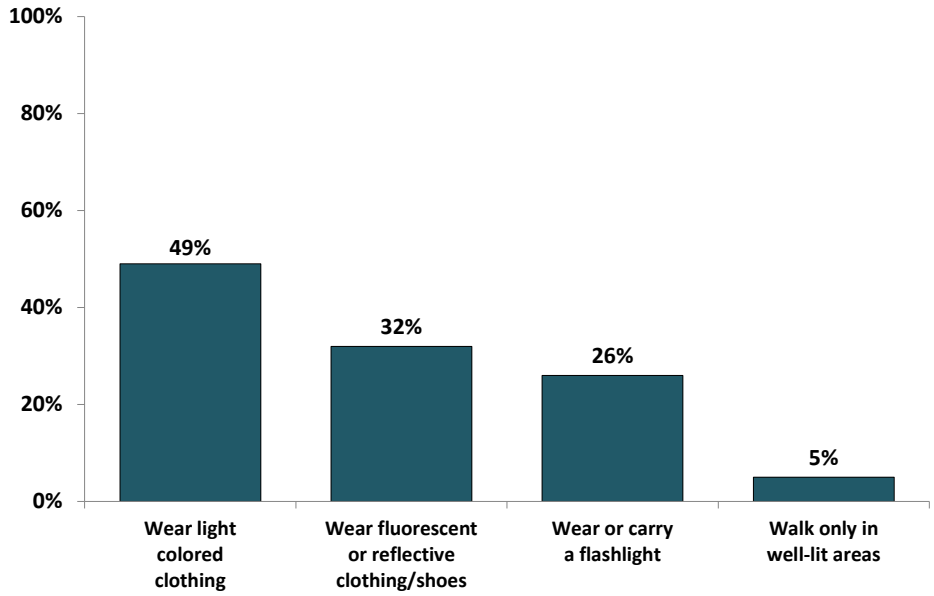
Figure 9.4
Tried to Make Themselves More Visible to Motorists



Q69. When you walk after dark, do you do anything to make yourself more visible to motorists?
Base: Did at least some walking within the past year when it was dark or nearly dark outside
Unweighted N=2,459

When asked how they made themselves more visible to motorists, about one-half said they wore light colored clothing and one-third said they wore fluorescent or reflective clothing. One-quarter wore or carried a flashlight.

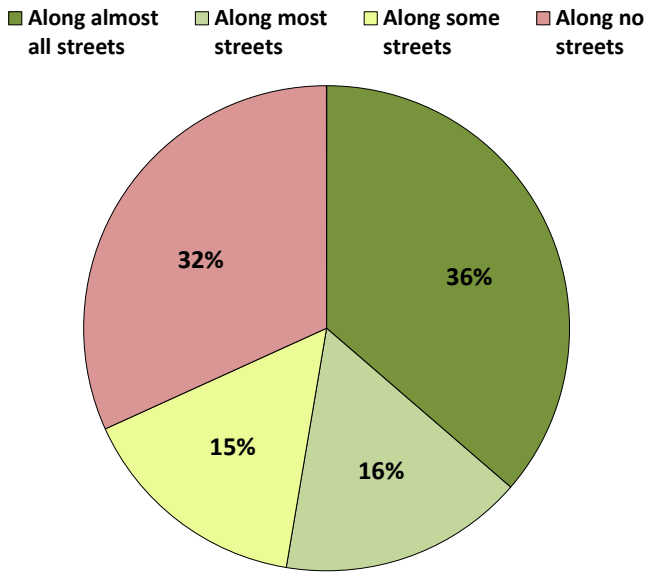
Figure 9.5
Methods of Making Selves More Visible to Motorists



Q70. What do you do to make yourself more visible when walking after dark?
Base: Respondents who make themselves more visible to motorists when walking after dark
Unweighted N=1,060

Respondents were asked about the availability of sidewalks in their neighborhood. More than one-third reported that sidewalks were found along almost all streets in their neighborhood. Just over 3 in 10 reported that there were no sidewalks along any streets in their neighborhood.

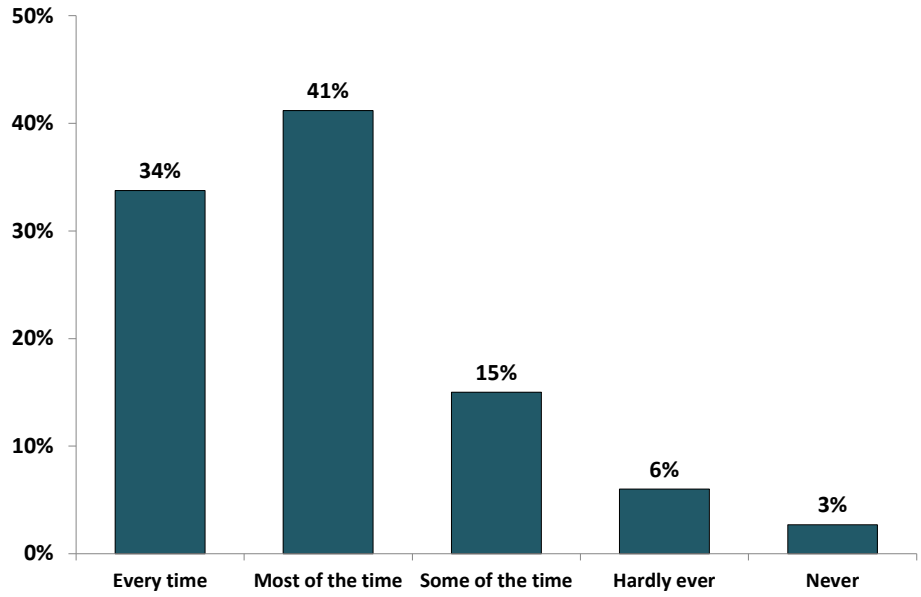
Figure 9.6
Availability of Sidewalks in Neighborhood



Q74. Are there sidewalks in your neighborhood?
Base: All respondents
Unweighted N=7,509

Respondents who reported having sidewalks along at least some streets in their neighborhood were asked how frequently they used them. Three-quarters reported using sidewalks most or every time they walk outside.

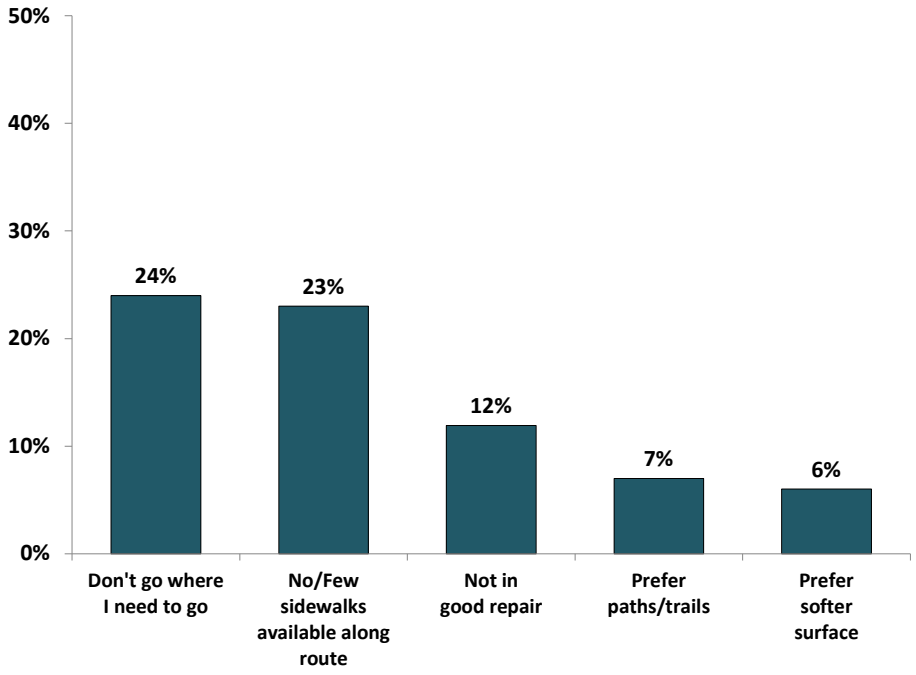
Figure 9.7
Frequency of Sidewalk Use



Q76. Do you use sidewalks…?
Base: Respondents who walked outside at least once in the past year and have sidewalks available in their neighborhood
Unweighted N=4,416

Respondents who hardly ever or never used sidewalks, despite their availability, were asked to give the reasons why this was the case. Almost one-half indicated that the sidewalks available to them either did not go where they needed or that there were few or no sidewalks available.

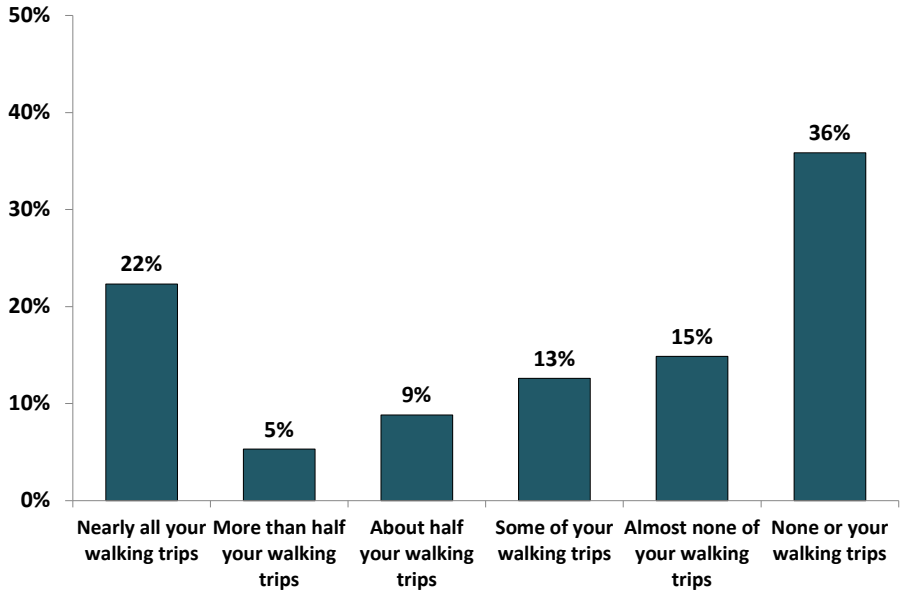
Figure 9.8
Five Most Frequent Reasons Reported for Not Using Sidewalks



Q77. What is the main reason that you hardly ever or never use sidewalks?
Base: Respondents who hardly ever or never use sidewalks in their neighborhood
Unweighted N=418

More than one in five respondents reported using an electronic device while they were walking during nearly all of their walking trips across the past year. About half of respondents reported that they used electronic devices on none or almost none of their walking trips. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 9.9
Frequency of Using an Electronic Device While Walking



Q71. During the past year, how often did you use an electronic device like a cell phone or mp3 player while you were walking outside? Do not count instances when you stopped walking. Did you use an electronic device during . . .
Base: Walked within the past year
Unweighted N=6,542

Table 9.1
Used an Electronic Device While Walking
By Demographic Characteristics

	Unweighted N[1]	Nearly all your outdoor walking trips	More than half your walking trips	About half your walking trips	Some of your walking trips	Almost none/ None of your walking trips	Total[2]
Total Respondents	6,542	22%	5%	9%	13%	51%	100%
Gender							
Male	2,935	23%	6%	10%	13%	48%	100%
Female	3,607	22%	5%	8%	12%	53%	100%
Age							
16-24	763	43%	9%	14%	13%	20%	99%
25-34	972	30%	8%	12%	15%	34%	99%
35-44	1,061	25%	6%	8%	15%	46%	100%
45-54	1,267	13%	4%	10%	13%	60%	100%
55-64	1,219	10%	2%	5%	10%	73%	100%
65+	1,226	7%	1%	2%	7%	82%	99%
Race (Multiple Response[3])							
Black or African American	719	37%	6%	10%	12%	34%	99%
White	5,016	19%	5%	9%	13%	55%	101%
Asian	208	21%	9%	10%	20%	39%	99%
American Indian/Alaska Native	230	21%	4%	9%	10%	55%	99%
Native Hawaiian/Pacific Islander	50	28%	8%	4%	6%	54%	100%
Ethnicity							
Hispanic	700	30%	7%	8%	14%	40%	99%
Non-Hispanic	5,768	21%	5%	9%	12%	53%	100%

Q71. During the past year, how often did you use an electronic device like a cell phone or mp3 player while you were walking outside? Do not count instances when you stopped walking.
Base: Walked within the past year

[1] Some N's may not add to 6,542 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 9.1
Used An Electronic Device While Walking
By Demographic Characteristics (Continued)

