

FLORIDA DEPARTMENT OF TRANSPORTATION:

BICYCLING AND WALKING ATTITUDES SURVEY DISTRICT 5

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BICYCLING AND WALKING ATTITUDES SURVEY FDOT-D5

HIGHLIGHTS

This survey assesses the opinions of residents in Florida Department of Transportation, District 5 (FDOT-D5) concerning residents' attitudes towards walking, bicycling and the use of walking and bicycling facilities for the purpose of assisting in planning for bicycling and walking. The FDOT-D5 service area encompasses Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia counties. The phone survey was conducted between March 27 and May 22, 2003. Respondents were randomly selected, and 1,821 surveys were completed, approximately 200 in each county, among respondents 18 years and over. The principal investigator of this project was Dr. Evan Berman, Department of Public Administration (University of Central Florida). Wilbur Smith Associates provided technical support for this project.

Profile of Bicyclists

1. *Bicyclists are found among all socio-economic strata and demographic groups of the population. 52.4% of bicyclists are males, and 89.2% of bicyclists are under 66 years. Hispanics, those under 45 years, and respondents with total annual household incomes over \$60,000 are more likely to bicycle, and those over 66 years or with incomes under \$20,000 are less likely to bicycle.*
2. *Among those who bicycle, two-thirds (68.7%) state that they bicycle at least once per week.*
3. *Bicycling does not vary much by whether respondents live in urban, rural or transitional (i.e. suburban) settings. The report offers that this may reflect many suburban-style developments in rural settings.*
4. *About one quarter (26.1%) of households have children under 18 years who bike. Among respondents between 25 and 54 years, 43.1% have children under 18 years who bicycle, and children of such respondents are more likely to bicycle when the respondent also bicycles (33.0% versus 48.0%).*

Bicycling as a Priority

5. *Respondents have high expectations for bicycling and walking facilities that are not fully met.* 91.0% of bicyclists and 77.1% of non-bicyclists agree or strongly agree that they would like their area to be among the most attractive places for walking and bicycling in the U.S. However, 87.9% of bicyclists and 72.1% of non-bicyclists agree or strongly agree that they would like to live in a place where *more* of their daily needs can be met through walking and bicycling. Only 60.1% of bicyclists and 50.9% of non-bicyclists agree or strongly agree that their area is more attractive for bicycling and walking than other places that they know about. Also, 88.1% of bicyclists and 71.4% of non-bicyclists agree or strongly agree that they would bike and walk for exercise more if good facilities were conveniently located.
6. *Good bicycling facilities make the area more attractive for growth.* 84.2% of bicyclists and 70.8% of non-bicyclists agree or strongly agree that good bicycle facilities make it more attractive for people to move into the area. Also, 54.8% of bicyclists and 42.2% of non-bicyclists also agree or strongly agree that good bicycle facilities make it more attractive for businesses to move into the area. Variation among counties on these items is minimal.

Purposes of Bicycling

7. *Almost everyone (98.6%) who bicycles does so for exercise and recreation, and one-third (33.5%) also bicycles for other purposes.* These other purposes include running errands (27.1%), going to work (7.4%) or going to or from school (9.2%).
8. *Respondents want more opportunities to bicycle to work.* Among bicyclists who work outside the home, 52.6% of bicyclists would like more opportunities for bicycling to work. Even among non-bicyclists who work outside the home, 35.9%, state that they want more opportunities to bicycle to work, suggesting that they might (again?) bicycle.

Assessment of Bicycling Facilities

9. *Most respondents are familiar with bike paths and bike lanes in their area.* Respectively, 72.2% of bicyclists and 46.2% of non-bicyclists agree or strongly agree that they are familiar with the bike paths in their area, and 75.5% of bicyclists and 59.6% of non-bicyclists agree or strongly agree that they are familiar with bike lanes in their area. Among bicyclists, 58.5% state that they have ever bicycled on a state road in their county.
10. *What respondents like most and least.* When asked what they like most about walking and bicycling in their area, respondents most often noted scenery, exercise, relaxation, being outdoors, and paths. Some also noted the opportunity to socialize. When asked what they liked least, many mention traffic and unsafe drivers and roads. Some also noted the lack of bicycling and walking facilities. However, very few note weather, heat or bugs.
11. *Most bicyclists don't know whether there are adequate bike paths and bike lanes in their area.* Respectively, 50.7% and 57.2% state that they "don't know," and 55.3% don't know

whether the network of bike paths and bike lanes go to where they need them to go. The report offers that this might reflect bicyclists either not using these facilities, not using them enough, or not using enough of them. However, among bicyclists with an opinion, and who are familiar with such facilities in their area, respectively 74.7% and 70.8% agree or strongly agree that there are adequate bike paths and bike lanes in their area.

12. *Most bicyclists who have ever bicycled along a State Road in their county, or specific segments of a State Road, “don’t know” whether they are satisfied with the bicycle lanes on these roads.* Respectively, 51.6% and 57.0% state that they “don’t know”. This finding is consistent with an earlier statewide FDOT survey. Among bicyclists who have ever bicycled on these roads and who have an opinion, somewhat fewer are satisfied than dissatisfied. Respectively, 43.2% of those who have ever bicycled along a State Road, and 45.5% of those who have bicycled along a specific segment of a State Road, are satisfied or very satisfied with these bike lanes.

Bicycling Safety

13. *Bicyclists agree that the bike paths are safe to bicycle on.* Among those who bicycle and are familiar with bike paths in their area, 63.9% agree or strongly agree that they are safe to bicycle on, 27.9% don’t know and 8.2% disagree or strongly disagree.
14. *Some bicyclists agree, but others “don’t know” whether it is safe to ride on the bike lanes in their area.* 40.9% agree or strongly agree, 45.2% don’t know and 13.9% disagree or strongly disagree that it is safe to ride on these bike lanes. Bicyclists who have ever bicycled along a State Road, or specific segment of a State Road, also often don’t know whether it is safe to bicycle on or along these roads: respectively, 61.6% and 58.6% state they don’t know. Among those who did not answer “don’t know,” respectively, 62.2% and 58.9% agree or strongly agree it is safe to bicycle on or along these roads.
15. *A large majority of respondents state that fast driving vehicles make it dangerous to bicycle along State Roads.* 92.0% of bicyclists and 85.6% of non-bicyclists agree or strongly agree with this statement. Although many bicyclists don’t know whether it is safe to bike on State Roads, they are clear about what makes these roads dangerous. Bicyclists and non-bicyclists alike agree on this, and 79.5% of bicyclists and 71.0% of non-bicyclists agree or strongly agree that these roads would be safer for bicycling if the bike lanes were wider. Most respondents who have ever bicycled on or along one of these roads are ambivalent whether the bikes on the bike lanes are adequately separated from the cars (58.6% don’t know).
16. *Safe bike paths and bike lanes increase their use.* Respondents who bicycle are 80.7% more likely to ride their bike for errands when they perceive that it is safe to bicycle on bike lanes in their area, and they are four times more likely to ride their bike to work. Respondents are 32.7% more likely to ride a bike when they perceive that riding a bike on a bike path is safe. 62.8% of all respondents state that they would use the State Roads in their county more for bicycling if the bike lanes were more accessible and safe to use.

17. *Bicycling safety for children.* Among respondents with children under 18 years who bike, 54.5% agree or strongly agree that it is safe for children to ride their bicycles in their neighborhood (11.8% disagree or strongly disagree, and 33.7% don't know). Among respondents whose children ride a bike to school, 60.2% state that doing so is safe (33.4% disagree and 5.3% don't know).
18. *Support for law enforcement.* Among respondents, 93.1% agree or strongly agree that police should give tickets to motorists who fail to stop for pedestrians in the crosswalks. Also, 95.7% of respondents agree or strongly agree that police should give warnings or tickets to bicyclists who violate the law.

Other

19. *Respondents are ambivalent about whether they are satisfied with the sidewalks on the State Roads.* Among respondents, 32.7% are very satisfied or satisfied, 40.9% don't know, and 26.4% are dissatisfied or very dissatisfied. While few respondents are dissatisfied with any single aspects about sidewalks (such as safety or availability), analysis suggests that high levels of satisfaction require high marks for safety, smooth surface, separation from cars, safe crossings, and availability of sidewalks.
20. *Funding priorities.* When asked for future spending priorities, respondents provided the following allocations: approximately 42.1% for sidewalks, 34.0% for bike paths and 23.8% for bike lanes. The percentages are roughly similar among bicyclists and non-bicyclists.

METHODS

This study was conducted by the University of Central Florida, Department of Public Administration, with support from the Florida Institute of Government at the University of Central Florida, on behalf of Florida Department of Transportation, District 5 (FDOT-D5). This survey of Florida residents in Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia counties examines citizen attitudes towards walking, bicycling and the use of walking and bicycling facilities. This survey was conducted in order to assist in planning for improving bicycling and walking in District 5, and to provide further insight and update of the earlier statewide citizen satisfaction survey of FDOT conducted in October 2000. The principal investigator of this project was Dr. Evan Berman, Department of Public Administration (University of Central Florida). Wilbur Smith Associates provided technical support for this project (through Mr. Stephen Ferrell, P.E., Associate-in-Charge).

The survey was developed with input from Florida Department of Transportation, District 5. Data were collected through telephone interviews which were conducted from March 27, 2003 through May 22, 2003. Calls were typically made between the hours of 4:00 pm and 9:00 pm, Mondays through Thursdays. A few calls, and some callbacks were made at other days or hours. Interviewing was conducted by DataMarq of St. Louis (MO).

The survey protocol is provided in Appendix 8. Respondents were randomly selected from listed phone numbers with exchanges that serve Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia counties. Only residents over the age of 18 years were interviewed. The final sample of completed surveys consists of 1,821 residents, completed across each county as shown below. The results reported throughout the main body of this report and in Appendix 1 are weighted to reflect the relative population size of each county and the number of completed surveys within each county. The weights and sample sizes are shown below:

Table 1: Population Size and Sample Weights

County	Number of completed surveys	Population size (over 18 years)	Sample weights
Brevard	200	371,531	1.486
Flagler	200	40,907	0.164
Lake	201	167,809	0.671
Marion	202	203,491	0.814
Orange	201	670,004	2.679
Osceola	211	126,279	0.505
Seminole	202	272,590	1.090
Sumter	203	44,775	0.179
Volusia	201	353,481	1.413
Total	1,821	2,250,867	

Note: Population data are from the *U.S. Census 2000*, Matrices PCT12 and P13 available <http://factfinder.census.gov> (November 19, 2001)

Across all counties, a total of approximately 154,577 phone calls were made to 30,615 different phone numbers. Each phone number was dialed up to four times in order to contact potential interviewees. Of these approximately 30,615 different phone numbers, 15,037 were deemed ineligible because 224 were a business or a government office, 2,656 were fax/modem lines, disconnected, out of service numbers or numbers at which we received a busy signal (despite up to four times calling), 5,821 did not answer (despite dialing up to four times) or have an answering machine, and 6,184 did not have an eligible respondent (at time of calling), 152 had no dial tone. Most ineligible responses occurred toward the end of the survey when participation criteria were restricted to ensure demographic balance of the final sample, discussed further. Of the remaining 15,578 numbers, we reached answering machines in 7,386 instances (despite dialing up to four times) and 394 involved a respondent who did not understand English. Also, 4,314 respondents refused to participate, 525 surveys were not fully completed (early termination), and 1,138 potential respondents asked us to call back later, but we were either unable to reach them at a later time or we had completed the required number of surveys. Thus, a total of 1,821 surveys were completed. The response rate among potentially eligible respondents with whom we spoke is $[1,821 / (394 + 4,314 + 525 + 1,138 + 1,821)] = 22.2\%$.

The following table compares the demographic characteristics of the survey sample and county populations. The data of the District 5 Florida region is computed from the nine counties and is weighted in order to reflect the different population sizes described above:

Table 2: Population and Sample Demographics

	District 5	
	Population	Sample
Age:		
18-24	11.0%	8.0%
25-45	37.7%	38.1%
46-65	29.6%	31.1%
66+	21.7%	22.8%
Gender:		
Male	48.3%	46.0%
Female	51.7%	54.0%
Race:		
Caucasian	76.5%	77.3%
African-American	10.3%	9.9%
Hispanic	10.7%	9.5%
Asian	2.0%	1.3%
Other	0.5%	2.0%

Note 1: Population, race, age and gender data are from the *U.S. Census 2000*, Matrices PL1 through PL4, PCT12 and P13 available <http://factfinder.census.gov> (November 19, 2001). Census age groups are 18-24, 25-44, 45-64, and over 65 years.

Although we did not seek to match the sample's ethnic/race demographics, the final sample also closely matches that of the nine region population. For example, whereas the nine county service

area has a population of 76.5% Caucasians, the sample has 77.3%. Likewise, the population has 10.7% of people of Hispanic origin, compared to 9.5% in the sample, and the population has 10.3% of African-Americans, compared to 9.9% in the sample. The balance are other races such as Asian and Native American, which make up 2.5% in the population and 3.3% in the sample. Appendix 6 shows that the sample closely matches the population demographics for each of the nine counties, as well.

Note: The above demographics suggest that while our sample is indeed representative of the district's demographic characteristics, there is also a slight under-sampling of respondents between 18-24 years. To examine the impact of such under-sampling, we compared the overall results (for the 1,781 respondents who provided their age), with those that are obtained by weighting to adjust for this under-representation. The results, all weighted for county size, show that the percentage by which the sum of "agree" and "strongly agree" responses vary are quite small, and well within the sampling error of 2.3% (below):

	Average Difference	Largest Difference
Items 2c—2k	0.20 %	0.4 %
Items 3a—3m	0.23	0.7
Items 4d—4o	0.38	0.7
Items 5d—5h1	0.30	0.5

Generally, younger respondents are more likely to agree or strongly agree with the survey items. The following items are among the largest differences of all items, and further illustrate the very insignificant impact of this under-sampling:

Item 3i: "I would like more opportunities to take my bike on a bus to where I go"

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't Know
weighted by county size, only	4.1	38.2	41.8	1.2	14.6 %
weighted by county size and age	4.1	38.9	41.4	1.3	14.3

"On average, how often do you bicycle each month?"

	mean	median
weighted by county size, only	6.08	2.00
weighted by county size and age	6.18	2.00

This difference in the mean bicycling frequency is $(.10/6.08=)$ 1.7%.

Among all respondents, about half state that they bicycle (56.4%), and the other half state that they do not bicycle (43.6%). At present, no other information is available about the percentage of adults who bicycle that would allow for combining the responses of bicyclists and non-bicyclists into a single, aggregate measure. Hence, the results of bicyclists and non-bicyclists are analyzed separately (see also Appendix 2).

The total sample size is 1,821 completed surveys. This implies a sampling error of no more than 2.3%. That is, on repeated sampling, the study results will be replicated with a margin of $\pm 2.3\%$

in 95 out of 100 samples. The sample error for any county reported here, with a sample size of 200, is 6.9%. The overall sample size was selected based on cost-effectiveness: to reduce the sampling error of individual counties to, say, 5% requires a sample size of about 400, a doubling of the total effort.

RESULTS

A. Profile of Bicyclists

Bicyclists are found among all socio-economic strata and demographic groups of the population. 52.4% of bicyclists are males, and 89.2% of bicyclists are under 66 years. The following table compares the demographics of bicyclists and non-bicyclists:

Table 3: Profile of Bicyclists by Age, Gender and Race

	Non-Bicyclists	Bicyclists	Sample Demographics	Bicyclists as % of sample categories
Age:				
18-24	6.2%	9.4%	8.0%	+17.5%
25-45	24.3	48.9	38.1	+28.3
46-65	31.3	30.9	31.1	-0.6
66+	38.1	10.8	22.8	-52.6
Gender:				
Male	37.8%	52.4%	46.0%	+13.9%
Female	62.2	47.6	54.0	-11.9
Race:				
Caucasian	78.3%	76.6%	77.3%	-0.1%
African-American	11.2	8.9	9.9	-10.1
Hispanic	6.7	11.7	9.5	+23.2
Asian	0.9	1.6	1.3	+23.1
Other	2.9	1.3	2.0	-35.0

Note: The results for Asian Other Races groups are based on small samples (respectively, 23 and 36) and are thus unreliable. The number of Caucasian, African-American and Hispanic respondents are, respectively, 1380, 177 and 170.

The right column shows how the demographics of bicyclists (in the middle column) compare against their respective sample demographics. For example, the number of “17.5%” in the first row indicates that respondents between 18 and 24 years are 17.5% more likely to bicycle than would have been predicted if bicyclists mirrored their sample demographics. This is calculated as $[(9.4-8.0)/8.0=]$ 17.5%. The above results also show that Hispanics and those under 45 years, are more likely to bicycle than similar respondents in the overall sample, and that bicycling drops off rather sharply among those over 66 years. (See note accompanying above table.)

Bicycling does not vary much by type of urbanization. The table below shows that rural respondents bicycle about as often as would have been predicted based on the overall sample. It is important to bear in mind that many rural settings include subdivision and suburban style developments that are similar to those that are found transitional (suburban) areas. The table also shows that respondents with less than \$20,000 annual household incomes are less likely to bicycle, and those with total annual household incomes over \$60,000 are more likely to bicycle.

Table 4: Profile of Bicyclists by Income, Education and Urbanization

	Non-Bicyclists	Bicyclists	Sample Demographics	Bicyclists as % of sample categories
Urbanization:				
Urban	31.9%	33.3%	32.5%	+2.5%
Rural	22.3	16.9	19.1	-11.5
Transitional	45.8	49.8	47.8	+4.2
Education:				
Less than HS	6.0%	2.7%	4.1%	-34.1%
High School	26.5	23.5	24.7	-4.9
Some College	34.5	30.0	32.0	-6.3
College Graduate	19.4	26.3	23.3	+12.9
Grad./Prof. Degree	13.6	17.5	15.8	+10.8
Income:				
\$20,000 or less	23.1%	11.3%	16.1%	-29.8%
\$20,001 to \$40,000	34.4	26.1	29.4	-11.2
\$40,001 to \$60,000	19.7	25.1	22.9	+9.6
\$60,001 to \$80,000	9.8	18.4	14.9	+23.5
\$80,001 to \$100,000	6.2	7.2	6.9	+4.3
above \$100,000	6.7	12.0	9.9	+21.2

Note: "Urbanization" according to respondents' own assessment (survey item 9i). Results for staff provided measure of this item also suggest that bicycling does not vary much by urbanization: +1.1% (urban), +2.8% (rural) and -6.9% (transitional).

Finally, the table on the next page shows how reported bicycling varies across D5 counties, for all respondents, as well as those under 66 years. The latter helps address age differences between counties. Table 4 shows that respondents in Lake, Marion and Sumter are least likely to report that they bicycle, and those in Seminole, Flagler and Volusia are most likely to report that they bicycle. These percentages are calculated analogous to those above. (See Appendix 5 for a county specific results.)

Table 5: Relative Bicycling Frequencies in FDOT-D5 Counties

	% Bicycling relative to entire district	% Bicycling 18-65 yrs relative to entire district	% of Pop 66+ years in county
County:			
Brevard	-1.9%	+2.0%	26.3%
Flagler	0.0	+16.8	35.2
Lake	-19.3	-11.8	33.8
Marion	-30.3	-22.5	34.2
Orange	+2.3	-3.8	14.5
Osceola	+1.1	-2.6	18.4
Seminole	+19.3	+14.9	14.3
Sumter	-11.3	-13.3	36.5
Volusia	+10.1	+11.5	28.1

Children who bicycle. Among respondents, 26.1% report that they have children under 18 years who ride a bike. It is interesting to that note whereas 34.2% of bicyclists state that they have children under 18 years who ride a bike, only 15.8% of non-bicyclists have children who ride a bike. Even among respondents between 25 and 54 years (which are child rearing years), the difference is considerable and statistically significant: 48.0% versus 33.0% (tau-c= .131, $p < .01$. Among all respondents in this age group, 43.1% report having children under 18 who ride bike). In short, *children are* $([.48-.33]/.33=)$ *45.5% more likely to bicycle when their parents bicycle, too.*

B. Citizens' Expectations About Bicycling and Walking (in Their Life and Community)

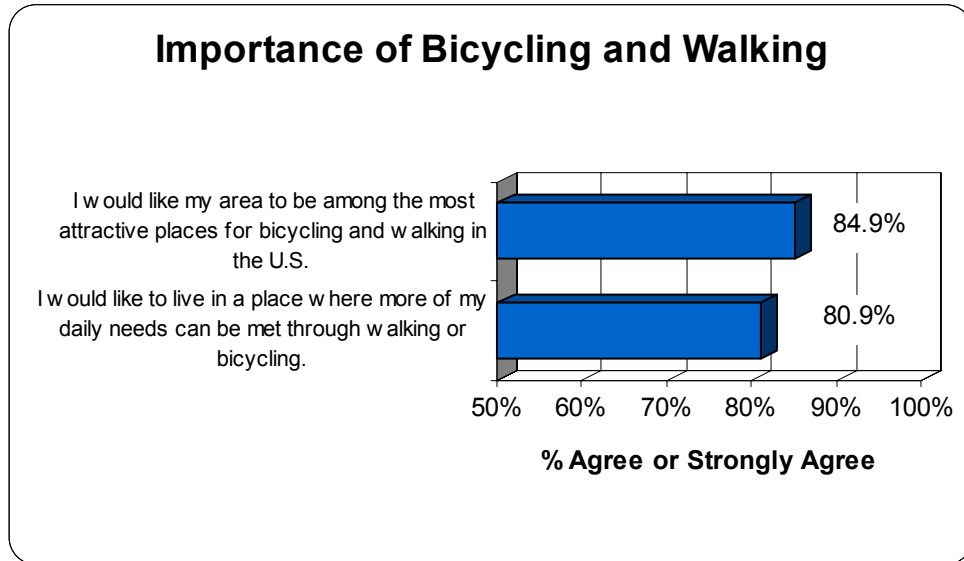
The results support that bicycling and walking are important in respondents' daily lives as well as their vision for their community.

Among all respondents, 84.9% agree or strongly agree that they would like their area to be among the most attractive places for walking and bicycling in the U.S. Respondents also believe that good bicycle facilities make their area more attractive, with implications for economic development: 78.3% agree or strongly agree believe that good bicycle facilities make it more attractive for people to move into the area. Also, 49.9% also agree or strongly agree that good bicycle facilities make it more attractive for businesses to move into the area (33.2% don't know, and only 16.9% disagree or strongly disagree). Variation among counties on the above items is minimal (see Appendix 5, items 3a, 3d and 3e).

Although these results vary somewhat between bicyclists and non-bicyclists, the above conclusions about these expectations remain the same: 91.0% of bicyclists and 77.1% of non-bicyclists agree or strongly agree that they would like their area to be among the most attractive

places for walking and bicycling in the U.S. Also, 84.2% of bicyclists and 70.8% of non-bicyclists agree or strongly agree that good bicycle facilities make it more attractive for people to move into the area. Also, 54.8% of bicyclists and 42.2% of non-bicyclists also agree or strongly agree that good bicycle facilities make it more attractive for businesses to move into the area.

Figure 1: The Importance of Bicycling and Walking



However, only 60.1% of bicyclists and 50.9% of non-bicyclists agree or strongly agree that their area is more attractive for bicycling and walking than other places that they know about, and 87.9% of bicyclists and 72.1% of non-bicyclists agree or strongly agree that they would like to live in a place where *more* of their daily needs can be met through walking and bicycling (80.9% for all respondents). These latter responses suggest that respondents' expectations for these facilities are not being fully met. In addition, other items below suggests that the availability of more or better facilities would increase the amount of walking and bicycling among respondents. For example, 88.1% of bicyclists and 71.4% of non-bicyclists agree or strongly agree that they would bike and walk for exercise more if good facilities were conveniently located. In addition, 82.3% of bicyclists and 57.3% of non-bicyclists agree or strongly agree that they would like more opportunities to park their car, and then bike for pleasure.

The above results do not vary much by county, age, gender or race, but those who bicycle agree or strongly agree somewhat more with these statements than those who do not bicycle, typically about 10-15% more (see Appendix 2).

C. How Often Do People Bicycle?

The following table shows how often respondents who bicycle ride their bike, on average per month:

Table 6: Bicycling Frequencies

	Bicycling Frequency
1-4	43.1%
5-10	26.9
11-20	16.2
21-30	10.4
Over 30	3.4

On average, respondents who bicycle state that they bicycle 10.7 times per month (mean). Half of all bicyclists ride their bike 5.8 times (median). Further analysis shows that among bicyclists, *68.7% bicycle at least once per week* (at least four times monthly), 9.6% bicycle at least once every day, 11.0% bicycle once month, and 31.3% bicycle less than once per week. Median frequencies are highest in Brevard (8.0), Flagler (8.0) and Volusia (7.5), and lowest in Osceola (4.0) and Sumter (4.0). Mean bicycling frequencies does not differ significantly between males and females who bicycle (men=11.4, women=9.8).

D. Why People Bicycle

People bicycle for many reasons that include exercise, relaxation (recreation), running errands, taking children to school, and getting to work. Most purposes involve exercise and recreation, but *33.5% of those who bicycle for recreation or exercise also bicycle for other purposes*, and among those who bicycle and work outside the home, 52.6% state that they would like more opportunities to bicycle to work.

Recreation and Health. Almost everyone, 98.6%, who bikes identifies “recreation, fitness, health or fun” as a purpose.

A random sample of 278 respondents was asked what they liked most about bicycling or walking in their area. This is an open-ended question (see Appendix 3 for complete results). Of these open-ended responses, 68.8% pertain to both walking and bicycling. There is very little difference between these responses and those that only pertain to bicycling or walking. Thus, reasons for bicycling can be jointly considered with those for walking; they are similar. The open-ended responses are analyzed in the following way:

Table 7: What Respondents Like Most About Walking and Bicycling

	Things I like about walking and bicycling in my area
Being outdoors, relaxing, peaceful or clean environment	33.0 %
Exercise or health	22.1
It's safe	12.3
Nothing or Don't Know	7.6
Path, trails, other facilities	7.6
Social activity	4.0
Doesn't walk or bike	2.2
Convenient to other locations	2.2
Other	9.1

Examples of some of these open-ended comments are shown below (see Appendix 3):

“What do you like most about bicycling or walking in your area?”

Exercise, the beauty and to relax
 Gives me the pleasure of enjoying the outdoors
 Very good scenery
 Fresh air helps me unwind
 Recreation, exercise and family time
 Trees and peaceful
 Exercise, meeting fellow residents
 Fitness
 Our bike paths are in the park, it's great.
 Fun and exercise
 Trails and exercise
 Just to get out
 Very scenic, safe and well maintained
 Can ride or walk to work and schools
 Being with people while biking
 No traffic
 The neighborhood socializing
 She likes to bicycle in her neighborhood because she feels safe
 Saves on gas
 None, there are no sidewalks or bike lanes in my area
 We don't do either due to lack of facilities
 That I don't have to do it

Errands. 27.1% of bicyclists state that they bike for errands. Of these, 58.8% are male and 41.2% are female. There is little variation by age: Among those over 65 years, 22.9% ride a bike for errands, compared to 28.5% among those between 24 and 44 years. Those who bicycle for errands bicycle on average 13.8 times month (median is 10.7), compared to 8.2 times among those who do not bike for errands (median is 5.).

Getting To and From Work. 10.7% of bicyclists who also work outside the home state that they bicycle to work. Among of those who ride their bike to work, 74.5% are male and 25.5% are

female. Those who bicycle to work bicycle on average 24.4 times month (median is 20), compared to 8.8 times among those who do not bike to work (median is 5).

Although only 10.7% of bicyclists who work outside the home use their bike for getting to work, 52.6% of bicyclists who work outside the home state that they would like more opportunities for bicycling to work. This percentage varies modestly by the distance that respondents travel to work. For example, among those who work less than six (6) miles from home (which make up 32.4% of those who work outside the home), 60.4% state that they would like more opportunities to bicycle to work, compared to 39.8% among those who work more than 20 or more miles from home (and who make up 27.6% of those who work outside the home). It might be that such respondents with long commutes could take a bus or car to a midway location, and then bike to work or home.

Among those who bike and work 20 or more miles from home, 49.2% agree or strongly agree that they would like “more opportunities to take my bike on a bus to where I go”. Those who state that they would like to take the bus in this way include all social-economic groups: 66.5% have total household incomes over \$40,000 (compared to 54.6% among all respondents), and 38.1% are minorities (compared to 22.7% of all respondents). 69.8% are male, which is similar to the percentage of males who bike to work (74.6%).

The notion of bicycling to work appears to have quite broad support. Even among those who work outside the home but do not currently bicycle, 35.9% would like to have more opportunities to bicycle to work. A plausible explanation is that although they do not currently bike, they do know how to bike, and that having such opportunities might encourage them to bike again. Among all respondents who work outside the home, 47.1% state that they would like to have more opportunities to bicycle to work.

Getting To and From School. Among bicyclists, 9.2% state that they either ride their bike to school or bring their children to school while riding a bike. Bicycling for this purpose is lowest in Sumter (2.9%) and Flagler (3.5%) and Marion (3.8%), and highest in Volusia (11.3%), Orange (11.2%) and Osceola (10.0%). Males and females share equally in using their bike for this purpose (each 50.0%).

Among respondents, 26.1% report that they have children younger than 18 years who ride a bike. Among households in which a child under 18 rides a bike, 15.9% have a child who rides a bike to school. Among respondents with children who ride their bike to school, 52.9% report that riding a bike or walking is the only way for such children to get to school. (The number of such respondents in the sample is quite small: only 31 of 1,821 respondents state that they have children for whom riding a bike is the only way to get to school.)

Other Purposes. Only 2.0 percent of respondents that they have other purposes for riding a bike, and analysis of these other purposes suggests that some are, in fact, part of the above purposes, such as exercising the dog, though others include visiting friends or going to appointments (which is not an errand).

E. Familiarity, and Satisfaction with the Adequacy of Bicycling Facilities

Respondents were read the following statement that defines the terms *bike path* and *bike lane*: “***Bike paths*** are paved pathways for bikes and pedestrians that are not part of any roadway. Cars are not allowed on bike paths. By contrast, ***Bicycle lanes*** are parts of the road designated for bicycling; they are typically on the right side of road, and are separated from other traffic by a solid white line and are sometimes specially marked with a bicycle logo or diamond.” Respondents stated affirmatively that they understood these definitions.

Among all respondents, 60.8% agree or strongly agree that they are familiar with bike paths in their area, and 68.5% agree or strongly agree that they are familiar with bicycle lanes in their area. Among those who bicycle, such familiarity is, respectively, 72.2% and 75.5%.