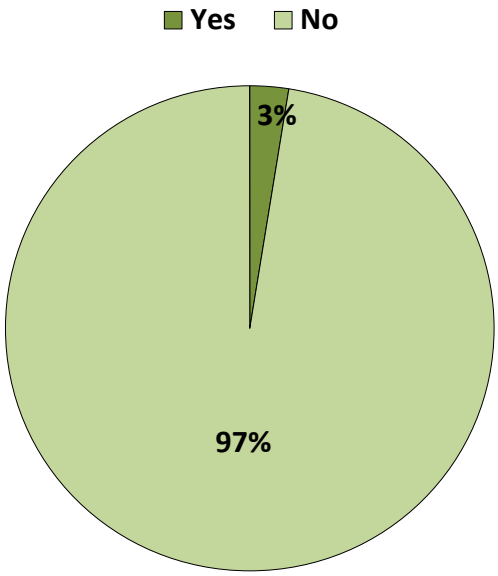
	Unweighted N[1]	Nearly all your outdoor walking trips	More than half your walking trips	About half your walking trips	Some of your walking trips	Almost none/ None of your walking trips	Total[2]
Education							
Did not Graduate High School	544	28%	4%	8%	13%	48%	101%
High School Diploma/GED	1,511	20%	4%	9%	12%	54%	99%
Some College	1,087	26%	5%	8%	13%	48%	100%
Associates Degree	711	23%	7%	9%	10%	52%	101%
Bachelors Degree	1,575	20%	6%	11%	13%	49%	99%
Graduate Degree	1,067	19%	7%	8%	14%	53%	101%
Household Income							
Less than $15,000	763	27%	6%	8%	14%	45%	100%
$15,000 - $29,999	921	23%	6%	9%	14%	47%	99%
$30,000 - $49,999	1,029	20%	3%	9%	13%	55%	100%
$50,000 - $74,999	1,071	20%	6%	9%	12%	53%	100%
$75,000 - $99,999	753	20%	6%	9%	11%	54%	100%
$100,000 or more	1,266	23%	6%	10%	13%	48%	100%
Urbanicity[4]							
Cluster 1	2,578	26%	7%	11%	14%	42%	100%
Cluster 2	497	22%	3%	8%	10%	57%	100%
Cluster 3	1,487	20%	5%	7%	12%	56%	100%
Cluster 4	865	26%	5%	9%	11%	49%	100%
Cluster 5	1,115	11%	4%	7%	12%	65%	99%
Children Under 16 in Household							
Yes	2,217	27%	6%	9%	14%	43%	99%
No	4,190	19%	5%	8%	12%	55%	99%
Employment Status (Multiple Response[3])							
Employed full-time	3,092	22%	6%	10%	13%	48%	99%
Employed part-time	720	27%	7%	12%	12%	42%	100%
Unemployed	410	29%	6%	9%	16%	40%	100%
Retired	1,359	8%	1%	2%	7%	80%	98%
Going to school	460	41%	9%	16%	12%	22%	100%
Homemaker	399	21%	2%	6%	15%	56%	100%
Disabled[5]	197	20%	6%	6%	12%	56%	100%

Q71. During the past year, how often did you use an electronic device like a cell phone or mp3 player while you were walking outside? Do not count instances when you stopped walking.
Base: Walked within the past year

[1] Some N's may not add to 6,542 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Three percent of respondents who have walked within the past two years had been injured while walking during that time period. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 9.10
Injured While Walking Within Past Two Years



Q78. In the past two years, were you injured while you were walking? Only count injuries that required attention by a medical professional.
Base: Walked within the past two years
Unweighted N=6,771

Table 9.2
Injured While Walking
By Demographic Characteristics

	Unweighted N[1]	Injured while Walking
Total Respondents	6,771	3%
Gender		
Male	3,035	2%
Female	3,736	3%
Age		
16-24	776	2%
25-34	989	2%
35-44	1,087	2%
45-54	1,301	3%
55-64	1,267	3%
65+	1,316	3%
Race (Multiple Response[2])		
Black or African American	738	4%
White	5,197	2%
Asian	212	1%
American Indian or Alaska Native	241	6%
Native Hawaiian/Pacific Islander	50	7%
Ethnicity		
Hispanic	724	3%
Non-Hispanic	5,969	2%

Q78. In the past two years, were you ever injured while you were walking? Only count injuries that required attention by a medical professional.
Base: Walked within the past two years

[1] Some Ns may not add to 6,771 due to Don't Know or Refused responses
[2] For Multiple Response questions, respondents were allowed to select more than one category; (see page 4)
[3] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[4] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 9.2
Injured While Walking
By Demographic Characteristics (Continued)

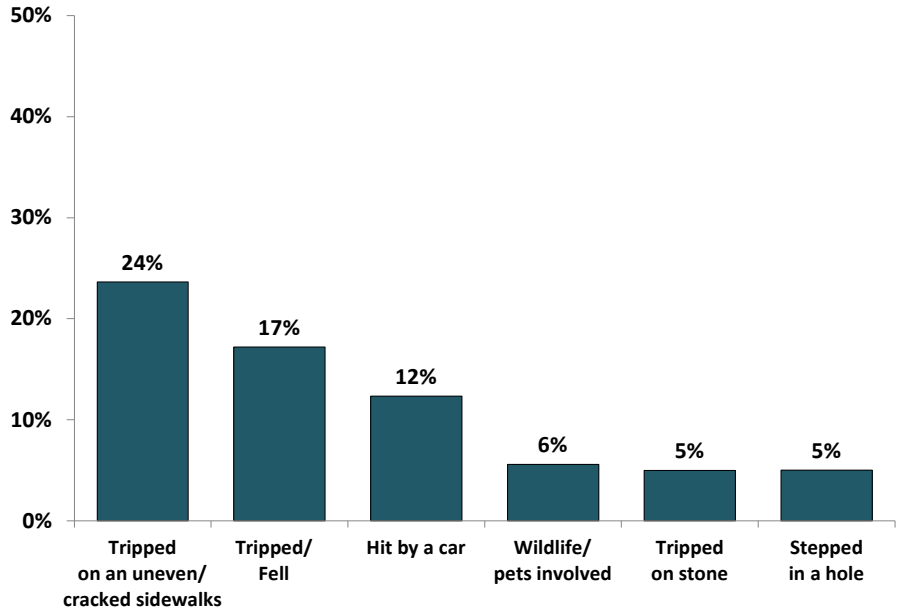
	Unweighted N[1]	Injured while Walking
Education		
Less than High School	581	2%
High School Diploma	1,582	3%
Some College	1,126	2%
Associates Degree	739	2%
Bachelors Degree	1,607	3%
Graduate Degree	1,089	3%
Household Income		
Less than $15,000	803	3%
$15,000 - $29,999	958	2%
$30,000 - $49,999	1,075	3%
$50,000 - $74,999	1,108	3%
$75,000 - $99,999	773	2%
$100,000 or more	1,283	2%
Urbanicity[3]		
Cluster 1	2,644	3%
Cluster 2	525	2%
Cluster 3	1,545	1%
Cluster 4	902	2%
Cluster 5	1,155	2%
Children Under 16 in Household		
Yes	2,272	3%
No	4,360	3%
Employment Status (Multiple Response[2])		
Employed full-time	3,172	2%
Employed part-time	730	3%
Unemployed and looking for work	425	1%
Retired	1,450	3%
Going to school	472	1%
Homemaker	413	3%
Disabled[4]	208	8%

Q78. In the past two years, were you ever injured while you were walking? Only count injuries that required attention by a medical professional.
Base: Walked within the past two years

[1] Some Ns may not add to 6,771 due to Don't Know or Refused responses
[2] For Multiple Response questions, respondents were allowed to select more than one category; (see page 4)
[3] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[4] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

One-eighth of respondents that experienced a walking injury reported that their injury was the result of being hit by a car. For the other pedestrians who had been injured while walking, 24 percent reported they got hurt as a result of having tripped on an uneven sidewalk.

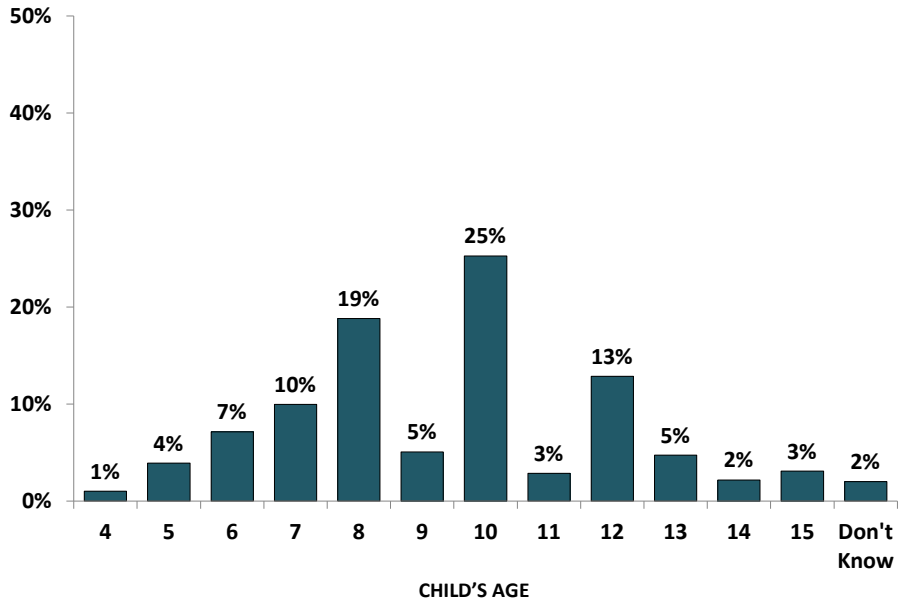
Figure 9.11
Sources of Injury



Q79. Was this injury a result of being hit by a motor vehicle?
Q80. How did you injure yourself while you were walking?
Base: Have been injured while walking in past two years
Unweighted N=164

Respondents having a child younger than 16 living in the household were asked their opinion as to the youngest age a child is able to cross a neighborhood street alone. More than 40 percent gave an age of 8 or younger. The most frequent response was age 10.

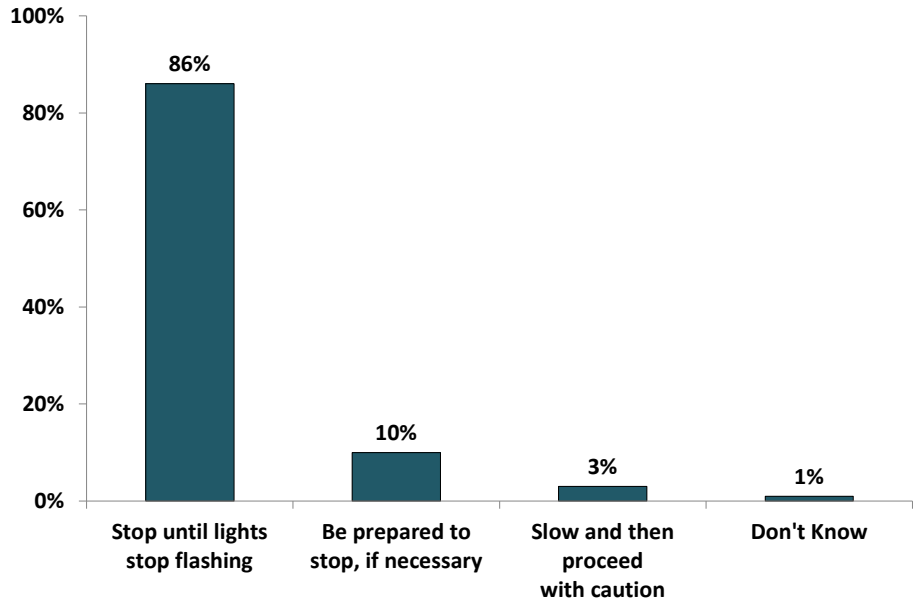
Figure 9.12
Youngest Age a Child Can Cross Neighborhood Street Alone



Q94. What is the youngest age that a child is able to cross a neighborhood street alone? A neighborhood street is defined as having low traffic volume and low traffic speeds.
Base: Respondents who have children under 16 living in their household
Unweighted N=2,408

Respondents also were asked if they knew the meaning of flashing red lights on a school bus for an approaching car. More than four-fifths of respondents correctly stated that it meant to stop until the lights stopped flashing.