When asked whether there are adequate bicycle paths and bicycles lanes, the following results are obtained:

Table 8: Adequacy of Bike Paths and Bike Lanes

“There are adequate bicycle paths/ bicycle lanes in my area”

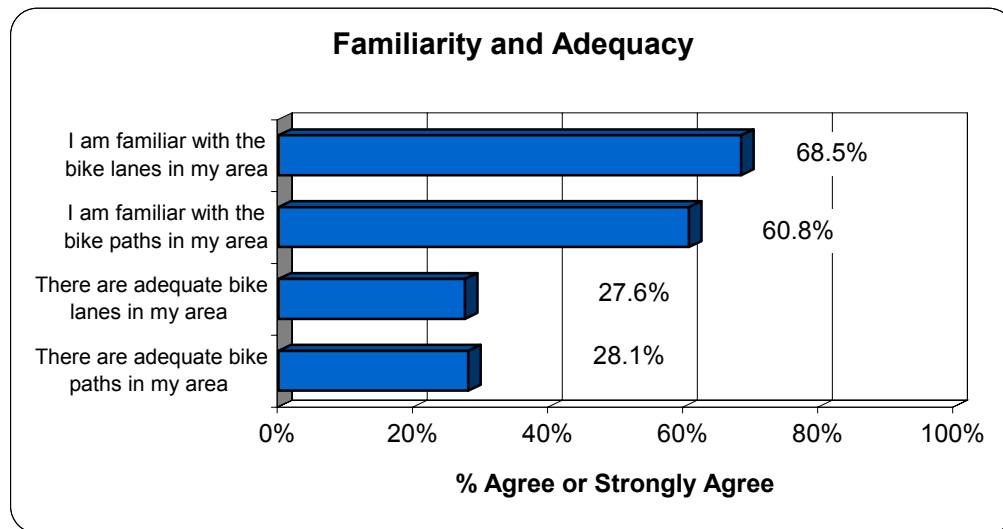
	Bicycle paths		Bicycle lanes	
	Non-Bicyclists	Bicyclists familiar with bike paths	Non-Bicyclists	Bicyclists familiar with bike lanes
Strongly Agree	3.6%	4.4%	1.7%	2.8%
Agree	22.5	33.3	28.0	30.2
Don't Know	48.9	49.5	53.3	53.4
Disagree	9.3	11.6	7.3	10.8
Strongly Disagree	15.8	1.2	9.7	2.9
<i>Among those with an opinion, only:</i>				
Strongly Agree/Agree	50.9	74.7	63.6	70.8
Disagree/Strongly Disagree	49.1	25.3	36.4	29.2
N=	790	738	790	771

These results show a high percentage of “*don't know*” among both all respondents as well as those who ride a bike and state that they are familiar with these facilities in their area. This suggests that most respondents, bicyclists included, may lack knowledge or experience to answer these questions. A probable explanation is that some either don't use these facilities (enough), or don't use enough of them, in order to formulate an opinion. For others, this may simply reflect that they are ambivalent about the adequacy of facilities. Indeed, among all respondents with an opinion, Table 8 shows that they remain largely divided about the adequacy of both bicycle lanes and paths, albeit with a slight tendency towards a positive assessment. Among bicyclists who state that they are familiar with these facilities, almost three-quarters, 74.7% state that there are adequate facilities in their areas. However, the most frequent response to these questions among both all respondents and bicyclists is “don't know.” The frequency of bicycling among bicyclists is not associated with these items.

Note: Appendix 2 compares the results among bicyclists and non-bicyclists. Although Appendix 2 does not consider whether bicyclists are also familiar with the above facilities in their area, those results are very similar to those reported above. For example, Appendix 2 shows that among bicyclists respectively, 50.7% and 57.2% “don’t know” whether bike paths and bike lanes are adequate. Appendix 2 also shows that 55.3% of bicyclists don’t know whether the network of bike paths and bike lanes go to where they need them to go.

The following graph shows responses among all respondents in the survey:

Figure 2: Familiarity and Adequacy of Bike Lanes and Bike Paths



Similarly, among all respondents, 33.0% agree or strongly agree that “the network of bicycle paths and lanes go where I need then to go in my area” and 51.1% “don’t know.” Among those who are familiar with both the bike lanes and paths, this percentage is 39.1%, and among those who also bike, 39.4% (and among those who are familiar, bike and work outside the home, 38.4%). These results do not vary much by purpose of bicycling (about 34-39%). Of course, those who agree or strongly agree that “the network of bicycle paths and lanes go where I need then to go in my area” are also more like to agree or strongly agree that there are adequate bike paths and bike lanes in their area: respectively, 51.5% and 47.2%.

Note: Sections H and I (below) explore satisfaction specifically as relating to state facilities.

F. Bicycling Safety

Among those who bicycle, and who are familiar with the bike paths in their area, 63.9% agree or strongly agree that bicycling is safe on bike paths (8.2% disagree or strongly disagree and 27.9% don’t know). Among non-bicyclists, 43.3% agree or strongly agree that it is safe to bicycle on the bike paths in their area, as do 53.3% of all bicyclists. Bicyclists are divided

whether pedestrians cause accidents on bike paths: 29.0% agree or strongly agree, and 24.4% disagree or strongly disagree (and 46.6% “don’t know”).

Among those who bicycle, and who are familiar with the bike lanes in their area, 42.0% agree or strongly agree that bicycling is safe on bike lanes, 12.1% disagree or strongly disagree and 45.9% don’t know. Respondents with an opinion are more than three times likely to agree that the bike lanes are safe for bicycling: 77.6% versus 22.4%. Among non-bicyclists, 46.6% agree or strongly agree that it is safe to bicycle on the bike lanes in their area, as do 40.9% of all bicyclists (respectively, 45.2% and 39.2% “don’t know.”)

A probable, partial explanation for the high percentage of respondents who state that they “don’t know” regarding the safety of bike lanes among those bicyclists who are familiar with the bike lanes in their area, is that they do not use bike lanes, do not use them often enough, or do not use enough of them. Infrequent use of these facilities may result in bicyclists’ being unable to evaluate the safety of these facilities. Among respondents who are familiar with the bike lanes in their area and who bicycle more often (and thus may be more familiar with the bike lanes in their area) report somewhat lower levels of “don’t know” and higher levels of agree or strongly agree to the above item of safety ($\tau\text{-}c=.060$, $p < .05$. Note: This explanation is also consistent with the lower “don’t know” percentage among those who bike and are familiar with the bike paths (27.9%, above), because the high rate of recreational bicycling implies that many bicyclists likely use bike paths. However, for others it may simply mean that they are indeed ambivalent about the safety of the bike lanes: the bike lanes are perceived as neither safe, nor unsafe.

Table 9: Bicycling Frequencies and Perceptions of Safety

	“It is safe to bicycle on roads with designated bike lanes”		
	How often do you bicycle?		
	Up to 3	4-20	20+
Strongly Agree/ Agree	35.6%	42.9%	51.3%
Don’t Know	53.6	44.7	35.4
Strongly Disagree/Disagree	10.8	12.5	13.2
N=	222	434	113

Among respondents who bicycle and are familiar with the bike lanes, 38.2% agree or strongly agree that bikes on bike lanes are adequately separated from cars, 11.6% disagree or strongly disagree, and 50.1% don’t know. A strong, positive association exists between perceptions of safety and separation from cars ($\tau\text{-}c = .373$, $p < .01$). For example, among those who agree or strongly agree that it is safe to bicycle on the lanes, 64.2% also agree or strongly agree that bikes are adequately separated from cars on bike lanes.

It should be noted that bicyclists and non-bicyclists vary only a little in their assessment of the safety of bike lanes. Among those who are familiar with the bike lanes in their area, 50.5% of non-bicyclists agree or strongly agree that bicycling on bike lanes is safe, and 39.5% agree or strongly agree that bikes are adequately separated by cars (for bicyclists, these results are, respectively, 42.0% and 38.2%).

We also asked a sample of respondents, in an open-ended question, what they liked *least* about bicycling and walking in their area. The tabulated below show that traffic and safety concerns are the most important factors:

Table 10: What Respondents Like Least About Walking and Bicycling

	Things I like least about walking and bicycling in my area
Traffic, Traffic related	23.2 %
Doesn't know, nothing	18.0
Sidewalks	12.1
Bike Lanes, Bike Paths (not safety related)	8.5
Roads	7.7
Weather	7.0
Unsafe (unspecified, not traffic)	4.4
Bike Lanes, Bike Paths (safety related)	1.8
Does not walk or bicycle	1.1
Trails	0.7
Other	15.4

Some examples of the traffic and safety related comments are (see Appendix 3):

“What do you like least about bicycling or walking in your area?”

Traffic or safety related:

Bad drivers

Cars

Speed of traffic

Traffic is too heavy

Idiots on the road

Watching out for cars

Lack of safe places to ride for any distance

No enough paths or lanes

No designated bike lanes in my area

Narrow bike lanes

Too dangerous

Traffic at intersections

Bike lanes stop all of the sudden into nothingness

Inconvenient to get from my home to a bike path

Roads are too bumpy

Roads are too narrow

Nowhere convenient to ride, bike lanes don't go all the way

But also:

Bicyclists who do not watch out for cars

Speeding young folks on their bikes

Riding in the middle of the road

The way that bike riders don't give way to cars

These comments show that safety concerns deal with driving as well as bicycling practices, though most comments deal with driving.

Associations with Bicycling. A significant association exists between perceptions of safety of bike paths and riding a bike ($\tau\text{-}c = .138, p < .01$): among those who agree or strongly agree that it is safe to ride the bike on a bike path in their area, 61.3% ride a bike, compared to 46.2% of respondents who disagree or strongly disagree that it is safe to ride a bike on a bike path in their area. This is shown below:

Table 11: Association of Safety and Bicycling on Bike Paths

	It is safe to bicycle on the bike paths in my area	
	Agree or Strongly Agree	Disagree or Strongly Disagree
Ride a bike	61.3%	46.2%
Do <i>not</i> ride a bike	38.7	53.8
N=	887	342

However, no such association exists between perceptions of the safety of riding a bike on bike lanes, and riding a bike. A plausible explanation is that most bicyclists do not frequently or primarily ride their bikes on bike lanes, except among those who use a bike for running errands and going to work. Indeed, perceptions of safety on bike lanes are associated with riding a bike for errands ($\tau\text{-}c = .132, p < .01$): among those who ride a bike and agree or strongly agree that it is safe to ride the bike on bike lanes in their area, 32.7% ride a bike for running errands, compared to 18.1% among those who disagree or strongly disagree that it is safe to ride the bike on a bike lane in their area. Thus, *respondents are* ($[32.7 - 18.1] / 18.1 = 80.7\%$) *more likely to ride their bike for errands when they perceive that it is safe to bicycle on bike lanes in their area.* This is shown below:

Table 12: Association of Safety and Bicycling on Bike Lanes for Errands

	It is safe to bicycle on road with designated bike lanes	
	Agree or Strongly Agree	Disagree or Strongly Disagree
Ride bike for errands	32.7%	18.1%
Do <i>not</i> ride bike for errands	67.3	81.9
N=	514	116

A similar association exists between bike lane safety and riding a bike to work: among those who ride a bike and agree or strongly agree that it is safe to ride the bike on bike lanes in their area (and who are familiar with these bike lanes), 10.7% ride a bike to work, compared to 2.6% among those who disagree or strongly disagree that it is safe to ride the bike on a bike lane in their area ($\tau\text{-}c = .076, p < .01$). Thus, *respondents are four times more likely to ride their bike to work when they perceive that it is safe to bicycle on bike lanes in their area.* (The percentage of

respondents who ride their bike to work and who “don’t know” whether the bike lanes are safe is 4.3%):

Table 13: Association of Safety and Bicycling on Bike Lanes for Riding to Work

	It is safe to bicycle on road with designated bike lanes	
	Agree or Strongly Agree	Disagree or Strongly Disagree
Ride bike to work	10.7%	2.6%
Do <i>not</i> ride bike to work	89.3	97.4
N=	513	116

Finally, perceptions that it is safe to bicycle on bike paths are lowest in Marion (34.2% agree or strongly agree) and Volusia (39.3%), and highest in Seminole (64.3%) and Flagler (62.5%). Among bicyclists in these counties, the respective perceptions are 39.3%, 38.5%, 67.7% and 65.5%. Perceptions that it is safe to bicycle on designated bike lanes do not show a clear pattern across counties among all respondents. Among bicyclists, perceptions about the safety of bicycling on designated bike lanes is highest in Sumter (61.7%) and lowest in Orange (37.9%) and Brevard (37.2%). Perceptions of safety do not vary much by type of urbanization (rural, transitional or urban).

Law Enforcement. Safety is an important concern to respondents, and they *overwhelmingly support law enforcement actions to improve safety*. Among all respondents, 93.1% agree or strongly agree that police should give tickets to motorists who fail to stop for pedestrians in the sidewalks. Also, 95.7% agree or strongly agree that police should give warnings or tickets to bicyclists who violate the law. These findings have broad support, and do not vary significantly between bicyclists and non-bicyclists.

Safety for Children. Among all respondents, 56.7% agree or strongly agree that it is safe for children to ride their bicycles in respondents’ neighborhood (and 34.9% don’t know). This result is similar to respondents who have children under 18 years who ride a bike: 54.4% agree or strongly that it is safe for children to ride their bicycles in respondents’ neighborhood, and 33.7% don’t know. It is clear that very few respondents believe that it is unsafe for children to ride their bike (respectively 8.4% and 11.8% disagree or strongly disagree). In a separate question, 60.2% of respondents who have children under 18 years who ride their bike to school state that doing so is safe, 33.4% state that it is not safe, and 5.3% don’t know.

G. Other Considerations Affecting Satisfaction

The open-ended questions provide an opportunity to learn what respondents like and don’t like about their walking and bicycling. Analysis of these questions has been reported above in sections D and F, but additional open-ended responses to what respondents like least, other than traffic and safety concerns. These *other considerations* are shown below:

“What do you like least about bicycling or walking in your area?”

Other considerations:

Bugs

Too many loose animals

When the weather is too hot

Humidity

Getting caught in the rain

Some of the people who live here; I don't like what they do

Horse poop

Drunks and addicts

Dogs running around that could chase you

Lack of a rest stop

Lack of sidewalks

Apart from the traffic and safety concerns, the most common other consideration is lack of sidewalks, followed by lack of bike paths and bike lanes. Concerns about lack of sidewalks are, of course, less often mentioned among those whose comments only pertain to bicycling.

Weather. It is interesting to note that concerns about the weather (too hot or too humid) are only listed by 7.0% of respondents (see table in section F). It might be noted that most regions have seasons in which walking and bicycling is less favorable, either because it is too hot or too cold, hence, causing bicyclists to use other means of transportation.

Visual Attractiveness. The survey also examines the visual appeal of bike paths. 46.5% of bicyclists and 35.4% of non-bicyclists state that the bike paths in their area are attractive (resp., 36.7% and 38.0% don't know). A strong relationship exists between perceptions of having adequate bike paths and these paths being visually attractive. Among those who agree or strongly agree that the bike paths are adequate, 81.9% also agree or strongly agree that the bike paths are visually attractive; among those who disagree or strongly disagree that the bike paths are adequate, 65.2% also disagree or strongly disagree that the bike paths are visually attractive ($\tau\text{-}c = .449, p < .01$).

H. Satisfaction with Bike Lanes on State Roads

This survey also assesses satisfaction with bike lanes on state roads in respondents' county. Specifically, it assesses satisfaction with bike lanes on such state roads generally, as well with regard to specific segments that were read to respondents. Respondents were read a list of state roads in their county (see Appendix 7), and those who were familiar with any of these state roads were asked to respond to the questions analyzed below; 75.9% of respondents were familiar with any of the stated state roads. Similarly, we also asked respondents if they were familiar with some specific segment of other state roads (which contain bike lanes), and 68.9% of respondents were familiar with these segments of state roads.

The following table shows responses to the question: “Overall how satisfied are you with the bike lines on these state roads?”

Table 14: Satisfaction with Bicycle Lanes on State Roads**“Overall how satisfied are you with the bicycle lanes on these state roads?”**

	All respondents (VS/S)	All Bicyclists (VS/S)	Bicyclists on these roads
SRs in my county, generally	19.4 %	19.6%	20.9%
Specific segments of SRs	19.4	18.8	20.9
N=	1,377	820	559/386

Note 1: Shown are the percentages of those who are very satisfied or satisfied.

Note 2: The right column shows respondents who state that they have ever bicycled on, respectively, a state road in my county or a specific segment read to them. The respective number of respondents are 559 and 386.

These results are consistent with the earlier statewide citizen satisfaction survey of FDOT conducted in October 2000, albeit that this survey finds somewhat lower levels of satisfaction. The earlier survey found that 28% of respondents in D5 were satisfied or very satisfied with the bike lanes on state roads. Analysis of results by gender, age and race rules these factors out as explanation for this survey’s lower ratings. Satisfaction with bicycle lanes varies modestly across counties, with the highest being in Flagler (27.3%) and Osceola (24.6%), and the lowest being in Seminole (13.6%) and Sumter (16.0%).

It should be noted that these low levels of satisfaction do *not* imply high levels of dissatisfaction. Consistent with previous results, a large percentage of respondents state “don’t know”:

Table 15: A Comparison of Satisfaction Rates**“Overall how satisfied are you with the bicycle lanes on these roads?”**

	This survey (SRs, generally)	FDOT survey (2000)
Very Satisfied	1.3 %	2%
Satisfied	18.1	26
No Opinion	47.1	39
Dissatisfied	13.0	20
Very Dissatisfied	20.5	13
Among those with an opinion, only:		
SA/A	36.7%	46.9%
SD/D	63.3	54.1

The column “This survey” shows responses for all respondents with regard to bike lanes on state roads in the county, generally. The respective results among respondents who have ever bicycled on a SR road in their county is: 1.0%, 19.9%, 51.6%, 16.6%, 10.9%, and among those who have ever bicycled on specific SR segments: 0.5%, 20.4%, 57.0%, 16.0, and 6.0%. Among bicyclists who have ever bicycled on these roads and who have an opinion, somewhat more are dissatisfied than satisfied. Respectively, 43.2% and 45.5% are satisfied or very satisfied with these bike lanes.

This table also shows the results of the earlier FDOT survey. In many ways, these surveys are similar. The specific phrasing of the earlier FDOT survey was: “Please rate your overall satisfaction with the State Highway System.....(various items)... Bike lanes (bicycle facilities) on state roads.” This is nearly identical to the item in this survey (see above), and, importantly, both surveys use the same response scale for these items. Like our survey, the FDOT survey also uses phone interviews, but the FDOT survey is based on a smaller district sample size of about 275 (as calculated from the reported sampling error of no more than 6%). Both surveys report adequate response rates.

We also asked various questions that might account for observed levels of satisfaction:

Table 16: Assessing Satisfaction with Bicycling on State Roads

	Bicyclists who have ever bicycled on a State Roads in their county, only		
	SA/A	DK	SD/D
<i>On SRs in my county, generally</i>			
It is safe to bicycle on or along these roads	23.9%	61.6%	14.5%
Bikes on bike lanes are adequately separated from cars	25.9	59.7	14.4
Fast driving cars make bicycling dangerous	89.9	8.7	1.4
It is convenient biking where I need to go using these roads	30.1	57.6	12.2
There are adequate bike lanes on the SRs	23.1	59.1	17.8
I would use these SR for biking more, if the bike lanes were more accessible and safe	79.1	17.5	3.4
<i>On specific segments of SRs in my county</i>			
It is safe to bicycle on or along these roads	24.4	58.6	17.0
Bikes on bike lanes are adequately separated from cars	31.4	58.6	10.0
Fast driving cars make bicycling dangerous	88.4	9.2	2.3
These roads would be safer with wider bike lanes	82.7	13.9	3.3
It is convenient biking where I need to go using these roads	40.5	50.9	8.6

Note: For complete survey items phrasing and results, see Appendix 1. n=599.

These responses are quite similar to those of all respondents who are familiar with these roads and answered these questions (see Appendix 1). For example, among all respondents, 21.6% agree or strongly agree that it is safe to bicycle on state roads in my county (generally) and 19.7% agree or strongly agree that it is safe to bicycle along specific state roads. The above results show that most bicyclists who have bicycled on these roads do not know whether they are safe. Those with opinions have somewhat more favorable views. For example among those who have bicycled on SRs in their county generally and who have an opinion, 62.2% agree or strongly agree that these segments are safe for bicycling, and 37.8% disagree or strongly disagree. Among those who have bicycled on specific segments of SRs in their county and who have an opinion, 58.9% agree or strongly agree that these segments are safe for bicycling, and 41.1% disagree or strongly disagree

Association with bicycling. Among those who have bicycled on these roads, 79.1% state that they would bicycle more if bike lanes on state roads were more accessible and safe. Many associations between bicycling and safety are statistically and practically significant:

Table 17: Factors Associated with Bicycling on State Roads

	"I have ever bicycled on one of these SRs roads"		
	If item is "yes"	If item is "no"	Sig.
<i>On SRs in my county, generally</i>			
Overall, I am satisfied with the bike lanes on these SRs	54.6%	36.2%	.136**
It is safe to bicycle on or along these roads	46.8	34.5	.080**
Bikes on bike lanes are adequately separated from cars	42.5	33.8	.054
It is convenient biking where I need to go using these roads	53.1	28.5	.167**
There are adequate bike lanes on the SRs	49.6	38.5	.084**
I would use these SR for biking more, if the bike lanes were more accessible and safe	54.4	17.0	.313**

Note: Results show percentage of those who indicated that they have ever bicycled on one of these roads, among all respondents who are familiar with these SRs. The word "item" refers to the survey items in the left column; "yes" means that the respondent agrees or strongly agrees, and "no" means that the respondent disagrees or strongly disagrees. Sig. tau-c test statistics shown. ** indicates significant at 1% level, * indicates significant at 5% level. The relationship with "fast driving cars make it dangerous to bicycle along these roads" is not shown because only very few respondents, 50, disagree or strongly disagree with this item.

The above results show that both convenience and safety affect having ever used these roads. Indeed, among those agree or strongly agree that the roads are safe and convenient (the second and fourth item from the above list), 52.5% of all respondents who are familiar with these roads have ever bicycled on a state road in their county, compared to only 28.0% of those who disagree or strongly disagree with both items (tau-c = .235, $p < .01$). Among those who bike, the above percentages are 67.3% and 43.4% (tau-c = .218, $p < .01$).

However, the actual impact of improving safety and convenience on respondents using the bicycling lanes of state roads is likely to be more modest, as many respondents, even bicyclists, more often state that they "don't know" rather than disagree or strongly disagree that roads are safe and convenient. Among all respondents who do not agree or strongly agree with both items (but who provided some other combination of responses), 42.1% have ever bicycled on these roads, suggesting positive perceptions on both items may increase use by $[(52.5-42.1)/42.1=]$ 24.7% more bicyclists. Among bicyclists, 57.1% do not agree or strongly agree with both items, suggesting positive perceptions on both items may increase use by $[(67.3-57.1)/57.1=]$ 17.9% more bicyclists. Of course, the response to the item "I would use these SR for biking more, if the bike lanes were more accessible and safe" (62.8% agree or strongly agree) suggests that both current and new users of state roads bicycle lanes will make more use of these facilities, as well, when these roads are safer and more convenient.

Finally, the following table shows that respondents' intentions to use State Roads more if they were more accessible and safe are associated with increased use of bicycling for running errands (tau-c = .158, $p < .01$) and bicycling to work (tau-c = .063, $p < .01$).

Table 18: Association of Purpose and Bicycling Safety on State Roads

	"I would use the State Roads in my county more for bicycling, if the bike lanes were more accessible and safe to use"				
	SA	A	DK	D	SD
<i>Bicycling Purpose</i>					
Bicycle to work	13.7%	8.2%	1.7%	0.0%	11.5%
Do not bicycle to work	86.3	91.8	98.3	100.0	88.5
Bicycle for errands	43.1	30.1	14.8	12.5	32.0
Do not bicycle for errands	56.9	69.9	85.2	87.5	68.0
N=	136	679	373	19	94

The "strongly disagree" column shows relatively high percentages, reflecting that some respondents bicycle to work, but not for errands, or vice versa. These relatively high percentages of "strongly disagree" disappear when considering bicycling *either* to work or for errands. Respectively, the percentages of those who identify one of these two purposes are, as associated with the above item: 35.8%, 22.5%, 7.2%, 5.3% and 9.7%. ($\tau\text{-c}=.187$, $p < .01$). As noted in section D, above, these purposes are associated with increased bicycling frequencies. Indeed, the intention to use these roads more often is associated with those who bicycle frequently, as shown below ($\tau\text{-c} = -.211$, $p < .01$):

Table 19: Association of Frequency and Bicycling Safety on State Roads

	"I would use the State Roads in my county more for bicycling, if the bike lanes were more accessible and safe to use"				
	SA	A	DK	D	SD
<i>Bicycling Frequency</i>					
0	24.3%	30.3%	53.1%	57.9%	72.3%
Up to 3	19.9	20.9	17.7	10.5	7.4
4-8	15.4	23.0	15.3	26.3	13.8
9-20	32.4	14.6	9.4	5.3	5.3
More than 20	8.1	11.2	4.6	0.0	1.1
Mean=	8.57	7.98	3.95	2.03	2.20
N=	136	679	373	19	94

Note: the "mean" score shows the average use of bicycling per month.

Technical Note: Although the data do not allow for robust multivariate modeling, tentative models show that safety, convenience, access and visual attractiveness are all significantly associated with increased bicycling, even controlled for each other. For example, the following logistic model predicts whether respondents bicycle: $\text{bicycling} = 4.719 - .330 \text{ gender} - .296 \text{ age} - .213 \text{ visual attractiveness} - .479 \text{ more accessible and safe bike lanes} - .353 \text{ opportunities to park car and bike for pleasure}$ (all $p < .01$, percent correct predicted: 71.3%). This model shows that increasing perceptions of access and safety, attractiveness, and parking opportunities from current levels to "agree" levels increases current bicycling from 60% in the population (slightly higher

than the actual use of 56%) to 72%. The theoretical maximum predicted use of bicycling with this model is 88% when all conditions rate “strongly agree.”

I. Satisfaction with Sidewalks on State Roads

This survey also assesses satisfaction with the sidewalks on state roads in respondents’ county. As above, it assesses satisfaction with sidewalks on state roads generally. Only respondents familiar with these roads were asked the following assessments.

Table 20: Satisfaction with Sidewalks on State Roads

“Overall how satisfied are you with the sidewalks on these state roads?”

	This survey		FDOT survey (2000)
	SRs, generally	Specific SRs	
Very Satisfied	1.9%	2.5%	0%
Satisfied	30.8	29.8	38
No Opinion	40.9	38.6	35
Dissatisfied	10.7	9.5	8
Very Dissatisfied	15.7	19.7	18

Note: The specific phrasing of the FDOT survey (2000) item is: “Please rate your overall satisfaction with the State Highway System.....(various items)... Sidewalks on state roads.” This is nearly identical to the item in this survey (see above). See section H for a comparison of these two surveys.

As with the above bicycling results, these results, too, are consistent (and somewhat lower) than the earlier statewide citizen satisfaction survey of FDOT conducted in October 2000, which finds that 38% of respondents in D5 were satisfied or very satisfied with the bike lanes on state roads. Satisfaction with sidewalks is highest in Osceola (39.8%), Seminole (36.1%) and Orange (34.6%), and lowest in Lake (21.1%).

We also asked various questions that might account for the observed levels of satisfaction:

Table 21: Assessing Satisfaction with Sidewalks on State Roads

	All respondents (SA/A)
<i>On SRs in my county, generally</i>	
It is safe to walk on these sidewalks	56.8%
Sidewalks are adequately separated from fast driving cars	53.7
The sidewalks have a smooth and even surface	49.8
There are safe street crossings across these roads	46.4
There are adequate sidewalks on the SRs in my county	34.1

Note: For complete survey items phrasing and analysis, see Appendix 1.

Association with satisfaction. All of the above items are significantly associated with satisfaction of the sidewalks.

Table 22: Factors Associated with Satisfaction with Sidewalks on State Roads

	"I am satisfied or very satisfied with the sidewalks on the SRs in my county."		
	If item is "yes"	If item is "no"	Sig.
<i>On SRs in my county, generally</i>			
It is safe to walk on these sidewalks	46.8%	11.4%	.275**
Sidewalks are adequately separated from fast driving cars	47.1	13.5	.240**
The sidewalks have a smooth and even surface	47.0	17.3	.241**
There are safe street crossings across these roads	43.7	19.9	.160**
There are adequate sidewalks on the SRs in my county	57.1	26.5	.232**

Note: The word "item" refers to the survey items in the left column; "yes" means that the respondent agrees or strongly agrees, and "no" means that the respondent disagrees or strongly disagrees. Sig.: tau-c test statistics shown. ** indicates significant at 1% level, * indicates significant at 5% level.

Among those who agree or strongly agree with each of these five items, 72.0% are satisfied or very satisfied with the sidewalks. Among those who agree or strongly agree with any four of these five items, 50.8% are satisfied or very satisfied with the sidewalks. The rather sharp drop off reflects a doubling of those who "don't know": from 16.7% among those who agree or strongly with all five items, to 34.6% among those who agree or strongly agree with four items.

J. Funding priorities

We also asked respondents to state their priorities for future spending on walking and bicycling:

Table 23: Funding Priorities for Bicycle Lanes, Bicycle Paths and Sidewalks

	All respondents	Bicyclists, only
<i>First Priority</i>		
Sidewalks	55.6%	47.3%
Bike Paths	28.6	34.5
Bike Lanes	15.7	18.2
<i>Second Priority, if any</i>		
Sidewalks	26.7	30.8
Bike Paths	36.7	34.1
Bike Lanes	29.8	30.2
Don't Know	6.9	4.8

The table below shows that the overall funding allocation varies only modestly by weight given to the first and second priorities. Two options are shown below:

Table 24: Weighting of First and Second Funding Priorities

	First and Second choices equal	First choice weighs .67, and Second choice .33
<i>Funding Allocation</i>		
Sidewalks	42.1%	46.7%
Bike Paths	34.0	32.2
Bike Lanes	23.8	21.1

Relative allocations of bicyclists are quite similar. For example, when first and second choices weigh equally, relative allocations are: 39.8% (sidewalks), 35.2% (bike paths) and 25.0% (bike lanes). When the first choice weights twice of the second choice, the allocations, are respectively, 42.4%, 34.9% and 22.7%.

Funding preferences vary only modestly by county (Appendix 5). First choice preferences for sidewalks range from 49.8% in Sumter to 57.7% in Volusia. First choice preferences for bike paths range from 20.8% in Marion to 34.5% in Flagler, and first choice preferences for bike lanes vary from 10.5% in Brevard to 18.7% in Sumter.

Appendices:

- Appendix 1: Responses of All Respondents**
- Appendix 2: Responses of Bicyclists and Non-Bicyclists**
- Appendix 3: Open-Ended Responses**
- Appendix 4: Responses by Type of Urbanization**
- Appendix 5: Responses by County**
- Appendix 6: Demographic Analysis of the Sample**
- Appendix 7: General and Specific State Roads**
- Appendix 8: Survey Instrument**

Appendix 1: All respondents

Note: results are weighted for county size (see “Methods”).

Note: The total number of weighted surveys is 1,815.

1. In order for our survey to be valid, we must interview only persons over the age of 18 living in ___[location]___. Would that be you?

Yes	100.0 %
No	0.0
N =	1,815

2. I will read you some statements about bicycling in and around your area. **Bike paths** are paved pathways for bikes and pedestrians that are not part of any roadway. Cars are not allowed on bike paths. By contrast, **Bicycle lanes** are parts of the road designated for bicycling; they are typically on the right side of road, and are separated from other traffic by a solid white line and are sometimes specially marked with a bicycle logo or diamond.

- 2a. Do you understand what a bike path is?

Yes	99.7 %
No	0.3
N =	1,815

- a1. If “no”: re-read and ask this question again: Do you now understand what a bike path is?