Figure 9.13
Meaning of Flashing Red Lights on a School Bus for Motorists

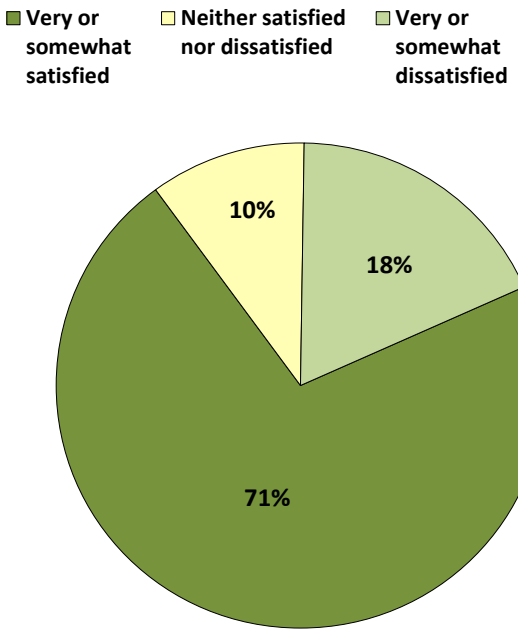


Q84. What do flashing red lights on a school bus mean for an approaching car?
Base: All respondents
Unweighted N=7,509

Chapter 10
Pedestrian Satisfaction

Seven-in-ten respondents reported being very or somewhat satisfied with how their community is designed for walking. Fewer than one in five respondents were somewhat or very dissatisfied with the design of their community for walking purposes. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 10.1
Satisfied with How Community is Designed for Walking



Q81. How satisfied are you with how your local community is designed for making walking safe?
Base: All respondents except those who said in response to Q51 that they have a disability that prevents them from walking.
Unweighted N=7,456

Table 10.1
Satisfied with How Community is Designed for Walking
By Demographic Characteristics

	Unweighted N[1]	Very or Somewhat satisfied	Neither satisfied nor dissatisfied	Very or Somewhat dissatisfied	Total[2]
Total Respondents	7,456	71%	10%	18%	99%
Gender					
Male	3,328	73%	10%	16%	99%
Female	4,128	69%	11%	20%	100%
Age					
16-24	793	74%	12%	14%	100%
25-34	1,020	71%	11%	18%	100%
35-44	1,151	69%	10%	19%	98%
45-54	1,398	68%	11%	19%	98%
55-64	1,419	69%	10%	20%	99%
65+	1,636	73%	6%	17%	96%
Race (Multiple Response[3])					
Black or African American	827	68%	9%	22%	99%
White	5,715	70%	11%	18%	99%
Asian	224	77%	8%	13%	98%
American Indian or Alaska	273	64%	13%	21%	100%
Native Hawaiian/Pacific	51	65%	11%	24%	100%
Ethnicity					
Hispanic	783	76%	7%	17%	100%
Non-Hispanic	6,586	70%	11%	18%	99%

Q81. How satisfied are you with how your local community is designed for making walking safe?
Base: All respondents except those who said in response to Q51 that they have a disability that prevents them from walking.

[1] Some Ns may not add to 7,456 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 10.1
Satisfied with How Community is Designed for Walking
By Demographic Characteristics (Continued)

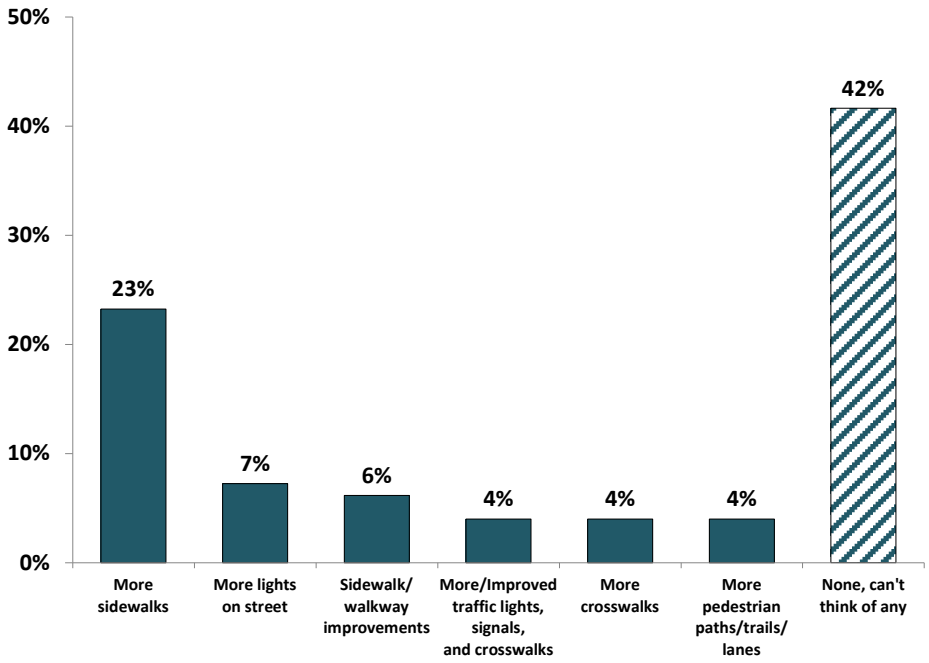
	Unweighted N[1]	Very satisfied/ Somewhat satisfied	Neither satisfied nor dissatisfied	Very dissatisfied/ Somewhat dissatisfied	Total[2]
Education					
Did not Graduate High	680	73%	6%	19%	98%
High School Diploma/GED	1,815	70%	10%	19%	99%
Some College	1,244	70%	11%	19%	100%
Associates Degree	796	71%	12%	16%	99%
Bachelors Degree	1,719	72%	12%	16%	100%
Graduate Degree	1,149	71%	11%	17%	99%
Household Income					
Less than $15,000	928	71%	7%	21%	99%
$15,000 - $29,999	1,097	68%	11%	20%	99%
$30,000 - $49,999	1,197	70%	10%	19%	99%
$50,000 - $74,999	1,175	70%	12%	17%	99%
$75,000 - $99,999	823	71%	12%	16%	99%
$100,000 or more	1,345	73%	10%	15%	98%
Urbanicity[4]					
Cluster 1	2,845	77%	8%	14%	99%
Cluster 2	596	55%	14%	31%	100%
Cluster 3	1,693	74%	8%	16%	98%
Cluster 4	1,009	72%	10%	17%	99%
Cluster 5	1,313	58%	16%	23%	97%
Children Under 16 in					
Yes	2,397	68%	11%	21%	100%
No	4,901	73%	10%	16%	99%
Employment Status (Multiple Response[3])					
Employed full-time	3,360	70%	12%	17%	100%
Employed part-time	769	73%	8%	18%	99%
Unemployed and looking for	467	72%	9%	17%	98%
Retired	1,761	73%	7%	17%	97%
Going to school	485	75%	9%	16%	100%
Homemaker	446	66%	11%	21%	98%
Disabled[5]	273	61%	10%	26%	97%

Q81. How satisfied are you with how your local community is designed for making walking safe?
Base: All respondents except those who said in response to Q51 that they have a disability that prevents them from walking.

[1] Some Ns may not add to 7,456 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

When asked what changes respondents would like to see their local government make in their community for pedestrians, 4 in 10 couldn't think of any. Those who offered a suggestion most often cited more sidewalks as the desired change they would like to see made in their community. Adding lights on streets and improvements to sidewalks, along with more signals, crosswalks, and pedestrian paths, were among other desired changes. Respondents could volunteer more than one suggestion.

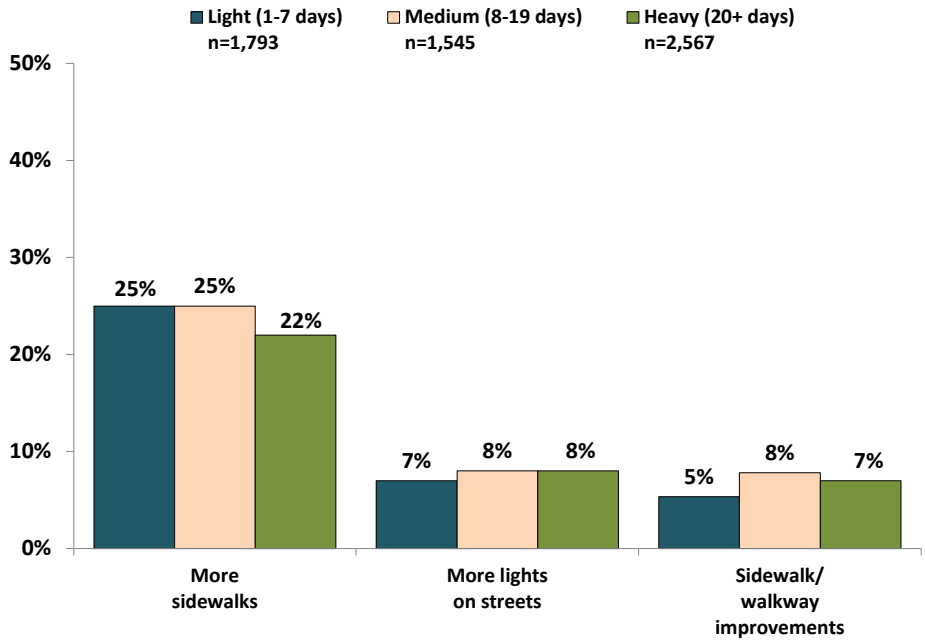
Figure 10.2
Changes Desired in Community for Pedestrians



Q82. What changes, if any, would you like to see your local government make in your community for pedestrians?
Base: All respondents except those who said in response to Q51 that they have a disability that prevents them from walking.
Unweighted N=7,456

The changes that respondents would like to see made in their communities did not appreciably differ by past month walking frequency.

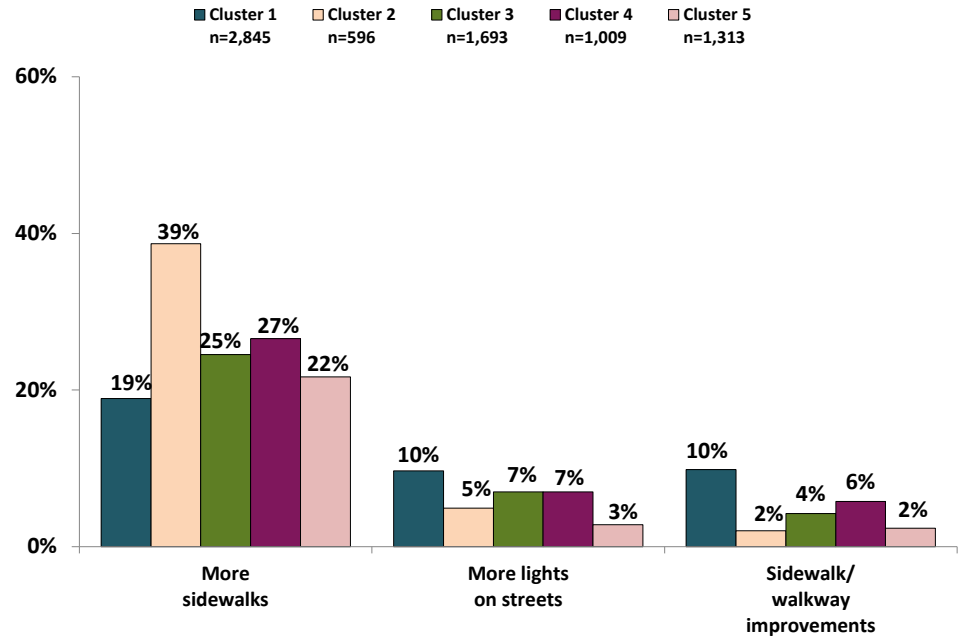
Figure 10.3
Three Most Frequently Reported Changes Desired in Community
By Walking Frequency



Q82. What changes, if any, would you like to see your local government make in your community for pedestrians?
Base: Walked within the past month
Unweighted N=See Chart

Unlike walking frequency, there were differences in desired changes according to urbanicity. Respondents in Cluster 2 areas were twice as likely as those in "Cluster 1" to want more sidewalks. Descriptions of each cluster are provided on page 3.

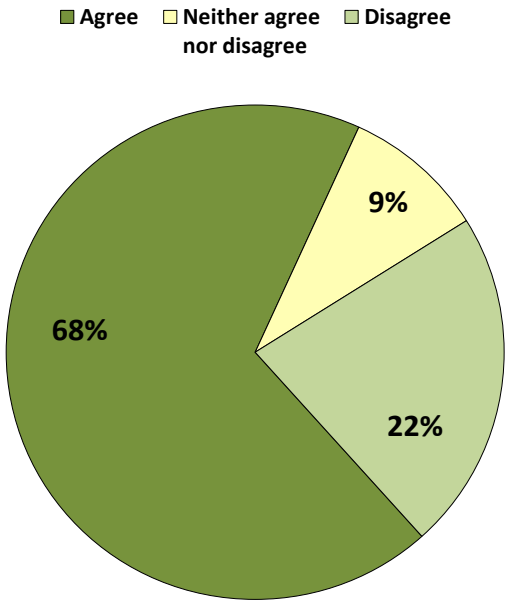
Figure 10.4
Three Most Frequently Reported Changes Desired in Community By Urbanicity



Q82. What changes, if any, would you like to see your local government make in your community for pedestrians?
Base: All respondents except those who said in response to Q51 that they have a disability that prevents them from walking
Unweighted N=See Chart

Nearly 7 in 10 respondents agreed with the statement that they would like to walk more than they currently do.

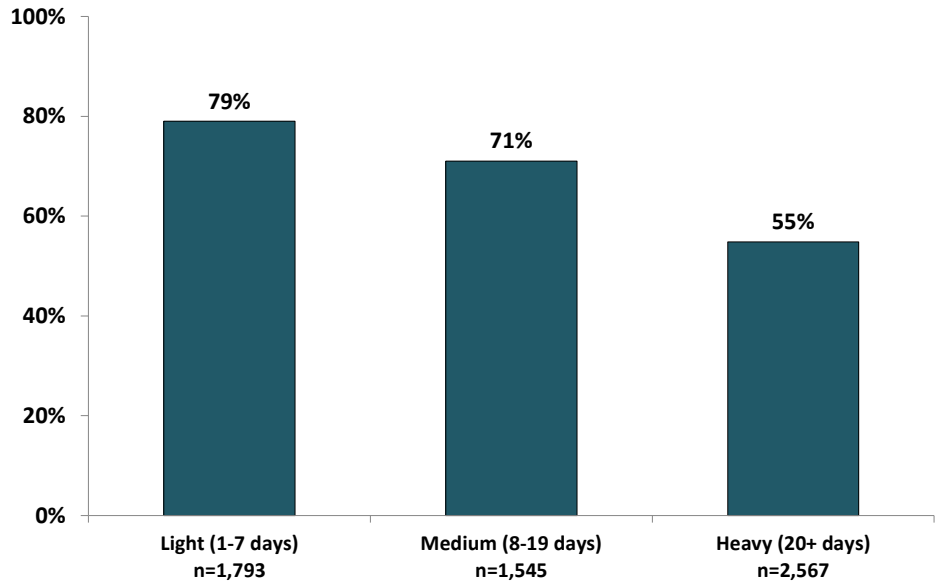
Figure 10.5
Agreed with Statement
"I Would Like to Walk More Than I am Currently Walking"



Q86a. Please tell me whether you agree, disagree, or neither agree nor disagree with the following statement: "I would like to walk more than I am currently walking"
Base: All respondents except those who said in response to Q51 that they have a disability that prevents them from walking
Unweighted N=7,456

Past month light and medium walkers were more likely (p<.001) to report that they would like to walk more than those who are heavy walkers.

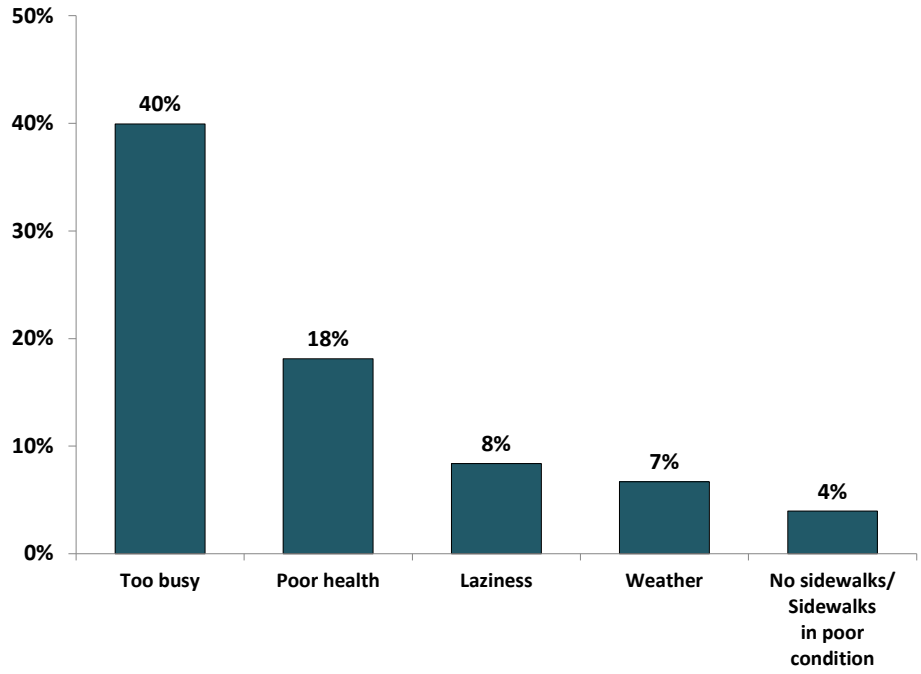
Figure 10.6
Agreed With Statement
"I Would Like to Walk More Than I am Currently Walking"
By Walking Frequency



Q86a. Please tell me whether you agree, disagree, or neither agree nor disagree with the following statement: "I would like to walk more than I am currently walking"
Base: Walked in the past 30 days
Unweighted N=See Chart

Two in five respondents said they do not walk as often as they would like because they are too busy. Nearly one-fifth of respondents attributed the reason to poor health.

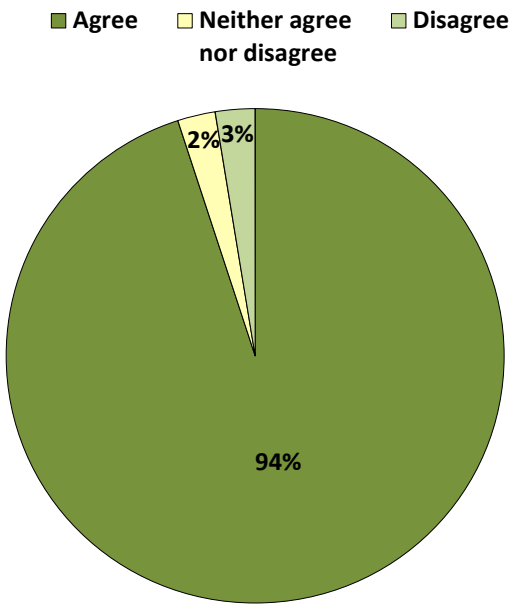
Figure 10.7
Five Most Frequently Reported Reasons for Not Walking as Much as Desired



Q87. What would you say is the most important reason why you do not walk as much as you would like?
Base: Respondents who indicated they would like to walk more than they currently do
Unweighted N=5,097

Nearly all respondents agreed that manuals used to study for getting a driver's license should provide information about how to avoid accidents with pedestrians and bicyclists.

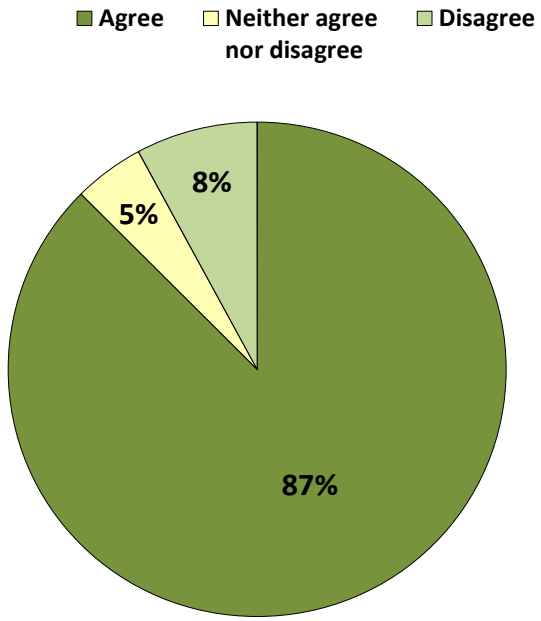
Figure 10.8
Driver's License Study Materials Should Provide Information on How To Avoid Accidents With Pedestrians and Bicyclists



86d. Manuals used to study for a driver's license should include information about how to avoid accidents with pedestrians and bicyclists…do you agree, disagree, or neither agree nor disagree?
Base: All respondents
Unweighted N=7,509

Nearly 9 in 10 respondents agreed that drivers who don't yield to pedestrians walking legally at a crosswalk should be ticketed. Less than one-tenth disagreed.

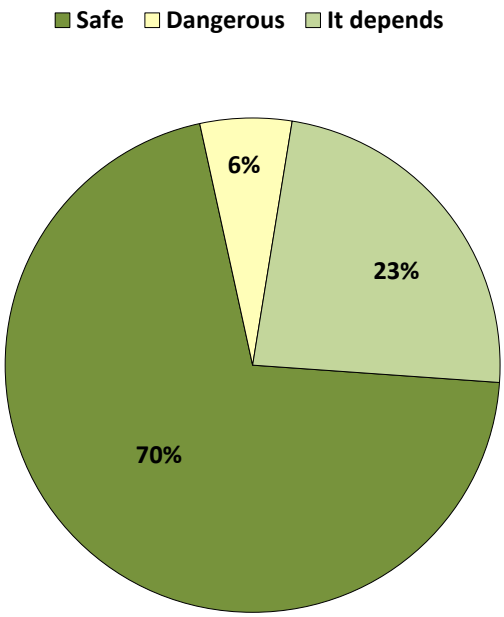
Figure 10.9
Drivers Who Fail to Yield at Crosswalks Should Be Ticketed



Q86e. A driver who doesn't yield to pedestrians walking legally at a crosswalk should be ticketed…do you agree, disagree, or neither agree nor disagree?
Base: All respondents
Unweighted N=7,509

All respondents were asked if they considered it safe or dangerous to walk in their neighborhood. Seventy percent considered their neighborhood a safe place to walk, while close to a quarter said it depends. Percentage distributions for selected demographic groups are provided on the following pages.

Figure 10.10
Consider It Safe or Dangerous To Walk in Neighborhood



Q89. Is it safe or dangerous to walk in your neighborhood or does it depend?
Base: All respondents
Unweighted N=7,509

Table 10.2
Consider It Safe or Dangerous To Walk in Neighborhood
By Demographic Characteristics

	Unweighted N[1]	Safe	Dangerous	It Depends	Total[2]
Total Respondents	7,509	70%	6%	23%	99%
Gender					
Male	3,351	75%	5%	20%	100%
Female	4,158	66%	7%	27%	100%
Age					
16-24	795	67%	4%	29%	100%
25-34	1,022	69%	5%	26%	100%
35-44	1,154	68%	6%	26%	100%
45-54	1,403	71%	5%	23%	99%
55-64	1,430	73%	7%	19%	99%
65+	1,666	73%	9%	18%	100%
Race (Multiple Response[3])					
Black or African American	830	61%	6%	32%	99%
White	5,759	73%	5%	21%	99%
Asian	224	74%	3%	23%	100%
American Indian/Alaska Native	276	63%	6%	30%	99%
Native Hawaiian/Pacific Islander	52	62%	7%	31%	100%
Ethnicity					
Hispanic	785	63%	10%	27%	100%
Non-Hispanic	6,637	72%	5%	23%	100%

Q89. Is it safe or dangerous to walk in your neighborhood or does it depend?
Base: All respondents

[1] Some Ns may not add to 7,509 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 10.2
Consider It Safe or Dangerous To Walk in Neighborhood
By Demographic Characteristics (Continued)

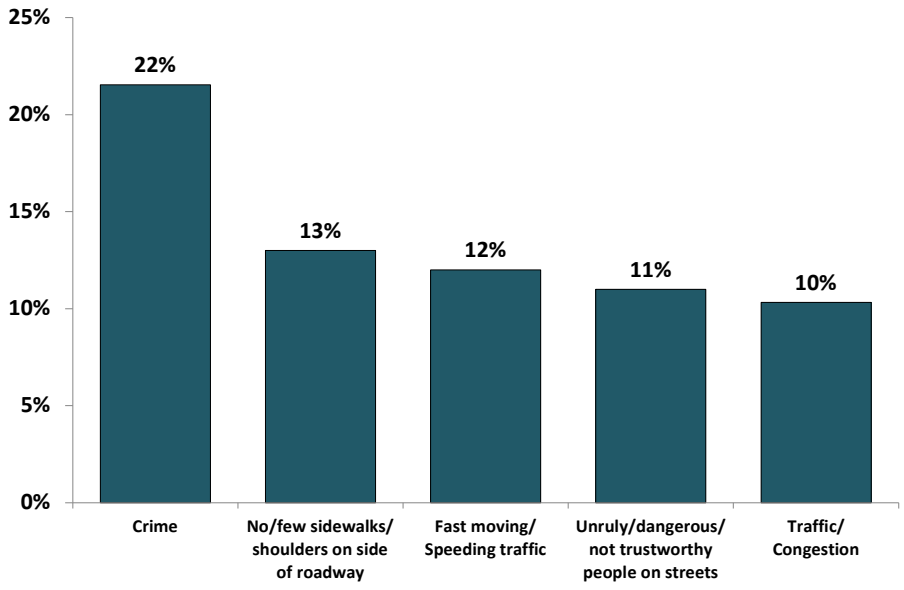
	Unweighted N[1]	Safe	Dangerous	It Depends	Total[2]
Education					
Did not Graduate High School	685	63%	10%	27%	100%
High School Diploma/GED	1,829	67%	7%	25%	99%
Some College	1,257	70%	5%	25%	100%
Associates Degree	803	72%	5%	23%	100%
Bachelors Degree	1,729	78%	4%	18%	100%
Graduate Degree	1,153	78%	4%	17%	99%
Household Income					
Less than $15,000	944	56%	10%	34%	100%
$15,000 - $29,999	1,110	66%	9%	25%	100%
$30,000 - $49,999	1,202	68%	6%	26%	100%
$50,000 - $74,999	1,182	75%	4%	21%	100%
$75,000 - $99,999	824	78%	4%	18%	100%
$100,000 or more	1,349	80%	3%	16%	99%
Urbanicity[4]					
Cluster 1	2,858	67%	5%	28%	100%
Cluster 2	606	63%	12%	25%	100%
Cluster 3	1,705	78%	4%	18%	100%
Cluster 4	1,014	74%	5%	20%	99%
Cluster 5	1,326	69%	9%	22%	100%
Children Under 16 in Household					
Yes	2,408	67%	6%	27%	100%
No	4,943	72%	6%	22%	100%
Employment Status (Multiple Response[3])					
Employed full-time	3,361	74%	5%	21%	100%
Employed part-time	774	67%	5%	27%	99%
Unemployed	470	61%	6%	32%	99%
Retired	1,788	73%	8%	18%	99%
Going to school	485	67%	4%	30%	101%
Homemaker	450	63%	9%	28%	100%
Disabled[5]	288	60%	13%	26%	99%

Q89. Is it safe or dangerous to walk in your neighborhood or does it depend?
Base: All respondents

[1] Some Ns may not add to 7,509 due to Don't Know or Refused responses
[2] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding
[3] For Multiple Response questions, respondents were allowed to select more than one category; hence, the percentages may add to more than 100 percent (see page 4)
[4] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[5] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Respondents who felt their neighborhood was dangerous to walk in were asked what made them feel that way. Almost one-quarter reported crime as the reason. About half as many felt it was dangerous to walk in their neighborhood because of a lack of sidewalks, speeding traffic, dangerous people on the streets, or traffic congestion.