Yes	100.0 %
No	0.0
N =	5

- 2b. Do you understand what a bike lane is, and how it differs from any bike path?

Yes	98.0 %
No	2.0
N =	1,815

- b1. If “no”: re-read and ask this question again: Do you now understand what a bike lane is?

Yes	100.0 %
No	0.0
N =	37

I will now ask you some questions about **bike paths**. Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”

- c. There are adequate bike paths in my area.

Strongly Agree	3.6 %
----------------	-------

Agree	24.5
Don't Know	50.0
Disagree	12.5
Strongly Disagree	9.5
N =	1,815

d. The bike paths in my area are visually attractive.

Strongly Agree	3.1 %
Agree	38.6
Don't Know	37.2
Disagree	5.7
Strongly Disagree	15.4
N =	1,815

e. It is safe to bicycle on the bike paths in my area.

Strongly Agree	3.4 %
Agree	45.6
Don't Know	32.2
Disagree	5.0
Strongly Disagree	13.8
N =	1,815

f. Pedestrians cause accidents on designated bike paths.

Strongly Agree	.9 %
Agree	26.7
Don't Know	43.6
Disagree	2.9
Strongly Disagree	25.9
N =	1,815

g. I am familiar with the bicycle paths in my area.

Strongly Agree	3.7 %
Agree	57.1
Don't Know	27.6
Disagree	2.8
Strongly Disagree	8.8
N =	1,815

I will now ask you some questions about **bike lanes**. Again, please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know."

h. There are adequate bike lanes in my area.

Strongly Agree	1.9 %
Agree	25.7

Don't Know	55.4
Disagree	9.8
Strongly Disagree	7.2
N =	1,815

i. It is safe to bicycle on roads with designated bike lanes

Strongly Agree	1.3 %
Agree	42.2
Don't Know	42.6
Disagree	6.6
Strongly Disagree	7.4
N =	1,815

j. Bikes on bike lanes are adequately separated from cars

Strongly Agree	1.4 %
Agree	35.3
Don't Know	49.8
Disagree	7.0
Strongly Disagree	6.5
N =	1,815

k. I am familiar with the bicycle lanes in my area

Strongly Agree	3.0 %
Agree	65.5
Don't Know	23.7
Disagree	2.0
Strongly Disagree	5.7
N =	1,815

3. I am now going to read to you some general statements. Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know."

a. My area is a more attractive place for bicycling and walking than other places that I know about.

Strongly Agree	7.1 %
Agree	48.7
Don't Know	33.4
Disagree	3.6
Strongly Disagree	7.3
N =	1,815

b. I would like my area to be among the most attractive places for bicycling and walking in the U.S.

Strongly Agree	18.6 %
Agree	66.3
Don't Know	11.0

Disagree	.8
Strongly Disagree	3.3
N =	1,815

c. I would like to live in a place where more of my daily needs can be met through walking or bicycling.

Strongly Agree	18.3	%
Agree	62.6	
Don't Know	15.6	
Disagree	.6	
Strongly Disagree	2.9	
N =	1,815	

d. Good bicycle facilities make it attractive for people to move into the area.

Strongly Agree	10.0	%
Agree	68.3	
Don't Know	14.3	
Disagree	.4	
Strongly Disagree	6.9	
N =	1,815	

e. Good bicycle facilities make it attractive for businesses to move into the area.

Strongly Agree	5.0	%
Agree	44.9	
Don't Know	33.2	
Disagree	.8	
Strongly Disagree	16.1	
N =	1,815	

f. Police should give tickets to motorists who fail to stop for pedestrians in crosswalks

Strongly Agree	32.5	%
Agree	60.6	
Don't Know	5.1	
Disagree	.5	
Strongly Disagree	1.2	
N =	1,815	

g. Police should give warnings or tickets to bicyclists who violate the law.

Strongly Agree	26.8	%
Agree	68.9	
Don't Know	2.7	
Disagree	.3	
Strongly Disagree	1.3	
N =	1,815	

h. It is safe for children to ride their bicycles in my neighborhood.

Strongly Agree	5.0 %
Agree	51.7
Don't Know	34.9
Disagree	6.1
Strongly Disagree	2.2
N =	1,815

i. I would like more opportunities to take my bike on a bus to where I go.

Strongly Agree	4.1 %
Agree	38.2
Don't Know	41.7
Disagree	1.2
Strongly Disagree	14.8
N =	1,815

j. I would like more opportunities to park my car, and then bike for pleasure.

Strongly Agree	6.2 %
Agree	65.7
Don't Know	21.0
Disagree	.3
Strongly Disagree	6.8
N =	1,815

k. I would like more opportunities to bike to work.

Strongly Agree	3.7 %
Agree	35.8
Don't Know	47.6
Disagree	1.6
Strongly Disagree	11.3
N =	1,815

l. The network of bicycle paths and lanes go where I need them to go in my area.

Strongly Agree	1.4 %
Agree	31.6
Don't Know	51.1
Disagree	5.8
Strongly Disagree	10.2
N =	1,815

m. I would bike and walk for exercise more, if good facilities were conveniently located.

Strongly Agree	19.5 %
Agree	61.3

Don't Know	16.0
Disagree	.2
Strongly Disagree	3.0
N =	1,815

4. I will now ask you some questions about the state roads in your county. These are roads that start with the letters "SR," such as the following state roads in your county.

a. Are you familiar with any of these roads?

Yes	75.9 %
No	24.1
N =	1,815

b. Overall, how satisfied are you with the sidewalks on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Very Satisfied	1.9 %
Satisfied	30.8
No Opinion	40.9
Dissatisfied	10.7
Very Dissatisfied	15.7
N =	1,377

c. Overall, how satisfied are you with the bike lanes on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Very Satisfied	1.3 %
Satisfied	18.1
No Opinion	47.1
Dissatisfied	13.0
Very Dissatisfied	20.5
N =	1,377

Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know." Again, we are talking about the state roads in your county.

d. It is safe to walk on these sidewalks.

Strongly Agree	2.9 %
Agree	53.9
Don't Know	29.7
Disagree	3.9
Strongly Disagree	9.5
N =	1,377

e. These sidewalks are adequately separated from fast driving cars.

Strongly Agree	2.7 %
----------------	-------

Agree	51.0
Don't Know	32.8
Disagree	4.6
Strongly Disagree	8.9
N =	1,377

f. The sidewalks have a smooth and even surface.

Strongly Agree	2.0 %
Agree	47.8
Don't Know	27.6
Disagree	3.3
Strongly Disagree	19.3
N =	1,377

g. There are safe street crossings across these roads.

Strongly Agree	1.9 %
Agree	44.5
Don't Know	39.7
Disagree	5.3
Strongly Disagree	8.6
N =	1,377

h. There are adequate sidewalks on the SR roads in my county.

Strongly Agree	1.3 %
Agree	32.8
Don't Know	49.1
Disagree	5.8
Strongly Disagree	11.0
N =	1,303

i. It is safe to bicycle on or along these roads

Strongly Agree	1.2 %
Agree	20.4
Don't Know	59.8
Disagree	11.9
Strongly Disagree	6.7
N =	1,377

j. Bikes on these bike lanes are adequately separated from cars

Strongly Agree	1.9 %
Agree	24.5
Don't Know	54.4
Disagree	7.1
Strongly Disagree	12.1

N = 1,377

k. Fast driving cars make it dangerous to ride bikes along these roads.

Strongly Agree	29.8	%
Agree	59.1	
Don't Know	7.3	
Disagree	.8	
Strongly Disagree	3.1	
N =	1,377	

l. It is convenient to bicycle where I need to go using these roads.

Strongly Agree	1.0	%
Agree	23.2	
Don't Know	56.4	
Disagree	6.3	
Strongly Disagree	13.2	
N =	1,377	

m. There are adequate bicycle lanes on the SR roads in my county.

Strongly Agree	.9	%
Agree	19.3	
Don't Know	59.7	
Disagree	7.1	
Strongly Disagree	13.0	
N =	1,303	

n. I would use the SR in my county more for bicycling, if the bike lanes were more accessible and safe to use.

Strongly Agree	10.5	%
Agree	52.3	
Don't Know	28.7	
Disagree	1.4	
Strongly Disagree	7.2	
N =	1,303	

o. Have you ever bicycled along a SR road in your county?

Yes	42.9	%
No	55.9	
Don't Know	1.3	
N =	1,303	

5. I will now read you a different short list of roads in your county, that contain some specific segments. Again, Please tell me if you are familiar with any of them.

a. Are you familiar with any of these state roads?

Yes	68.6 %
No	31.4
N =	1,815

b. Overall, how satisfied are you with the sidewalks on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Very Satisfied	2.5 %
Satisfied	29.8
No Opinion	38.6
Dissatisfied	9.5
Very Dissatisfied	19.7
N =	1,245

c. Overall, how satisfied are you with the bike lanes on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Very Satisfied	.6 %
Satisfied	18.8
No Opinion	47.7
Dissatisfied	10.5
Very Dissatisfied	22.3
N =	1,245

Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know."

d. It is safe to bicycle on or along these roads.

Strongly Agree	.3 %
Agree	19.4
Don't Know	55.7
Disagree	13.5
Strongly Disagree	11.1
N =	1,245

e. Bikes on these bike lanes are adequately separated from cars.

Strongly Agree	.4 %
Agree	23.5
Don't Know	54.7
Disagree	7.6
Strongly Disagree	13.9
N =	1,245

f. Fast driving cars make it dangerous to ride bikes along this road.

Strongly Agree	23.6	%
Agree	62.6	
Don't Know	8.3	
Disagree	.2	
Strongly Disagree	5.2	
N =	1,245	

g. These roads would be safer for bicycling if bike lanes were wider.

Strongly Agree	10.5	%
Agree	65.5	
Don't Know	16.4	
Disagree	.6	
Strongly Disagree	7.0	
N =	1,245	

h. It is convenient to bicycle where I need to go using these roads.

Strongly Agree	1.6	%
Agree	24.7	
Don't Know	53.7	
Disagree	3.9	
Strongly Disagree	16.0	
N =	1,245	

i. Have you ever bicycled along one of these roads? (responses: Y, N, DK).

Yes	33.0	%
No	65.3	
Don't Know	1.7	
N =	1,172	

6. Now I want to ask you some questions about your bicycling habits.

a. On average, how often do you bicycle each month? _____

Check here if "don't know:" n = 2

A1: all responses shown

0	43.6	%
1-4	24.4	
5-10	15.1	
11-20	9.1	
21-30	5.9	
Over 30	1.9	
N =	1,810	
Mean=	6.01	

Median= 2.00

A2: responses shown among those who bicycle

1-4	43.1 %
5-10	26.9
11-20	16.2
21-30	10.4
Over 30	3.4
N =	1,020
Mean=	10.66
Median=	5.76

b. For what purposes do you bicycle? [READ ALL and **CHECK ALL THAT APPLY**]

b1. To and from work

Yes	7.4 %
No	92.6
N =	1,020

b2. Pleasure, recreation, health, fitness or fun

Yes	98.8 %
No	1.2
N =	1,020

b3. Errands (such as shopping)

Yes	27.2 %
No	72.8
N =	1,020

b4. Going to school or bringing children to school

Yes	9.2 %
No	90.8
N =	1,020

B5. Other

Yes	2.0 %
No	98.0
N =	1,020

See Appendix 2 for list of "other" responses

c. Do you have children under 18 years who ride a bike?

Yes	26.1 %
No	73.9

Don't Know 1,815
N =

If yes,

d. Do any of these children ride their bike to school?

Yes 15.9 %
No 84.1
N = 474

If yes,

e. Is it safe for the children who live with you to bike to school?

Yes 60.2 %
No 33.4
Don't Know 6.3
N = 75

f. When bicycling to school, do they sometimes share the roads with cars?

Yes 59.7 %
No 40.3
Don't Know 0.0
N = 75

g. Is riding their bike or walking the only way they can get to school?

Yes 52.9 %
No 45.2
Don't Know 1.9
N = 75

7. Open-ended questions for a subset of 200 randomly selected respondents, about evenly divided among the nine counties

a. In as few words as possible, what things do you like most about bicycling or walking in your area? →
See Appendix 2

Being outdoors, scenery, peaceful, beautiful or clean environment:	33.0 %
Exercise, health:	22.1
"It's safe":	12.3
Other:	9.1
Nothing, Don't Know	7.6
Path, trails, other facilities:	7.6
Social activity	4.0
Doesn't walk or bike:	2.2
Convenient to other locations:	2.2

a1. does your answer refer to: walking [] bicycling [] both walking and bicycling []

Walking	24.5 %
Bicycling	9.9
Both	65.7
N =	278

b. In as few words as possible, what things do you like least about bicycling or walking in your area? →
See Appendix 2

Traffic, Traffic related:	23.2 %
Doesn't know, nothing:	18.0
Other:	15.4
Sidewalks:	12.1
Bike Lanes, Bike Paths- other (not safety):	8.5
Roads:	7.7
Weather:	7.0
Unsafe (unspecified, not traffic):	4.4
Bike Lanes, Bike Paths- safety (explicit):	1.8
Does not walk or bicycle:	1.1
Trails:	0.7

B1. does your answer refer to: walking [] bicycling [] both walking and bicycling []

Walking	20.4 %
Bicycling	13.0
Both	66.6
N =	276

8. We would like to know your priorities for future spending on walking and bicycling.

a. What is your first priority: spending for bike paths, sidewalks, or bike lanes? Check one: Sidewalks [], Bike paths [], Bike Lanes []

Sidewalks	55.6 %
Bike Paths	28.6
Bike Lanes	15.7
N =	1,815

b. What is your second priority, if any? Check one: Sidewalks [], Bike paths [], Bike Lanes []

Sidewalks	26.7 %
Bike Paths	36.7
Bike Lanes	29.8
Don't Know	6.9
N =	1,815

9. Your answers to the following questions will help us better analyze the results of this survey. Let me remind you that you may skip any question you choose not to answer.

- a. In what County do you live? Orange [] Seminole [] Osceola [] Brevard [] Flagler []
 Lake [] Marion [] Sumter [] and Volusia []

	Weighted		Unweighted	
	%	Number	%	Number
Brevard	16.4	297	11.0	200
Flagler	1.8	33	11.0	200
Lake	7.4	135	11.0	201
Marion	9.1	164	11.1	202
Orange	29.7	538	11.0	201
Osceola	5.9	107	11.6	211
Seminole	12.1	220	11.1	202
Sumter	2.0	36	11.1	203
Volusia	15.7	284	11.0	201
N =	100.0	1815	100.0	1821

- b. Do you plan to live in your area for the next 5 years or more?

Yes	89.3	%
No	6.9	
Don't Know	3.8	
N =	1,811	

- c. Do you work outside of your home?

Yes	55.7	%
No	44.3	
Don't Know	0.0	
N =	1,811	

If yes,

- c1. If "yes," how many miles is your work from home? _____ miles

1-5	32.4	%
6-10	20.3	
11-20	27.0	
21-35	12.8	
More than 35	7.5	
Mean=	16.53	
Median=	10.00	
N =	1,006	

- d. Do you need a car for getting to and from your work?

Yes	51.2	%
No	48.8	
Don't Know	0.0	

N = 1,811

e. What is your gender?

Male	46.0 %
Female	54.0
N =	

f. How much formal schooling have you had?

Less than HS	4.1 %
High School	24.7
Some College	32.0
College Graduate	23.3
Grad./Prof. Degree	15.8
N =	1,796

g. Which of the following ranges best describe your age?

18-24	8.0 %
25-34	14.4
35-44	23.7
45-54	15.5
55-64	15.6
65-74	12.8
75-84	8.8
85 and over	1.1
N =	1,781

h. Do you describe yourself

White	77.3 %
Black/African-Amer.	9.9
Hispanic	9.5
Asian	1.3
Other	2.0
N =	1,788

i. Do you consider yourself to be living in an urban or rural area?