Figure 10.11
Five Most Frequently Reported Reasons It Is Dangerous to Walk in Neighborhood



Q90. Why do you feel it's dangerous to walk in your neighborhood?
Base: Respondents who indicated that it is dangerous to walk in their neighborhood and gave a reason
Unweighted N=1,999

Chapter 11
Pedestrian Results by NHTSA Region

This chapter provides an overview of results by NHTSA region (see Table 11.1a).

Table 11.1
Last Time Walked Outside

	Unweighted N	Within the Past week	Within the Past month	Within the Past year	1-2 Years ago	3-5 Years ago	More Than 5 Years ago	Never	Can't Walk/ Disabled	Total[1]
Total Respondents	7,509	69%	11%	7%	3%	2%	5%	1%	1%	99%
Region										
1	403	76%	9%	6%	3%	3%	3%	1%	1%	102%
2	1,170	74%	10%	5%	2%	1%	5%	1%	*	98%
3	829	66%	13%	7%	3%	2%	7%	1%	*	99%
4	1,017	64%	14%	6%	3%	3%	6%	1%	1%	98%
5	1,277	69%	11%	7%	4%	1%	5%	1%	1%	99%
6	790	64%	11%	8%	4%	2%	8%	1%	*	98%
7	406	66%	13%	7%	4%	1%	7%	1%	1%	100%
8	299	78%	9%	6%	2%	2%	1%	1%	1%	100%
9	915	74%	10%	7%	3%	2%	3%	1%	*	100%
10	403	70%	9%	8%	4%	1%	5%	1%	1%	99%

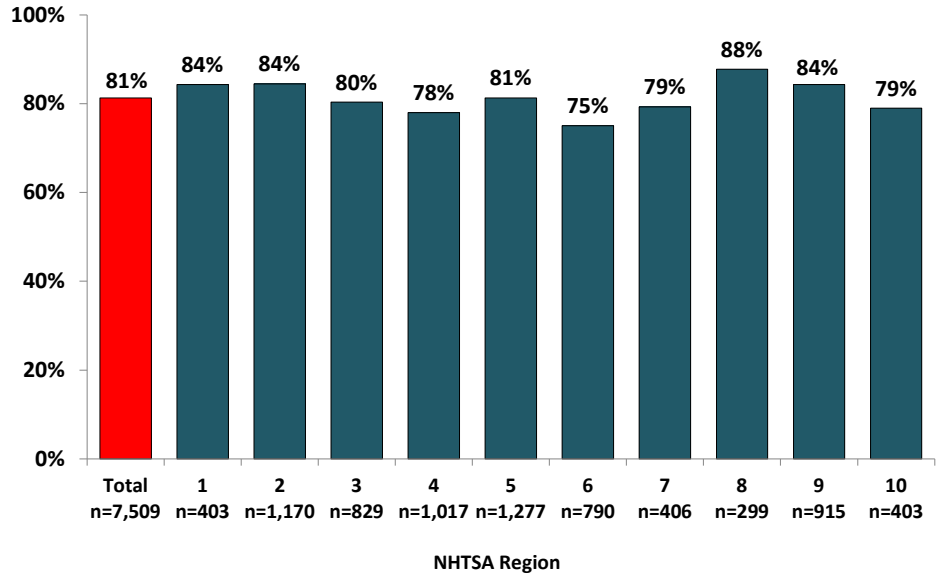
Q51. When was the last time you walked, jogged, or ran outside for 5 minutes or more?
Base: All Respondents
* Less than 0.5%

[1] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding

Table 11.1a. NHTSA Regions and States

Region	States
Region 1	CT, ME, MA, NH, RI, VT
Region 2	NJ, NY, PA
Region 3	DE, DC, KY, MD, NC, VA, WV
Region 4	AL, GA, FL, SC, TN
Region 5	IL, IN, MI, MN, OH, WI
Region 6	LA, MS, NM, OK, TX
Region 7	AR, IA, KS, MO, NE
Region 8	CO, NV, ND, SD, WY, UT
Region 9	AZ, CA, HI
Region 10	AK, ID, MT, OR, WA

Figure 11.1
Walked Outside at Least Once in the Past Month



Q51. When was the last time you walked, jogged, or ran outside for 5 minutes or more?
Base: All Respondents
Unweighted N=See Chart

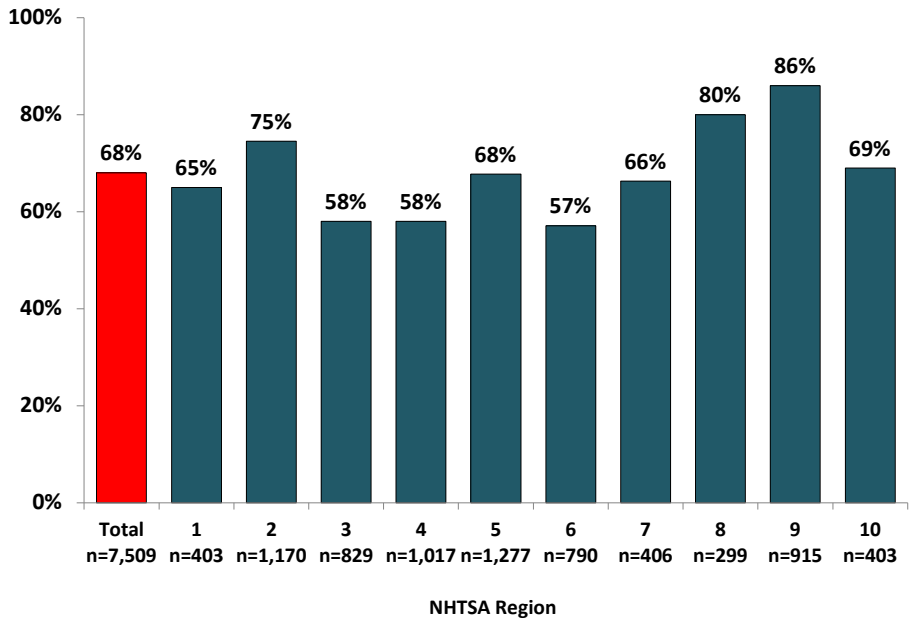
Table 11.2
Walking Frequency Compared to Last Year

	Unweighted N	More Often	Same Amount	Less Often	Total[1]
Total Respondents	6,542	29%	52%	19%	100%
Region					
1	366	31%	51%	18%	100%
2	1,040	28%	54%	18%	100%
3	719	27%	55%	18%	100%
4	858	30%	51%	19%	100%
5	1,105	29%	53%	18%	100%
6	652	32%	45%	22%	99%
7	343	26%	51%	22%	99%
8	275	33%	49%	18%	100%
9	831	28%	54%	18%	100%
10	353	27%	55%	18%	100%

Q73. Compared to about a year ago, would you say you are now walking more often, less often, or about the same amount?
Base: Walked within the past year

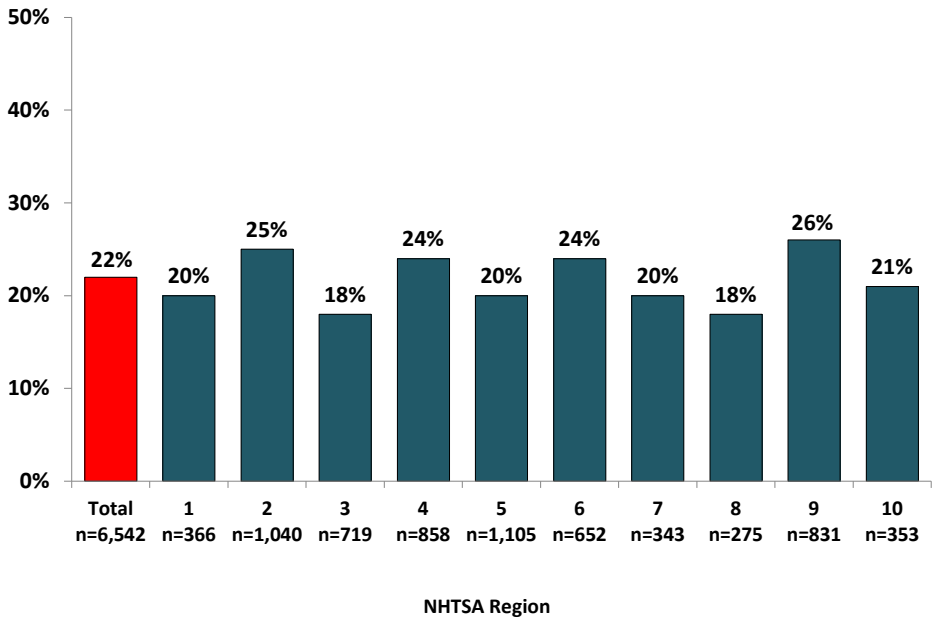
[1] Some totals may not add to 100 percent due to Don't Know/Refused responses or may exceed 100 percent due to rounding

Figure 11.2
Sidewalks Available at Least Along Some Streets in Neighborhood



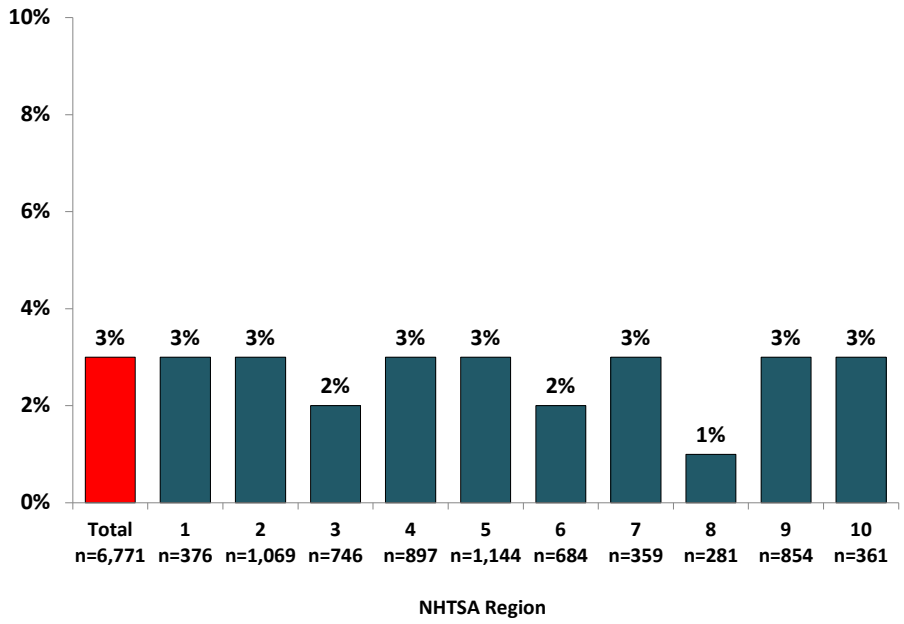
Q74. Are there sidewalks in your neighborhood…?
Base: All Respondents
Unweighted N=See Chart

Figure 11.3
Used an Electronic Device For Nearly All Walking Trips



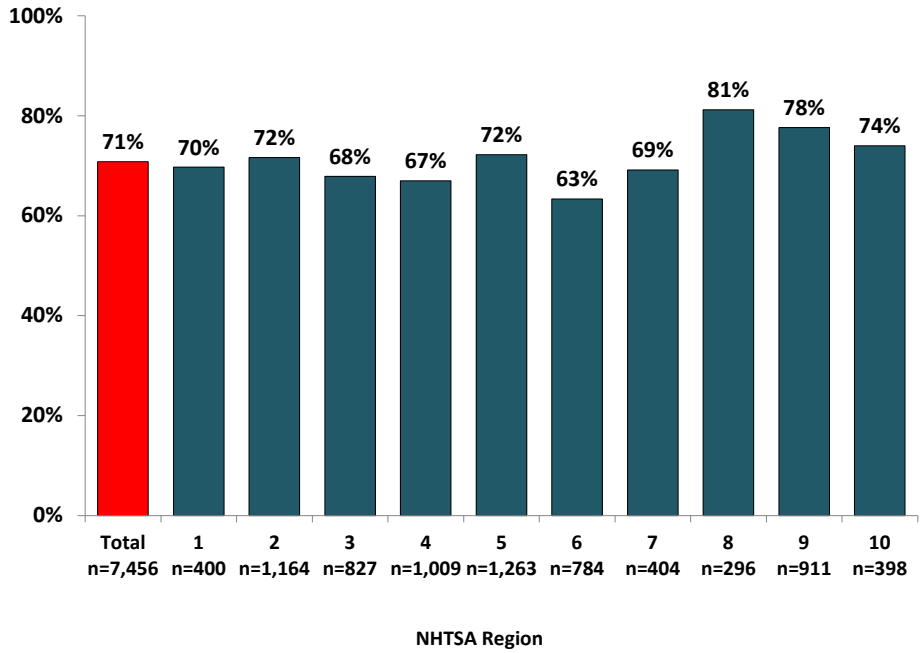
Q71. During the past year, how often did you use an electronic device like a cell phone or MP3 player while you were walking outside?
Base: Walked within the past year
Unweighted N=See Chart

Figure 11.4
Injured While Walking



Q78. In the past two years, were you ever injured while you were walking? Only count injuries that required attention by a medical professional.
Base: Walked within past two years
Unweighted N=See Chart

Figure 11.5
Very or Somewhat Satisfied With How Community is Designed for Walking



Q81. How satisfied are you with how your local community is designed for making walking safe?
Base: All respondents except those who said in response to Q51 that they have a disability that prevents them from walking
Unweighted N=See Chart

Chapter 12
Ability to Travel Within the Community Among Those with Disabilities, Health Impairments, or Conditions That Limit Walking

When directly asked, close to one in five respondents reported having a disability, health impairment, or condition that limits the walking they can do. Table 12.1 breaks out this information by demographic group. Respondents who were older, had fewer formal years of schooling, had lower household income, and had no children in their household were all more likely to report having a disability. These differences were all found to be statistically significant.

Table 12.1
Percent with Disability/Health Impairment/Condition That Limits Walking By Demographic Characteristics

	Unweighted N[1]	Have a Disability, Health Impairment or Condition Limiting Walking
Total Respondents	7,509	19%
Gender		
Male	3,351	16%
Female	4,158	21%
Age		
16-24	795	5%
25-34	1,022	7%
35-44	1,154	14%
45-54	1,403	19%
55-64	1,430	28%
65 or older	1,666	39%
Race (Multiple Responses[2])		
Black or African American	830	22%
White	5,759	19%
Asian	224	3%
Native American/Alaska Native	276	26%
Native Hawaiian/Pacific Islander	52	17%

Q111. Do you currently have any disability, health impairment, or condition that limits the amount of walking you can do?
Base: All Respondents

[1] Some Ns may not add to 7,509 due to Don't Know or Refused responses
[2] For Multiple Response questions, respondents were allowed to select more than one category; (see page 4)
[3] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[4] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Table 12.1
Percent with Disability/Health Impairment/Condition That Limits Walking By Demographic Characteristics (Continued)

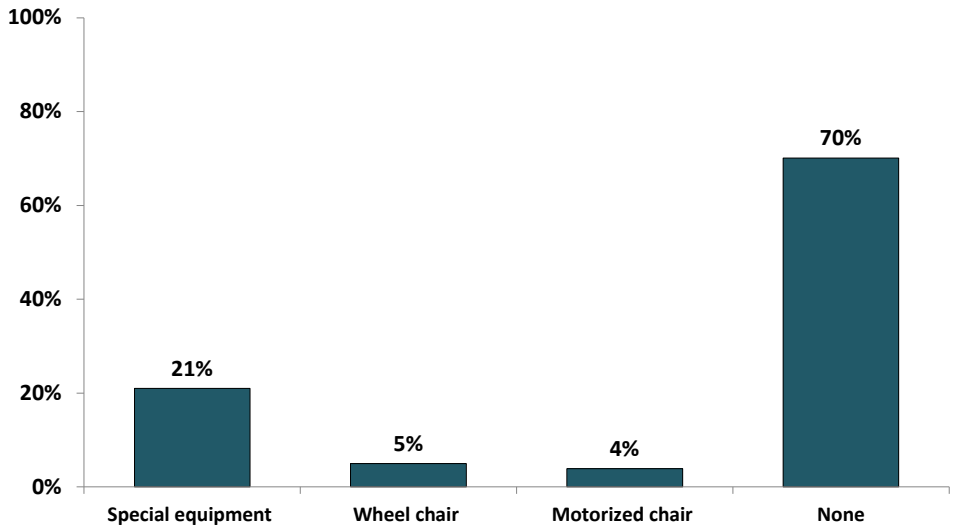
	Unweighted N	Have a Disability, Health Impairment, or Condition Limiting Walking
Ethnicity		
Hispanic	785	13%
Non-Hispanic	6,637	20%
Education		
Did not Graduate High School/GED	685	28%
High School Diploma/GED	1,829	22%
Some College	1,257	17%
Associates Degree	803	18%
Bachelors Degree	1,729	12%
Graduate Degree	1,153	10%
Household Income		
Less than $15,000	944	29%
$15,000 - $29,999	1,110	22%
$30,000 - $49,999	1,202	20%
$50,000 - $74,999	1,182	13%
$75,000 - $99,999	824	11%
$100,000 or more	1,349	9%
Urbanicity[3]		
Cluster 1	2,858	16%
Cluster 2	606	26%
Cluster 3	1,705	17%
Cluster 4	1,014	18%
Cluster 5	1,326	22%
Children Under 16 in Household		
Yes	2,408	13%
No	4,943	22%
Employment Status (Multiple Response[2])		
Employed full-time	3,361	8%
Employed part-time	774	11%
Unemployed	470	16%
Retired	1,788	40%
Going to school	485	5%
Homemaker	450	23%
Disabled[4]	288	75%

Q111. Do you currently have any disability, health impairment, or condition that limits the amount of walking you can do?
Base: All Respondents

[1] Some Ns may not add to 7,509 due to Don't Know or Refused responses
[2] For Multiple Response questions, respondents were allowed to select more than one category; (see page 4)
[3] For descriptions of each cluster and more information on how the clusters were calculated, see page 3
[4] Respondents voluntarily reported being disabled when asked about employment. The type of disability was not recorded.

Respondents who reported having a disability, health impairment, or a condition that limits their amount of walking were asked if they used any special equipment to help them walk, or if they used a wheelchair or a motorized chair. Thirty percent used one of these forms of assistance.

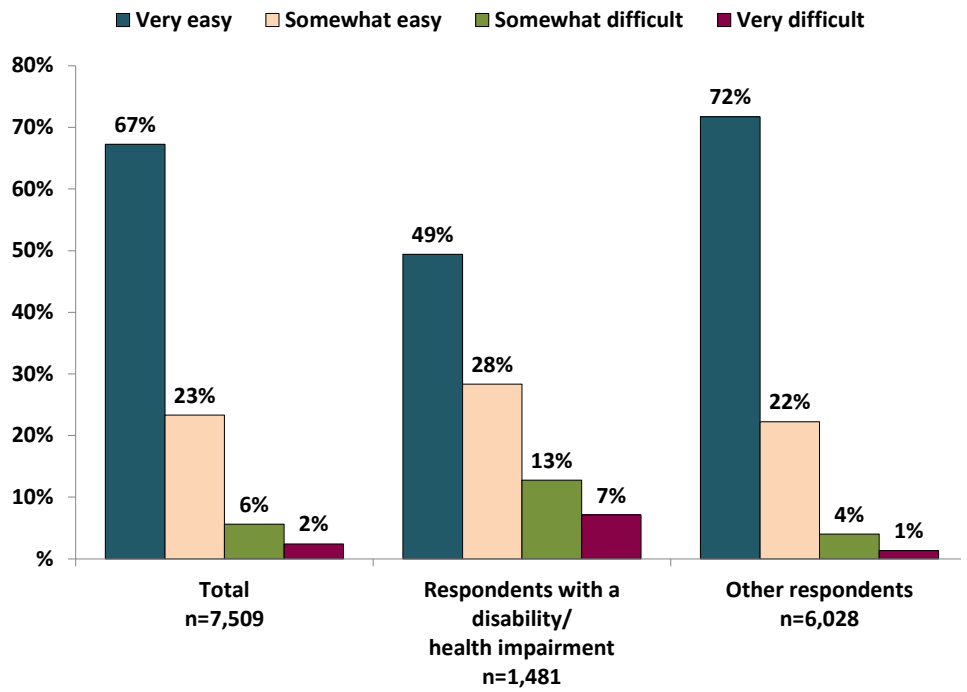
Figure 12.1
Use of Special Equipment to Walk, Wheelchair, or Motorized Chair



Q112. Do you use special equipment to help you walk, or do you use a wheelchair, or do you use a motorized chair?
Base: Indicated having a disability, health impairment, or condition limiting walking.
Unweighted N=1,481

All respondents were asked how easy or difficult it is for them to engage in local travel. Overall, nearly 7 in 10 respondents reported that traveling to places in their community was very easy. However only 49 percent of those who reported physical limitations on walking said it was very easy for them compared to 72 percent of all other respondents.

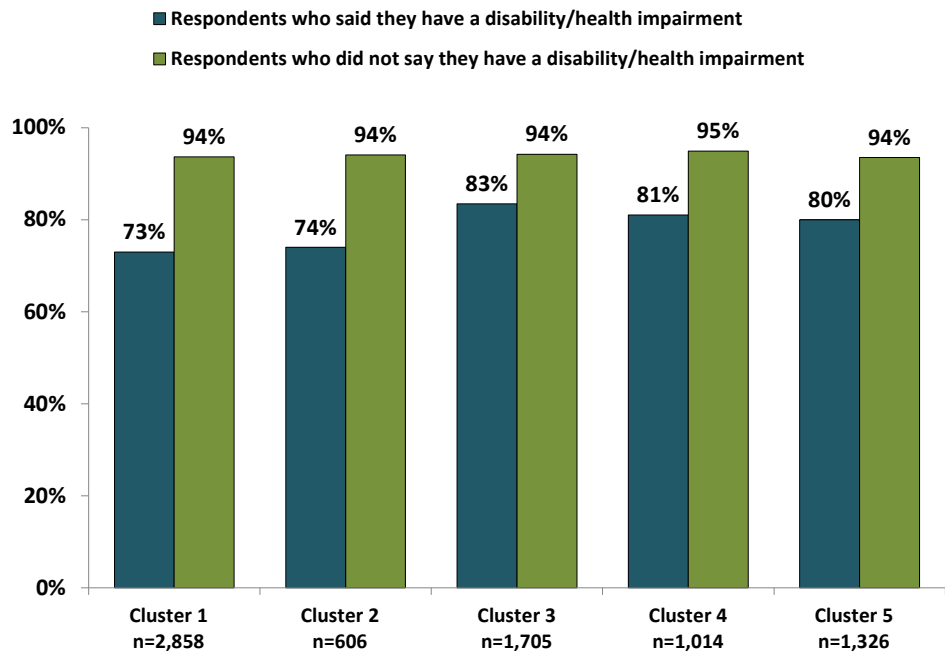
Figure 12.2
Ease of Travel Within the Community
By Respondents With a Disability/Health Impairment



Q113. In general, how easy or difficult is it for you to travel to the places in your community where you want to go? Do not include out of town travel. Would you say it is?
Base: All respondents
Unweighted N=See Chart

In all urbanicity clusters (see page 3), it was more difficult (p<.001 within each cluster) for respondents with a disability, health impairment, or condition limiting walking to get where they wanted to go compared to respondents who didn't. The smallest difference was in Cluster 3, where there was an eleven percentage point difference. The largest difference was found in Cluster 1, where there was a twenty-one point difference.