Urban	32.5 %
Rural	19.1
Transitional	47.8
Don't Know	.6
N =	1,751

j. Which of the following ranges best describe your total annual household income?

\$20,000 or less	16.1 %
------------------	--------

\$20,001 to \$40,000	29.4
\$40,001 to \$60,000	22.9
\$60,001 to \$80,000	14.9
\$80,001 to \$100,000	6.9
above \$100,000	9.9
N =	1,370

Appendix 2: Responses of Bicyclists and Non-Bicyclists

Note: Results are weighted for county size (see “Methods”), and for those who ride a bike at least once per month.

Note: The total number of weighted surveys is 1,020 (bicyclists, only), and 790 non-bicyclists

Non-Bicyclists

Bicyclists, only

1. In order for our survey to be valid, we must interview only persons over the age of 18 living in ___[location]___. Would that be you?

Yes	100.0 %	100.0 %
No	0.0	0.0
N =	790	1,020

2. I will read you some statements about bicycling in and around your area. **Bike paths** are paved pathways for bikes and pedestrians that are not part of any roadway. Cars are not allowed on bike paths. By contrast, **Bicycle lanes** are parts of the road designated for bicycling; they are typically on the right side of road, and are separated from other traffic by a solid white line and are sometimes specially marked with a bicycle logo or diamond.

- 2a. Do you understand what a bike path is?

Yes	99.4 %	99.9 %
No	0.6	0.1
N =	790	1,020

- a1. If “no”: re-read and ask this question again: Do you now understand what a bike path is?

Yes	100.0 %	100.0 %
No	0.0	0.0
N =	4	1

- 2b. Do you understand what a bike lane is, and how it differs from any bike path?

Yes	97.8 %	98.1 %
No	2.2	1.9
N =	790	1,020

- b1. If “no”: re-read and ask this question again: Do you now understand what a bike lane is?

Yes	100.0 %	100.0 %
No	0.0	0.0
N =	17	20

I will now ask you some questions about **bike paths**. Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”

Non-Bicyclists**Bicyclists, only**

c. There are adequate bike paths in my area.

Strongly Agree	3.5 %	3.6 %
Agree	22.5	26.1
Don't Know	48.9	50.7
Disagree	9.3	15.0
Strongly Disagree	15.8	4.6
N =	790	1,020

d. The bike paths in my area are visually attractive.

Strongly Agree	2.2 %	3.8 %
Agree	33.2	42.7
Don't Know	38.0	36.7
Disagree	4.5	6.7
Strongly Disagree	22.2	10.1
N =	790	1,020

e. It is safe to bicycle on the bike paths in my area.

Strongly Agree	1.8 %	4.6 %
Agree	41.5	48.7
Don't Know	33.4	21.3
Disagree	3.4	6.4
Strongly Disagree	19.9	9.1
N =	790	1,020

f. Pedestrians cause accidents on designated bike paths.

Strongly Agree	0.3 %	1.4 %
Agree	25.7	27.6
Don't Know	39.3	46.7
Disagree	1.7	3.8
Strongly Disagree	33.0	20.6
N =	790	1,020

g. I am familiar with the bicycle paths in my area.

Strongly Agree	0.9 %	5.9 %
Agree	45.3	66.3
Don't Know	37.3	20.1
Disagree	3.0	2.6
Strongly Disagree	13.5	5.1
N =	790	1,020

I will now ask you some questions about **bike lanes**. Again, please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know."

Non-Bicyclists**Bicyclists, only**

h. There are adequate bike lanes in my area.

Strongly Agree	1.7 %	2.1 %
Agree	28.0	23.8
Don't Know	53.3	57.2
Disagree	7.3	11.7
Strongly Disagree	9.7	5.2
N =	790	1,020

i. It is safe to bicycle on roads with designated bike lanes

Strongly Agree	1.0 %	1.5 %
Agree	45.6	39.4
Don't Know	39.2	45.2
Disagree	5.3	7.6
Strongly Disagree	8.8	6.3
N =	790	1,020

j. Bikes on bike lanes are adequately separated from cars

Strongly Agree	1.2 %	1.4 %
Agree	34.9	35.7
Don't Know	49.8	49.7
Disagree	5.1	8.5
Strongly Disagree	9.0	4.6
N =	790	1,020

k. I am familiar with the bicycle lanes in my area

Strongly Agree	1.9 %	3.9 %
Agree	57.7	71.6
Don't Know	29.5	19.3
Disagree	2.3	1.7
Strongly Disagree	8.5	3.5
N =	790	1,020

3. I am now going to read to you some general statements. Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know."

a. My area is a more attractive place for bicycling and walking than other places that I know about.

Strongly Agree	4.9 %	8.8 %
Agree	45.0	51.3
Don't Know	38.6	29.4
Disagree	3.1	4.0
Strongly Disagree	8.3	6.5

	Non-Bicyclists	Bicyclists, only
N =	790	1,020
b. I would like my area to be among the most attractive places for bicycling and walking in the U.S.		
Strongly Agree	10.8 %	24.6 %
Agree	66.3	66.4
Don't Know	17.3	6.2
Disagree	0.4	1.1
Strongly Disagree	5.2	1.8
N =	790	1,020
c. I would like to live in a place where more of my daily needs can be met through walking or bicycling.		
Strongly Agree	10.1 %	24.6 %
Agree	62.0	63.3
Don't Know	23.4	9.6
Disagree	0.8	0.3
Strongly Disagree	3.8	2.1
N =	790	1,020
d. Good bicycle facilities make it attractive for people to move into the area.		
Strongly Agree	6.7 %	12.6 %
Agree	64.1	71.6
Don't Know	18.3	11.2
Disagree	0.8	0.2
Strongly Disagree	10.1	4.5
N =	790	1,020
e. Good bicycle facilities make it attractive for businesses to move into the area.		
Strongly Agree	3.4 %	6.2 %
Agree	39.8	48.6
Don't Know	37.5	30.0
Disagree	0.9	0.8
Strongly Disagree	18.4	14.5
N =	790	1,020
f. Police should give tickets to motorists who fail to stop for pedestrians in crosswalks		
Strongly Agree	30.0 %	34.6 %
Agree	63.8	58.1
Don't Know	4.7	5.5
Disagree	0.5	0.4
Strongly Disagree	1.0	1.4
N =	790	1,020

Non-Bicyclists**Bicyclists, only**

g. Police should give warnings or tickets to bicyclists who violate the law.

Strongly Agree	26.7 %	26.9 %
Agree	70.1	67.9
Don't Know	1.9	3.4
Disagree	0.2	0.4
Strongly Disagree	1.2	1.4
N =	790	1,020

h. It is safe for children to ride their bicycles in my neighborhood.

Strongly Agree	4.0 %	5.8 %
Agree	51.3	52.0
Don't Know	37.3	33.3
Disagree	5.1	6.9
Strongly Disagree	2.3	2.0
N =	790	1,020

i. I would like more opportunities to take my bike on a bus to where I go.

Strongly Agree	2.6 %	5.2 %
Agree	29.3	45.1
Don't Know	46.2	38.4
Disagree	1.4	1.1
Strongly Disagree	20.4	10.3
N =	790	1,020

j. I would like more opportunities to park my car, and then bike for pleasure.

Strongly Agree	4.2 %	7.6 %
Agree	53.1	75.7
Don't Know	30.3	13.8
Disagree	0.4	0.2
Strongly Disagree	12.0	2.7
N =	790	1,020

k. I would like more opportunities to bike to work.

Strongly Agree	1.9 %	5.1 %
Agree	29.1	41.0
Don't Know	51.0	44.9
Disagree	2.6	0.9
Strongly Disagree	15.4	8.1
N =	790	1,020

l. The network of bicycle paths and lanes go where I need them to go in my area.

	Non-Bicyclists	Bicyclists, only
Strongly Agree	1.0 %	1.7 %
Agree	30.7	32.2
Don't Know	45.7	55.3
Disagree	5.3	6.2
Strongly Disagree	17.3	4.6
N =	790	1,020

m. I would bike and walk for exercise more, if good facilities were conveniently located.

Strongly Agree	12.9 %	24.7 %
Agree	58.5	63.4
Don't Know	23.5	10.2
Disagree	0.0	0.4
Strongly Disagree	5.1	1.4
N =	790	1,020

4. I will now ask you some questions about the state roads in your county. These are roads that start with the letters "SR," such as the following state roads in your county.

a. Are you familiar with any of these roads?

Yes	69.9 %	80.4 %
No	30.1	19.6
N =	790	1,020

b. Overall, how satisfied are you with the sidewalks on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Very Satisfied	2.9 %	1.3 %
Satisfied	32.3	29.7
No Opinion	36.9	43.7
Dissatisfied	10.1	11.1
Very Dissatisfied	17.8	14.1
N =	552	820

c. Overall, how satisfied are you with the bike lanes on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Very Satisfied	2.1 %	0.8 %
Satisfied	16.8	18.7
No Opinion	40.2	51.9
Dissatisfied	10.9	14.5
Very Dissatisfied	30.1	14.0
N =	552	820

Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know." Again, we are talking about the state roads in your county.

Non-Bicyclists**Bicyclists, only**

d. It is safe to walk on these sidewalks.

Strongly Agree	3.1 %	2.7 %
Agree	52.2	55.1
Don't Know	28.2	30.9
Disagree	4.2	3.8
Strongly Disagree	12.2	7.5
N =	552	820

e. These sidewalks are adequately separated from fast driving cars.

Strongly Agree	3.9 %	1.9 %
Agree	52.7	49.6
Don't Know	28.7	35.7
Disagree	3.8	5.1
Strongly Disagree	10.9	7.6
N =	552	820

f. The sidewalks have a smooth and even surface.

Strongly Agree	2.2 %	1.8 %
Agree	43.9	50.4
Don't Know	26.0	28.6
Disagree	2.2	4.1
Strongly Disagree	25.8	15.0
N =	552	820

g. There are safe street crossings across these roads.

Strongly Agree	1.8 %	2.0 %
Agree	41.9	46.3
Don't Know	39.8	39.6
Disagree	5.9	4.9
Strongly Disagree	10.6	7.0
N =	552	820

h. There are adequate sidewalks on the SR roads in my county.

Strongly Agree	1.9 %	0.9 %
Agree	29.9	34.7
Don't Know	46.9	50.7
Disagree	5.9	5.8
Strongly Disagree	15.4	7.9
N =	515	784

i. It is safe to bicycle on or along these roads

	Non-Bicyclists	Bicyclists, only
Strongly Agree	1.7 %	0.9 %
Agree	20.5	20.2
Don't Know	58.1	61.0
Disagree	9.2	13.6
Strongly Disagree	10.5	4.0
N =	552	820

j. Bikes on these bike lanes are adequately separated from cars

Strongly Agree	2.4 %	1.7 %
Agree	27.1	22.7
Don't Know	49.4	57.7
Disagree	6.3	7.6
Strongly Disagree	14.8	10.3
N =	552	820

k. Fast driving cars make it dangerous to ride bikes along these roads.

Strongly Agree	27.1 %	31.3 %
Agree	58.5	59.7
Don't Know	7.9	6.9
Disagree	1.0	0.6
Strongly Disagree	5.5	1.5
N =	5525	820

l. It is convenient to bicycle where I need to go using these roads.

Strongly Agree	0.9 %	1.1 %
Agree	18.8	26.0
Don't Know	54.2	58.0
Disagree	4.9	7.3
Strongly Disagree	21.3	7.7
N =	552	820

m. There are adequate bicycle lanes on the SR roads in my county.

Strongly Agree	1.4 %	0.6 %
Agree	18.4	19.9
Don't Know	57.6	60.9
Disagree	4.0	9.1
Strongly Disagree	18.5	9.5
N =	515	784

n. I would use the SR in my county more for bicycling, if the bike lanes were more accessible and safe to use.

	Non-Bicyclists	Bicyclists, only
Strongly Agree	6.3 %	13.0 %
Agree	39.9	60.4
Don't Know	38.4	22.4
Disagree	2.1	1.0
Strongly Disagree	13.1	3.2
N =	515	784

o. Have you ever bicycled along a SR road in your county?

Yes	19.1 %	58.5 %
No	77.7	41.5
Don't Know	3.2	0.0
N =	515	784

5. I will now read you a different short list of roads in your county, that contain some specific segments. Again, Please tell me if you are familiar with any of them.

a. Are you familiar with any of these state roads?

Yes	64.9 %	71.5 %
No	35.1	28.5
N =	790	1,020

b. Overall, how satisfied are you with the sidewalks on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Very Satisfied	2.2 %	2.6 %
Satisfied	29.1	30.1
No Opinion	36.6	40.2
Dissatisfied	7.7	10.7
Very Dissatisfied	24.4	16.4
N =	513	730

c. Overall, how satisfied are you with the bike lanes on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Very Satisfied	0.8 %	0.5 %
Satisfied	19.4	18.3
No Opinion	42.8	51.3
Dissatisfied	9.3	11.4
Very Dissatisfied	27.8	18.4
N =	513	730

Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know."

Non-Bicyclists**Bicyclists, only**

d. It is safe to bicycle on or along these roads.

Strongly Agree	0.6 %	0.1 %
Agree	19.9	18.8
Don't Know	50.3	59.6
Disagree	13.2	13.6
Strongly Disagree	16.0	7.8
N =	513	730

e. Bikes on these bike lanes are adequately separated from cars.

Strongly Agree	0.2 %	0.5 %
Agree	25.3	22.3
Don't Know	52.8	55.9
Disagree	5.5	9.0
Strongly Disagree	16.2	12.3
N =	513	730

f. Fast driving cars make it dangerous to ride bikes along this road.

Strongly Agree	22.6 %	24.3 %
Agree	61.1	63.8
Don't Know	8.9	7.9
Disagree	0.6	0.0
Strongly Disagree	6.9	4.1
N =	513	730

g. These roads would be safer for bicycling if bike lanes were wider.

Strongly Agree	8.5 %	11.9
Agree	62.5	67.6
Don't Know	17.8	15.4
Disagree	0.8	0.5
Strongly Disagree	10.4	4.6
N =	513	730

h. It is convenient to bicycle where I need to go using these roads.

Strongly Agree	1.1 %	2.0
Agree	19.2	28.7
Don't Know	54.4	53.3
Disagree	3.0	4.6
Strongly Disagree	22.2	11.4
N =	513	730

i. Have you ever bicycled along one of these roads? (responses: Y, N, DK).

	Non-Bicyclists	Bicyclists, only
Yes	16.0 %	44.6 %
No	81.2	54.4
Don't Know	2.8	1.0
N =	476	694

6. Now I want to ask you some questions about your bicycling habits.

a. On average, how often do you bicycle each month? _____

Check here if "don't know:" n = 2

0	%	0.0 %
1-4		43.1
5-10		26.9
11-20		16.2
21-30		10.4
Over 30		3.4
N =	0	1,020
Mean=		5.76
Median=		10.00

b. For what purposes do you bicycle? [READ ALL and **CHECK ALL THAT APPLY**]

b1. To and from work

Yes	%	7.4 %
No		92.6
N =	0	1,020

b2. Pleasure, recreation, health, fitness or fun

Yes	%	98.8 %
No		1.2
N =	0	1,020

b3. Errands (such as shopping)

Yes	%	27.2 %
No		72.8
N =	0	1,020

b4. Going to school or bringing children to school

Yes	%	9.2 %
No		90.8

	Non-Bicyclists	Bicyclists, only
N =	0	1,020
B5. Other		
Yes	%	2.0 %
No		98.0
N =	0	1,020

See Appendix 2 for list of "other" responses

c. Do you have children under 18 years who ride a bike?