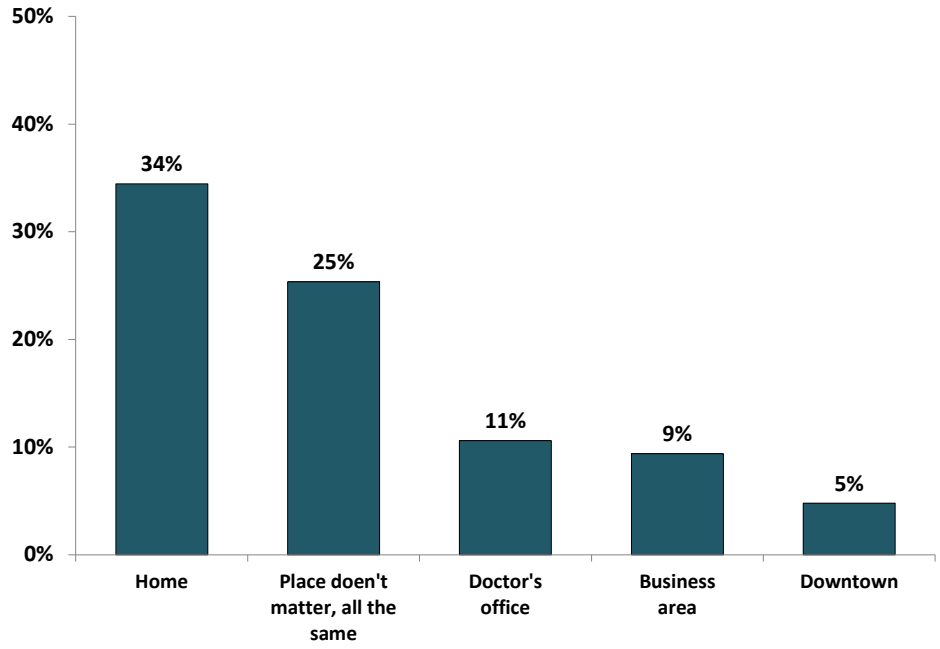
Figure 12.3
Very or Somewhat Easy To Travel within Community
By Urbanicity



Q113. In general, how easy or difficult is it for you to travel to the places in your community where you want to go?
Base: All Respondents
Unweighted N=See Chart

Respondents who indicated it was difficult to travel in their community were asked where it is more difficult to travel from. Figure 12.4 shows only responses given by those with a disability, health impairment, or condition limiting their walking. About one-third said "home" and one-quarter said "all places."

Figure 12.4
Five Most Frequently Reported Places From Which It is Difficult to Travel By Respondents With a Disability/Health Impairment/Condition Limiting Walking



Q114. Where in your community do you find it more difficult to travel from?
Base: Indicated it is at least somewhat difficult to travel in community and reported having a disability, health impairment, or condition limiting walking
Unweighted N=284

Respondents who said it is difficult to travel to the places they want to go were asked the reasons why. The responses in Figure 12.5 are again only for respondents with a disability, health impairment, or condition that limits their walking. Three in 10 said their disability was the cause for difficulty traveling in their community. Nearly one-fifth cited lack of access to a vehicle as the reason for difficulty.

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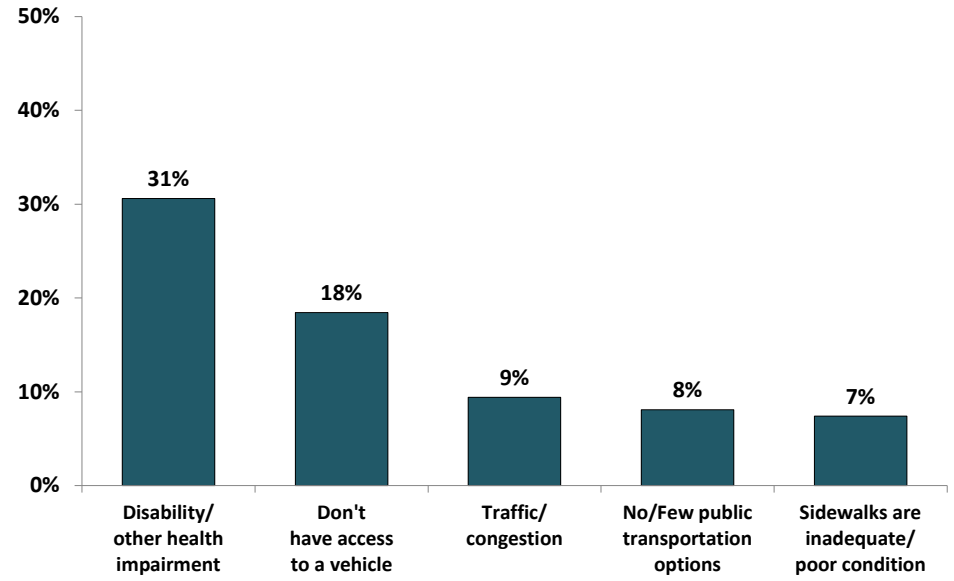
Figure 12.5
Top 5 Reasons for Difficulty Traveling to Places
By Respondents With a Disability/Health Impairment/Condition Limiting Walking



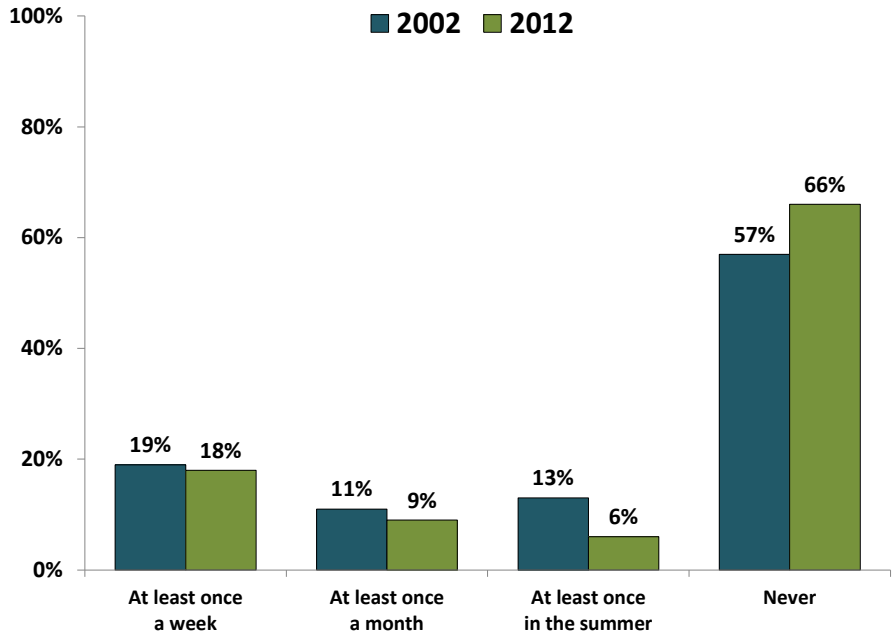
Q115. What are the reasons it is difficult for you to travel to the places in your community where you want to go?
Base: Indicated it is at least somewhat difficult to travel in community and reported having a disability, health impairment, or condition limiting walking
Unweighted N=284

Part III
Comparison of 2002 and 2012 Surveys

Chapter 13
Comparison of 2002 and 2012 Surveys

The 2002 survey asked all respondents how often they rode a bicycle during the summer months. The majority of respondents reported that they never rode a bicycle in the summer. The 2012 questionnaire asked the same question only to those respondents who reported riding their bicycle within the past year. The question was rebased for comparison purposes to include as "Never" in Figure 13.1 those respondents in 2012 that had not ridden a bicycle in more than a year. Using this method, two-thirds of respondents in 2012 reported that they never ride a bicycle during the summer months. Fifty-seven percent of respondents in 2002 claimed that they never ride a bicycle during the summer months.

Figure 13.1
Frequency of Riding a Bicycle During the Summer Months

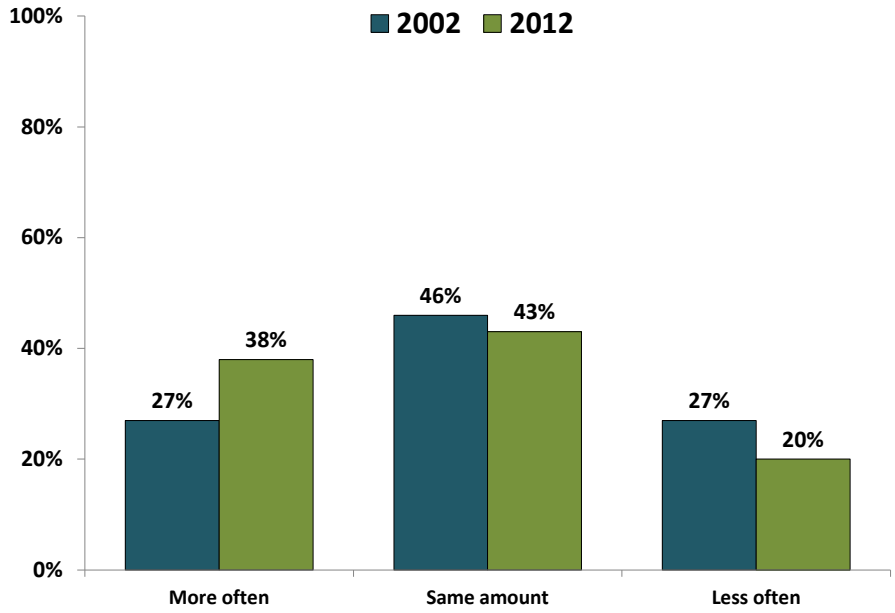


2002: Q2. On average during the summer months, how often to you use a bicycle?
Base: All Respondents
Unweighted N=9,616

2012: Q27. On average during the summer months, how often do you use a bicycle?
Base: All Respondents*
Unweighted N=7,509
*Rebased from: Rode a bicycle in the past year

The majority of the bicycle questions in the 2002 survey were asked only of respondents who reported riding their bicycle within the past 30 days. As a result, a number of 2012 estimates have been rebased to provide accurate comparisons. Figure 13.2 presents estimates from the 2012 survey for those who rode in the past 30 days despite the question having been answered by those who rode within the past year. Nearly 4 in 10 respondents in 2012 reported cycling more often than they did a year ago. In 2002, fewer than 3 in 10 reported cycling more often than they did a year ago.

Figure 13.2
Riding a Bicycle Now Compared to a Year Ago

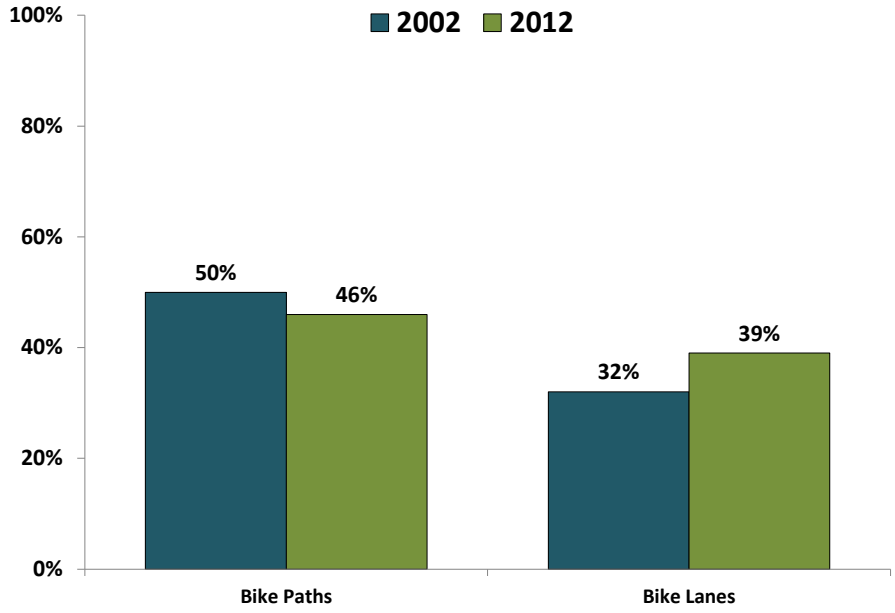


2002 Q41. Compared to about a year ago, would you say you are now riding a bike more often, less often, or about the same amount?
Base: Rode a bicycle within the past 30 days
Unweighted N=2,525

2012 Q30. Compared to about a year ago, would you say you are now riding a bike more often, less often, or about the same amount?
Base: Rode a bicycle within the past 30 days*
Unweighted N=1,551
* Rebased from: Rode a bicycle in the past year

All respondents in 2002 and 2012 were asked if bike paths and bike lanes were available. In 2002, bicyclists were asked if they were available close to their home, where they rode their bicycle, or where they would ride their bicycle. However, in 2012, respondents were asked only if bike paths or lanes were available within a quarter mile of where they live. Four in 10 of them reported having bicycle lanes available near where they live. One-third of 2002 respondents indicated having bicycle lanes available close to their home or where they (would) ride. In 2002, 50 percent of respondents reported having bicycle paths in the area they live or where they (would) ride. Forty-six percent reported having bicycle paths close to their home in 2012.