Yes	15.8 %	34.2 %
No	84.2	65.8
Don't Know	790	1,020
N =		

If yes,

d. Do any of these children ride their bike to school?

Yes	15.7 %	15.9 %
No	84.3	84.1
N =	666	349

If yes,

e. Is it safe for the children who live with you to bike to school?

Yes	48.4 %	64.4 %
No	44.4	29.6
Don't Know	7.2	6.0
N =	20	56

f. When bicycling to school, do they sometimes share the roads with cars?

Yes	58.1 %	60.2 %
No	41.9	39.8
Don't Know	0.0	0.0
N =	20	56

g. Is riding their bike or walking the only way they can get to school?

Yes	46.0 %	55.3 %
No	46.7	44.7
Don't Know	7.2	0.0
N =	20	56

Non-Bicyclists**Bicyclists, only**

7. Open-ended questions for a subset of 200 randomly selected respondents, about evenly divided among the nine counties

a. In as few words as possible, what things do you like most about bicycling or walking in your area? →
See Appendix 2

a1. does your answer refer to: walking [] bicycling [] both walking and bicycling []

Walking	48.6 %	5.1 %
Bicycling	5.3	13.5
Both	46.2	81.3
N =	120	155

b. In as few words as possible, what things do you like least about bicycling or walking in your area? →
See Appendix 2

B1. does your answer refer to: walking [] bicycling [] both walking and bicycling []

Walking	39.9 %	4.9 %
Bicycling	5.5	18.8
Both	54.5	76.2
N =	120	155

8. We would like to know your priorities for future spending on walking and bicycling.

a. What is your first priority: spending for bike paths, sidewalks, or bike lanes? Check one: Sidewalks [], Bike paths [], Bike Lanes []

Sidewalks	66.4 %	47.3 %
Bike Paths	20.9	34.5
Bike Lanes	12.7	18.2
N =	790	1,020

b. What is your second priority, if any? Check one: Sidewalks [], Bike paths [], Bike Lanes []

Sidewalks	21.3 %	30.8 %
Bike Paths	40.1	34.1
Bike Lanes	29.0	30.2
Don't Know	9.6	4.8
N =	790	1,020

9. Your answers to the following questions will help us better analyze the results of this survey. Let me remind you that you may skip any question you choose not to answer.

a. In what County do you live? Orange [] Seminole [] Osceola [] Brevard [] Flagler []
Lake [] Marion [] Sumter [] and Volusia []

Non-Bicyclists

Bicyclists, only

	Non-Bicyclists			
	Weighted %	Number	Unweighted %	Number
Brevard	16.7	132	89	10.8
Flagler	1.8	14	87	10.5
Lake	9.3	73	109	13.2
Marion	12.6	99	122	14.8
Orange	28.8	228	85	10.3
Osceola	5.8	46	91	11.0
Seminole	9.1	72	66	8.0
Sumter	2.3	18	101	12.2
Volusia	13.6	107	76	9.2
N =	790	790	826	826

	Bicyclists, only			
	Weighted %	Number	Unweighted %	Number
Brevard	16.0	163	11.1	110
Flagler	1.8	18	11.4	113
Lake	6.0	61	9.2	91
Marion	6.3	64	8.0	79
Orange	30.5	311	11.7	116
Osceola	5.9	61	12.1	120
Seminole	14.5	148	13.7	136
Sumter	1.8	18	10.3	102
Volusia	17.2	175	12.5	124
N =	100.0	1,020	100.0	991

b. Do you plan to live in your area for the next 5 years or more?

Yes	88.1 %	90.1 %
No	7.5	6.5
Don't Know	4.4	3.4
N =	789	1,020

c. Do you work outside of your home?

Yes	42.7 %	65.9 %
No	57.2	34.1
Don't Know	0.0	0.0
N =	789	1,020

If yes,

c1. If "yes," how many miles is your work from home? _____ miles

1-5	32.5 %	32.4 %
6-10	24.7	17.9

	Non-Bicyclists	Bicyclists, only
11-20	25.8	27.7
21-35	10.4	14.1
More than 35	6.6	7.9
Mean=	15.29	16.54
Median=	10.00	10.00
N =	337	668
d. Do you need a car for getting to and from your work?		
Yes	39.8 %	60.2 %
No	60.2	39.7
Don't Know	0.0	0.0
N =	789	1,018
e. What is your gender?		
Male	37.8 %	52.4 %
Female	62.2	47.6
N =	788	1,019
f. How much formal schooling have you had?		
Less than HS	6.0 %	2.7 %
High School	26.5	23.5
Some College	34.6	30.0
College Graduate	19.5	26.2
Grad./Prof. Degree	13.5	17.6
N =	782	1,009
g. Which of the following ranges best describe your age?		
18-24	6.2 %	9.4 %
25-34	9.9	18.0
35-44	14.4	30.9
45-54	15.6	15.4
55-64	15.7	15.5
65-74	19.2	7.8
75-84	16.6	2.9
85 and over	2.3	0.1
N =	772	1,004
h. Do you describe yourself		
White	78.3 %	76.6 %
Black/African-Amer.	11.2	8.9
Hispanic	6.7	11.7
Asian	.9	1.6

Non-Bicyclists**Bicyclists, only**

Other	2.9	1.3
N =	777	1,008

i. Do you consider yourself to be living in an urban or rural area?

Urban	31.7 %	33.2 %
Rural	22.1	16.8
Transitional	45.5	49.5
Don't Know	0.6	0.5
N =	758	989

j. Which of the following ranges best describe your total annual household income?

\$20,000 or less	23.1 %	11.3 %
\$20,001 to \$40,000	34.3	26.1
\$40,001 to \$60,000	19.7	25.1
\$60,001 to \$80,000	9.8	18.3
\$80,001 to \$100,000	6.2	7.2
above \$100,000	6.8	12.0
N =	550	817

Appendix 3: Open-Ended Responses

Note: Categories developed by researcher.

Question 7A: In as few words as possible, what things do you like most about bicycling or walking in your area?

Note: Assignment based on first response.

Being outdoors, scenery, peaceful, beautiful or clean environment:	91
Exercise, health, likes to walk/bike:	61
Path, trails, other facilities:	21
Transportation or Convenient to other locations:	6
Social, Family, Neighborhood:	11
Safety, Safe Traffic:	34
Other:	25
Nothing, Don't Know	21
Doesn't walk or bike:	6

Both walking and bicycling: (n=194)

Being outdoors, scenery, peaceful or beautiful environment: 66

Area Parks
Beautiful Area, Relaxing
Beautiful, Nice Neighbors
Beauty And Weather
Being Out In The Nice Weather
Being Outdoors, The Scenery
Being Outside
Convenience Of The Nearby Lake & Scenery
Enjoy Outdoors, Exercise, Part Of Wellness, Contributes To Quality Of Life
Enjoyable
Fresh Air And Taking In The Sun.
Fresh Air, relaxation
Gives Me The Pleasure Of Enjoying The Out Doors
I Like Seeing The Scenery
It's A Nice Area And I Really Enjoy The Exercise
It's Quiet, Not Much Traffic, And Nice Neighborhood
It's Very Relaxing
Just Being Outside And Enjoying The Fresh Air
Landscape, Scenery
Landscaping & Panorama's
Lives In Gated Community With A Nice Park And A Dock, Local Traffic Only
Looks Good & Clean, Exercise.

Nice Fresh Air.
 Open Space
 Outdoors
 Outdoors, Scenery, Fresh Air
 Peaceful In My Area
 Pleasure And Exercise
 Pretty Area
 Pretty Area, Relaxing
 Pretty Back Streets
 Pretty scenery
 Quiet, Exercise
 Recreation, Exercise And Family Time
 Recreation, Exercise And When The Car Breaks Down To Pick Up Auto Parts
 Refreshing Exercise
 Relaxing (2)
 River Scenery
 Roads Are Shaded, Sea Breeze, Try To Pick Less Dangerous Routes And Flat Paths
 Scenery
 Scenery & Climate
 Scenery And Leisure
 Scenery On & Along The River
 Seeing The People And Ducks On Lake With No Worries About Traffic
 She Lives On A Golf Course Which Is Relaxing
 Surroundings
 The Outdoors And Fresh Air And Exercise
 The Quietness
 The Scenery
 The Scenery The Fresh Air More Space To Ride Bikes For The Children
 The Scenery, The View, The Safety Off The Main Roads.
 The Sights And Sounds And Being Out In The Fresh Air.
 The View, The Exercise.
 The View, Weather, Exercise And Socializing
 To Get Out
 To See The Nature Around Her
 Trees And Peaceful
 Very Attractive Area, Nice People
 Very Good Scenery.
 Very Quiet Nice Neighborhood, Nice Scenery
 Very Quiet
 Very Quiet & Open Areas
 Very Scenic Safe Well Maintained
 View, No Traffic

Exercise, health, likes to walk/bike: 35

Exercise (10)
 Exercise And Family Time
 Exercise And Fresh Air
 Exercise And General Enjoyment
 Exercise, Terrain Is Flat
 Exercise, Close To My House
 Exercise, Meeting Fellow Residents

Exercise, Scenery At Some Places
 Exercise, The Beauty And To Relax
 Fun & Exercise
 Fun And Safe
 Fun To Ride The Bike
 Good Exercise (3)
 Good For Health (2)
 Health And Safety
 Health, To Familiarize With The Area And To Socialize
 Healthy (2)
 I Like It Because It's Good Exercise Saves On The Environment It's Also Less Costly
 I Like To Walk And Bike For Exercise, It's Nice Around Here
 Just For Exercise
 The Exercise
 The Exercise, Bike Lanes Could Be Better

Path, trails, other facilities: 13

Have Bike Trails
 Nice Smooth Roads
 Our Bike Paths Are In The Park, It's Great
 Paths
 Paths And Exercise
 Paths And Scenes
 Shaded Area For Walking, Need More Bike Paths And Lanes In My Area
 System Of Bike Paths 2 Miles Away In Orange City, Socialization, Relaxing
 The Best Path Is Between Oviedo & Winter Springs
 The Off Road Trails
 The Sidewalk Are Nice And Safe And She Enjoys The Neighborhood
 Trails
 Trails And Exercise

Transportation or Convenient to other locations: 5

Can Ride Or Walk To Work & Schools
 Close To The Beach, View Is Wonderful
 Easy Access To Everything In Barefoot Bay
 Easy To 3 Wheel To Places In The Early Morning
 You Can Go To Plenty Of Places, Like Parks To Walk Or Bike

Social, Family, Neighborhood: 8

Being With People While Biking
 Friendliness Of The Neighborhood
 I Like It Most For The Enjoyment Of The Children
 I Like The Antique District. Likes To Walk To Shops And Interact With Other People
 Neighborhood
 Pleasant Experience Visiting With Other People
 The Companionship Neighbors
 The Neighborhood Socializing

Safety, Safe Traffic: 21

Drivers Are Cautious

Feel Safe Walking In My Particular Neighborhood
 Gated Area, Lack Of Traffic 15 MPH Speed Limit
 It's Nice And Peaceful, Not A Whole Lot Of Traffic. It's A Lot Safer And More Enjoyable When
 You Don't Have To Worry About A Lot Of Traffic
 You Don't Have To Worry About A Lot Of Traffic
 It's A Gated Community, So No Traffic Is Good
 Lighted Areas
 No Traffic
 No Traffic And Can Ride In The Street
 Only Ride In Front Of My House & Walk Only In The Park With Others
 Retired Community, Easy To Ride.
 Safe
 Safety (6)
 She Likes To Bicycle In The Neighborhood Because She Feels Safe
 That There Are Not Too Many Cars Around My Area
 The Neighborhood Roads Are Safer Than The Main Roads

Other: 22

Area
 Area Is Clean (2)
 Brings Back Child Hood Memories When I Do It
 Clean And Safe Area, Motorists Are Respectful
 Clean Area
 Economical
 Good For The Environment
 Good In Some Spots And Not So Good In Others
 I Can Take A Dog On Leash For Walk
 I Like The Privacy In Our Village
 It's A Rural Area
 It's Flat. I Moved From New York And There Is A Big Difference
 It More Convenient, Causes Less Traffic, And It's Healthy For You
 More Paths Are Needed And I Would Enjoy It Much More
 Need To Use My Bicycle, Level Ground
 Not Over Populated.
 Saves On Gas
 Walking Dogs And The Fresh Air
 Weather And Nice Neighborhoods
 Would Be Nice
 Would Like To Roller Blade On The Bicycle Lanes

Nothing, Don't Know: 19

Can't Think Of Anything
 Don't Know
 Don't Know Anything About Them, Don't See Any
 No Comment
 No Comment.
 None Of It
 None, There Are No Sidewalks Or Bike Lanes In My Area
 Not Much (2)

Nothing (8)

Nothing, She's 80

There Is Nothing That I Like About It Because You Don't Know If Your Kids Are Going To Make It Safely Or Not; There Are No Sidewalks Only Grass.

Doesn't walk or bike: 5

Can't Walk Or Ride Anymore Due To Health

Does Not Bike Or Walk

Doesn't Have To Do It, Too Dangerous

She Does Not Walk Or Bicycle Either One Because She Is 75 Yr Old

That I Don't Have To Do It

Walking, only: (n=65)

Being outdoors, scenery, peaceful, beautiful or clean environment: 20

Area

Being Out Doors, The Fresh Air

Being Out In The Nice Weather

Being Outdoors, Exercise, Looking At Greenery

Breeze On Beach

Enjoyment Of Being Out In The Fresh Air

Enjoyment Of The Weather Exercise, Twilights In The Summer Socializing

It's A Nice Place To Go And Take A Walk

Like Being Outside

Nature

Nice & Quiet Friendly Mix Of Ages In The People

Not Much Traffic So It Is Relaxing

Quiet

Relaxing And Nice Weather

Relaxing, Goes To Lakefront

Scenery

Scenery & Quite

The Beauty Of It, The Friendliness Of The People, Delightful Street

Trees And Shade

Exercise, health, likes to walk/bike: 15

Enjoy The Fitness

Exercise (3)

Exercise And Trail Riding

For Good Health

Good Exercise

Good Exercise And Safe

Good Exercise, Good For Socializing With Neighbors

Health

Health And Safety

Just To Get Out For The Exercise

The Exercise, Subdivision Residents Acquainted With Each Other, Socialization

To Walk Around The Golf Course

Path, trails, other facilities: 7

Plenty Of Sidewalks In My Area
 Shaded Walkways
 Shady Walking Areas
 Sidewalks Are The Best, Also It's Safe For Older People
 Sidewalks In Good Shape (2)
 We Don't Do Either Due To Lack Of Facilities

Transportation or Convenient to other locations: 0

Social, Family, Neighborhood: 2

Neighbors
 People

Safety, Safe Traffic: 11

It's Safe
 It Is Very Safe Because Of The Speed Limit Also Access To Sidewalks And Space From Fast
 No Cars, No Bikes, No People
 Safe And Good Exercise
 Safe Except For Cars
 Safe, Low Traffic
 Safety (3)
 Safety, Because Of The Speed Limit
 Safety, Nice Surroundings

Other: 10

Confine All Walking For Pleasure And Exercise To 5 Acre Home Site
 Going To Start Walking
 I Can Use My Wheel Chair
 Moving Cars
 Just To Get Out
 Motorized Wheel Chair Outings, Shopping And Handicapped Facilities In Parks, Visit Neighbors
 Nice & Flat For Us Older Folk
 There Is A Park Within 2 Blocks Of Me That Makes It Easy
 The Park Is Great Because It Has A Designated Area For Walking, Mile Markers
 Walking Is Better

Nothing, Don't Know: 2

I Don't Know
 There Is Not Too Much I Like In My Area

Doesn't walk or bike: 0

Bicycling, only: (n=23)Being outdoors, scenery, peaceful, beautiful or clean environment: 5

Fresh Air Helps To Unwind
 Fun And Enjoyable
 Getting Outside Vs Driving
 Nice Surroundings
 The View.