Figure 13.3
Bicycle Paths/Lanes Available Near Residence (% Yes)

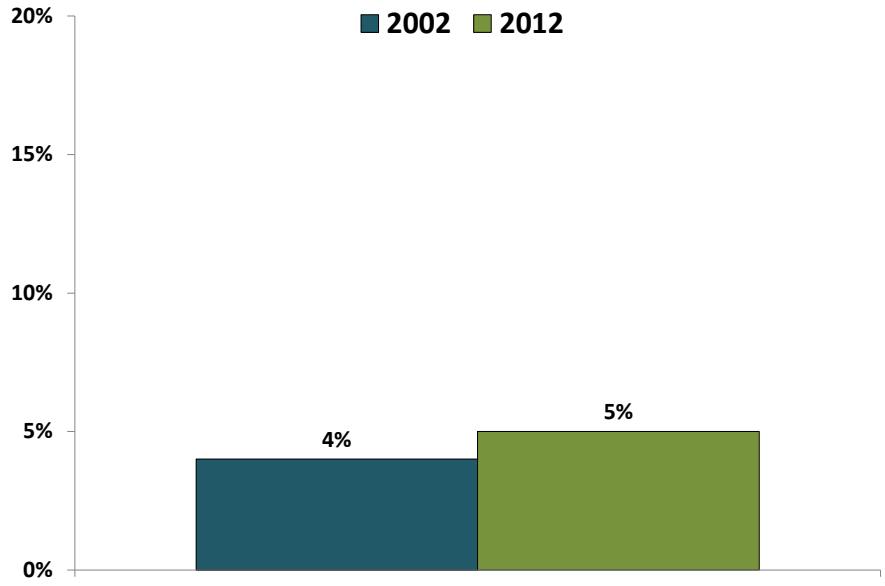


2002: Q42. Are bike paths available in the area where you live/in the area where you would ride/in the areas where you ride?
2002: Q44. Are bike lanes available in the area where you live/in the area where you would ride/in the areas where you ride?
Base: Have bicycle available on regular basis and/or ride at least once during the summer
Unweighted N=9,540

2012 Q31. Are bike paths available within a quarter mile of where you live?
2012 Q34. Are bike lanes available within a quarter mile of where you live?
Base: All respondents
Unweighted N=7,509

In 2002, respondents who rode their bicycle in the past 30 days were asked whether or not they sustained an injury while biking in the past two years that required medical attention. Four percent had sustained such an injury. In 2012, the same question was asked of those who had ridden their bicycle within the past two years. For comparison purposes, the analysis shown in Figure 13.4 has been limited only to those who rode their bicycle in the past 30 days. Five percent reported in 2012 that they had suffered an injury requiring medical attention while riding their bicycle.

Figure 13.4
Injured in Past 2 Years While Riding a Bicycle

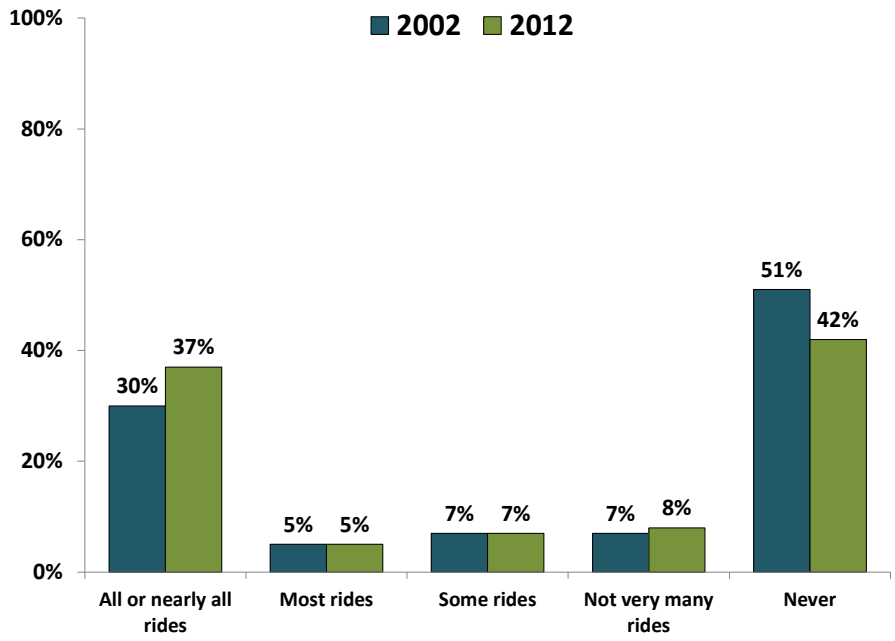


2002 Q46c. In the past two years, were you ever injured while you were riding a bike? Only count injuries that required attention by a medical professional.
Base: Rode a bicycle within the past 30 days
Unweighted N=2,525

2012 Q38. In the past two years, were you ever injured while you were riding a bike? Only count injuries that required attention by a medical professional.
Base: Rode a bicycle within the past 30 days*
Unweighted N=1,551
*Rebased from: Rode a bicycle in the past 2 years

Figure 13.5 has again rebased the 2012 data to match the 30-day base in 2002. In 2002, about one-half of the respondents reported they never wore a helmet, or did not have a helmet available for their use. In 2012, just over two-fifths of respondents reported they never wore a helmet while riding their bicycle. This is accompanied by a 7-percentage-point increase from 2002 to 2012 in the proportion of those who reported they wear their helmet for all, or nearly all, of the rides they take.

Figure 13.5
Helmet Usage

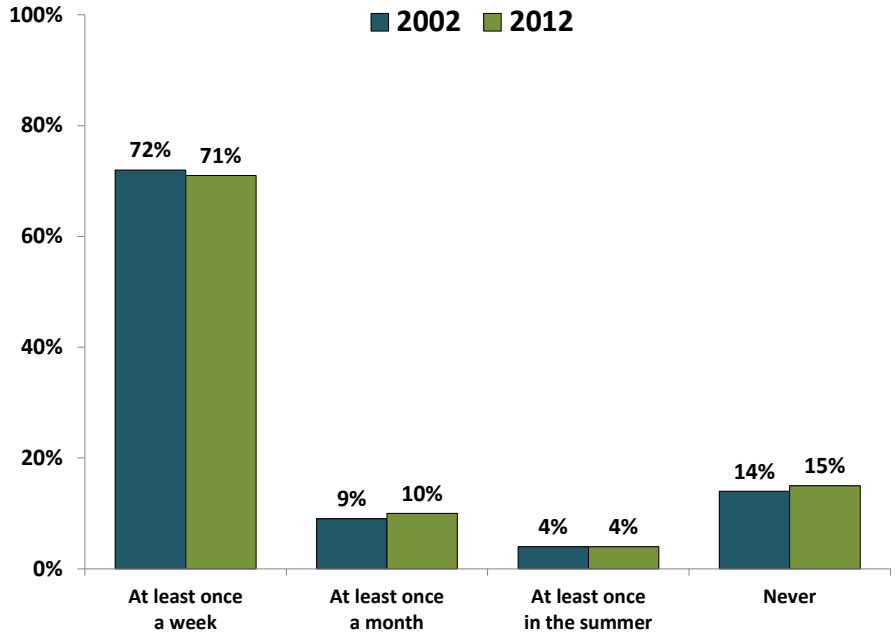


2002 Q47. When riding a bike, do you wear a helmet for all of your rides, nearly all of your rides, most of your rides, some of your rides, not very many of your rides, never, or you don't have access to a helmet?
Base: Rode a bicycle within the past 30 days
Unweighted N=2,525

2012 Q41. When riding a bike, do you wear a helmet for all of your rides, nearly all of your rides, most of your rides, some of your rides, not very many of your rides, or never?
Base: Rode a bicycle within the past 30 days*
Unweighted N=1,551
*Rebased from: Rode a bicycle in the past year

The frequency of walking during the summer months is largely unchanged from 2002 to 2012. The 2012 estimate was rebased to all respondents, although it was originally asked only of those who walked within the past year.

Figure 13.6
Frequency of Walking During the Summer Months

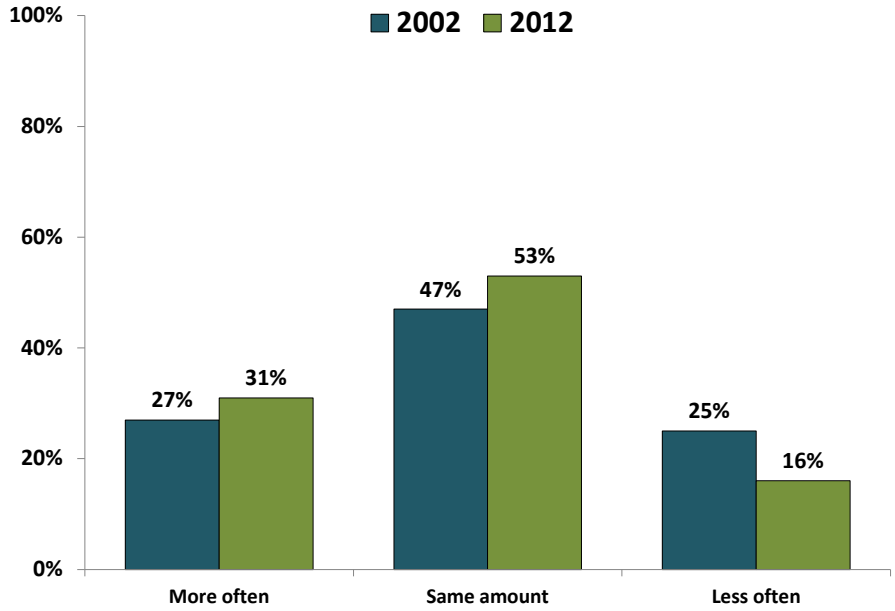


2002 Q52. On average during the summer months, how often do you walk?
Base: All respondents
Unweighted N=9,616

2012 Q72. On average during the summer months, how often do you walk?
Base: All respondents
Unweighted N=7,509
*Rebased from: Walked in the past year

In 2002, 27 percent of respondents that had walked in the past 30 days said they were now walking more often than a year ago compared to 31 percent in 2012.

Figure 13.7
Walking Frequency Now Compared to a Year Ago

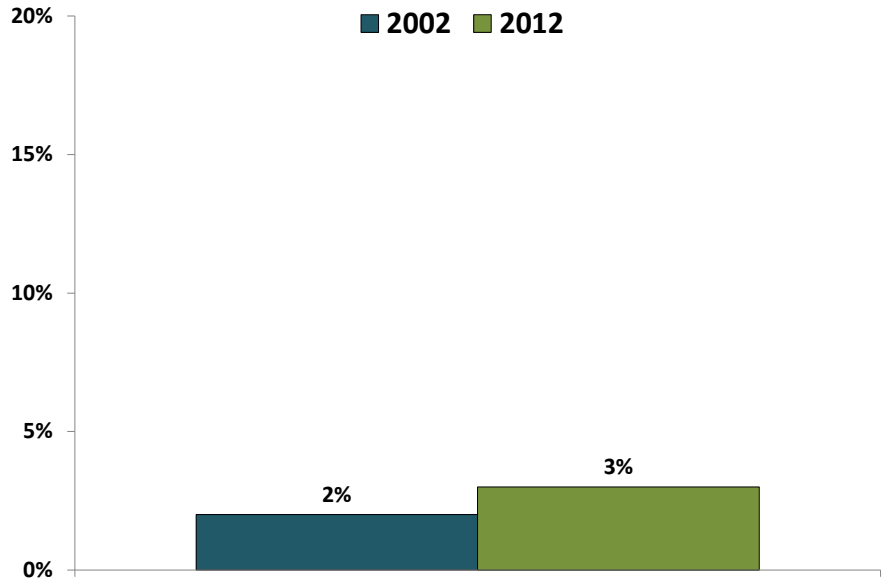


2002 Q91. Compared to about a year ago, would you say you are now walking more often, less often, or about the same amount?
Base: Walked within the past 30 days
Unweighted N=7,585

2012 Q73. Compared to about a year ago, would you say you are now walking more often, less often, or about the same amount?
Base: Walked within the past 30 days
Unweighted N=5,966
*Rebased from: Walked in the past year

In 2002, respondents who walked in the past 30 days were asked whether or not they sustained an injury in the past two years while walking which required medical attention. Two percent had sustained such an injury. In 2012, the same question was asked of those who had walked within the past two years. For comparison purposes the analysis shown in Figure 13.8 has been limited only to those who walked in the past 30 days. Three percent reported they had suffered an injury requiring medical attention while walking in the past two years.

Figure 13.8
Injured in Past 2 Years While Walking



2002 Q96. In the past two years, were you ever injured while you were walking? Only count injuries that required attention by a medical professional.
Base: Walked within the past 30 days
Unweighted N=7,585

2012 Q78. In the past two years, were you ever injured while you were walking? Only count injuries that required attention by a medical professional.
Base: Walked within the past 30 days*
*Rebased from: Walked in the past 2 years
Unweighted N=5,966

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