Exercise, health, likes to walk/bike: 11

Exercise (2)
 Exercise, Relaxing , Nature
 Exercise, Ride To Neighbor's House
 Fitness
 Good Exercise
 He Likes Bicycling In His Area
 Health
 Health And Exercise
 Like Biking By The Beach

Path, trails, other facilities: 1

Usually Go To The Trails, Don't Get Rushed There

Transportation or Convenient to other locations: 1

Uses Electric Scooter Going To And From The Store

Social, Family, Neighborhood: 1

Getting Out, Seeing People

Safety, Safe Traffic: 1

Hardly Any Cars, Safety

Other: 3

Beatification Of My Area
 I Am Disabled, But Bicycling is The Cheapest Alternative Transportation
 Jumping Curbs With BMX, Tricks

Nothing, Don't Know: 0Doesn't walk or bike: 1

Don't Bike

Question 7b. In as few words as possible, what things do you like least about bicycling or walking in your area?

Roads:	21
Traffic, Traffic related:	63
Unsafe (unspecified, not traffic):	12
Bike Lanes, Bike Paths- safety (explicit):	5
Bike Lanes, Bike Paths- other (not safety):	23
Trails:	2
Sidewalks:	33
Other:	42
Weather:	19
Doesn't know, nothing:	49
Does not walk or bicycle:	3

Both walking and bicycling: (n=192)

Roads: 12

17-46 Has No Sidewalks Or Bike Lanes. I Live Near Zoo And Must Drive Approx 2 Miles To Get To A Sidewalk
 Community Roads
 Crossing High Speed Roads
 Crossing Over The EE Williamson Overpass
 Highways Are Not Safe
 Intersections Are Time Consuming And Need To Be Mindful Of The Children With You
 Local Traffic, Especially Off Of Rantoule Road On The Public Road That Accesses Our Brand New Subdivision There Are To Up To 400 Cars Per Day, Many Speeding And Ignoring Stop Signs It Is Very Unsafe For People And Animals Would Like To See It Gated F
 Some Roads Are Too Coarse Of A Grade Of Pavement For Comfort.
 The Roads Are So Narrow It Makes It Dangerous
 The Roads Are Too Busy
 Trying To Cross 441
 Trying To Cross Road, Especially From Beach

Traffic, Traffic related: 52

Automobile Traffic
 Bad Drivers
 Bicyclists Do Not Watch Out For Cars. The Roads Are For Cars, Not For Bicycles
 Blind Spots At Corners Are Dangerous
 Careless Drivers
 Cars (3)
 Danger Factor With Vehicles
 Dangers Of Automobile Traffic, Lack Of Separation Between Pedestrians, Bikers And
 Disrespect For The Vehicle By Children Parents Do Not Watch The Children And Make It Unsafe For The Drivers Of Cars
 Fast Cars And Litter
 Not Enough Traffic Lights For Children To Cross Streets Safely

People On Cell Phones Driving By And People Who Don't Pay Attention To People Walking
 Down The Road
 Riding In The Middle Of The Road
 Speed Of The Traffic
 Speeding Young Folk On Their Bikes
 The Cars Are Moving Too Fast
 The Traffic (3)
 The Traffic & Stray Animals
 The Traffic Is Dangerous
 There Is Not Enough Space For The Children To Ride So They Have To Ride On The Road
 Too Close To The Roads, Traffic Too Busy
 Too Much Traffic
 Traffic (15)
 Traffic And Crosswalks
 Traffic And Weather
 Traffic At Intersections
 Traffic Congestion (2)
 Traffic Is Too Heavy
 Traffic Worries Me
 Traffic, Narrow Roads, Rush Hour Traffic, No Enough Street Lights
 Unsafe Cars Drive Too Fast
 Unsafe Contacts Between Bikers And Cars, Children Also Dart In Front Of Cars Causing Unsafe
 Conditions For Drivers
 Watching For Traffic
 Watching Out For Cars
 Worrying About The Cars And Golf Carts, Defensive Bicycle Riding And Walking

Unsafe (unspecified, not traffic): 11

Dangerous (2)
 Lack Of Safe Places To Do It
 Need Safer Place To Walk
 Not Good For Kids Or Anybody Else Safety Wise
 Not Safe In My Area
 Safety
 Safety Factor, Traffic And Need Sidewalks
 Too Dangerous
 Too Dangerous Because Of Construction And Other Drivers
 Unsafe And Not Enough Of Them

Bike Lanes, Bike Paths- safety (explicit): 4

Bike Lanes Are Too Close To Car Lanes
 Bike Lanes In Roadway
 Bike Lanes Are Dangerous In Some Areas, Drivers On Cell Phones Are Not Paying Attention To
 You
 Lack Of Safe Places To Ride For Any Distance, Lack Of Curbs And Sidewalks Outside My
 Immediate Block

Bike Lanes, Bike Paths- other (not safety): 14

Do not like bike paths condition
 I Don't Like To Share My Bike Paths With Golf Carts
 I Would Like More Bike Paths Or Tracks For Me To Ride My Bike
 Inconvenient To Get From My Home To A Bike Path
 Lack Of Paths And Sidewalks
 No Bike Paths
 No Bike Paths On These State Roads
 No Lanes Or Paths
 No Paths And Very Few Sidewalks
 No Place To Ride, Don't Have Too Many Sidewalks In This Area
 Not Enough Bike Paths
 Not Enough Paths Or Lanes
 Not Enough Places To Walk Or Bicycle
 Not Enough Trails

Trails: 2

Lack Of Trails & Sidewalks
 No Trails At All In This Area

Sidewalks: 20

Cracked Sidewalks
 I Don't Like Walking On The Sidewalks They Are Too Narrow
 Lack Of Sidewalks And Bike Paths
 Lack Of Sidewalks,
 Lack Of Sidewalks, Not Enough Lanes For Biking Or Bike Paths
 No Sidewalks (7)
 No Sidewalks Or Paths
 Not Enough Good Sidewalks Or Bike Paths To Feel Safe Or Just Enjoy
 Regret that there are no sidewalks in my neighborhood
 Sidewalks
 Sidewalks Are Not Completed In My Area
 Some Area Of The Neighborhood Do Not Have Sidewalks
 The Overall Quality Of The Sidewalks Is Poor The Motorists Do Not Respect The Person Doing
 It
 Where There Are No Sidewalks

Other: 30

Bugs And Sidewalks
 Construction
 Dogs (2)
 Dogs Running Around Could Chase You
 Drunks And Addicts
 Getting From One Area To Another Without Inconvenience
 Golf Carts
 Having To Chose A Particular Time
 Horse Poop
 Insects / Pests
 It Takes Too Long To Get Somewhere
 Lack Of Rest Stop

Lazy
 Lighting Of The Streets
 Litter
 Missing The Neighbors
 More Tiring, Not Enough Sidewalks & Traffic In Winter Time
 No Disadvantages, Except For Unlawful Speeders
 No Parks Or Safe Areas Like The Trails In Denver
 People Who Follow The Rules
 Same As Above (2)
 The Mosquitoes That Are Around
 The Neighborhood Dogs
 The Same As Above
 Too Many Bugs
 Too Many Trees In The Area
 Would Like To See More Of The Landscape, Not So Many Houses
 You Have To Carry A Stick On The Account Of Bad Dogs

Weather: 13

Heat (6)
 Heat And Paths
 Heat And Roads
 Humidity
 Rain
 The Heat, Uneven & Non-Existent Sidewalks
 Weather Is Not Nice
 When The Weather Is Too Hot

Doesn't know, nothing: 31

Can't Say
 Don't Know
 Don't Know Anything About Them, Don't See Any
 No Comment (2)
 No Complaints (2)
 Nothing (22)
 Nothing I Can Think Of
 Nothing Negative

Does not walk or bicycle: 3

Can't Do It Anymore
 Dislikes Both Walking and Bicycling
 Does Not Bike Or Walk

Walking, only: (n=57)

Roads: 4

All The Roads Need To Be Paved
 Bumpy Roads
 No Paved Path Road

Surfaces Sometimes Ok For Walking, But Not For Motorized Wheel Chairs, Uneven Surfaces,
Wheel Chairs Are Compatible With People Walking, But Not Bikers

Traffic, Traffic related: 11

Automobile
Automobile Traffic In General & Lack Of Places To Walk Safely
Congestion, Too Much Traffic
Fast Cars
Heavy Traffic And Golf Carts
I Am Concerned Only When People Break The Speed Limit Lack Of Education Of Motorists
Who Should Be More Aware Of The Safety Of Pedestrians
The Bikers Should Be Separated From The Motorists They Throw Trash In Yards They Are Loud
And Do Not Give Way For Residents To Get Out Of Their Driveways. They Should Be
Ticketed. They Are Very Rude People
Too Busy
Too Close To Cars
Traffic (2)

Unsafe (unspecified, not traffic): 1

Too Dangerous

Bike Lanes, Bike Paths- safety (explicit): 0

Bike Lanes, Bike Paths- other (not safety): 0

Trails: 0

Sidewalks: 11

Lack Of Sidewalks
Needs Sidewalks
No Sidewalks
No Sidewalks, Too Much Traffic, Unsafe To Walk On The Roads
Not All The Roads Have Sidewalks, Stores Are A Long Way Off
Not Enough Wide Sidewalks
Sidewalk Too Close To The Highway
Sidewalks Do Not Connect
The Fact There Is No Sidewalk
Uneven Sidewalks
No Sidewalks In My Area

Other: 8

Mosquitoes, Weather Issues, Safety Issues (Crime Rate)
No Pathways For Walking
Some Of The People Who Live Here, I Don't Like What They Do
The Heat; Some Paths Are Too Narrow
The Mosquitoes That Are Around
The Sun And Dogs
There Is Not Enough Lighting And No Sidewalks

They Should Put In More Trees To Beautify The Area

Weather: 5

Gets Too Hot
Getting Caught In Rain
Heat
When It Rains
When The Weather Is To Hot

Doesn't know, nothing: 17

Can't Say
I Don't know
No Complaints
No Problems
Nothing (11)
Nothing At All
Nothing That I Don't Like

Does not walk or bicycle: 0

Bicycling, only: (n=33)

Roads: 5

Road Are Too Narrow To Have Bike Lanes With Them
Roads Are Bumpy, And People Go Too Fast
Sandy Pavement, Trash, Poor Curves And Lack Of Sloped Curves
Some Of The Street Have Bumps
The Roads Are Rough, Bumpy Surface

Traffic, Traffic related: 10

Bikers Are Riding In The Flow Of Traffic Making For A Dangerous Situation
Busy Roads
Cars
Cars Drive Too Fast
Fast Drivers - No Where To Safely
Idiots On The Road
On The Main Roads Bicycles Are Causing Traffic Congestion, No Bike Lanes, Olympic Training Center Puts A Lot Of Bikers On The Road
The Danger From Automobiles, Lack Of Law Enforcement, Automobile And Bike Separation
The Danger From Vehicles
The Way Bike Riders Don't Give Way To Cars, Pedestrians, Bikes Ride With The Traffic Rather Than Facing Traffic, Adds To Chances For Accidents

Unsafe (unspecified, not traffic): 1

Unsafe To Bicycle

Bike Lanes, Bike Paths- safety (explicit): 1

Some Of The Bike Paths And Routes Where I Need To Go Take Me Through Areas Where It Is Unsafe Or Bikes Are not Allowed.

Bike Lanes, Bike Paths- other (not safety): 9

Bike Lanes Just Stop All Of A Sudden Into Nothingness
 Lack Lanes And Sidewalks To Ride On
 Lack Of Other Paths
 Narrow Bike Lanes
 No Bike Paths
 No Bike Paths Or Lanes In My Area
 No Designated Bike Lanes On Any Roads In My Area
 Not Enough Bike Paths
 Nowhere Convenient To Ride, Bike Lanes Don't Go All The Way

Trails: 0

Sidewalks:2

Not Enough Sidewalks And Lanes So I Have To Stop Bike For Traffic
 Sidewalk Are Bumpy , Need Driver To Go Biking

Other: 4

Accessibility
 Bugs
 Same As Above
 Too Many Loose Animals

Weather: 1

Summer, It's Too Hot

Doesn't know, nothing: 1

Nothing

Does not walk or bicycle:

Question 6b_ Other: "For purposes for you bicycle?"

Listed are "other" purposes:

All Types Of Things For Which Some People Use Cars
 Appointments
 Avoid Parking, Get Away From Traffic & Basic Transportation
 Biking For Charities
 Doctor Appointments
 Exercise
 Exercise My Dog
 Exercising My Dog

Go Out To Eat Using My Bike
Out To Eat, Coffee
To Get Familiar With The Neighborhood
To Go To The Beach
Traffic Too Dangerous
Visiting Family
Visiting Friends
When I Travel
When I Want To Go Off Road

Appendix 4: Results by Type of Urbanization

Note: Unweighted Results. Type of Urbanization based on zipcode.

1. In order for our survey to be valid, we must interview only persons over the age of 18 living in ___[location]___. Would that be you?

	Rural	Transitional	Urban	All
Yes	100.0%	100.0%	100.0%	100.0%
No	0.0	0.0	0.0	0.0
N =	666	337	818	1,821

2. I will read you some statements about bicycling in and around your area. ***Bike paths*** are paved pathways for bikes and pedestrians that are not part of any roadway. Cars are not allowed on bike paths. By contrast, ***Bicycle lanes*** are parts of the road designated for bicycling; they are typically on the right side of road, and are separated from other traffic by a solid white line and are sometimes specially marked with a bicycle logo or diamond.

- 2a. Do you understand what a bike path is?

	Rural	Transitional	Urban	All
Yes	99.5%	99.1%	99.9%	99.6%
No	.5	.9	.1	.4
N =	666	337	818	1,821

- a1. If “no”: re-read and ask this question again: Do you now understand what a bike path is?

	Rural	Transitional	Urban	All
Yes	100.0%	100.0%	100.0%	100.0%
No	0.0	0.0	0.0	0.0
N =	3	3	1	7

- 2b. Do you understand what a bike lane is, and how it differs from any bike path?

	Rural	Transitional	Urban	All
Yes	98.3%	97.3%	98.8%	98.4%
No	1.7	2.7	1.2	1.6
N =	666	337	818	1,821

- b1. If “no”: re-read and ask this question again: Do you now understand what a bike lane is?

	Rural	Transitional	Urban	All
Yes	100.0%	100.0%	100.0%	100.0%
No	0.0	0.0	0.0	0.0
N =	11	9	10	30

I will now ask you some questions about **bike paths**. Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”

c. There are adequate bike paths in my area.

	Rural	Transitional	Urban	All
Strongly Agree	3.0%	3.6%	3.4%	3.3%
Agree	26.9	26.1	25.4	26.1
Don’t Know	47.3	51.0	49.1	48.8
Disagree	13.8	10.7	11.9	12.4
Strongly Disagree	9.0	8.6	10.1	9.4
N =	666	337	818	1,821

d. The bike paths in my area are visually attractive.

	Rural	Transitional	Urban	All
Strongly Agree	2.7%	3.0%	3.1%	2.9%
Agree	39.3	36.5	39.5	38.9
Don’t Know	36.8	36.5	37.8	37.2
Disagree	6.9	5.3	4.3	5.4
Strongly Disagree	14.3	18.7	15.4	15.6
N =	666	337	818	1,821

e. It is safe to bicycle on the bike paths in my area.

	Rural	Transitional	Urban	All
Strongly Agree	4.1%	3.3%	3.7%	3.7%
Agree	45.0	44.5	48.4	46.5
Don’t Know	31.2	34.1	30.4	31.4
Disagree	6.3	3.9	4.0	4.8
Strongly Disagree	13.4	14.2	13.4	13.6
N =	666	337	818	1,821

f. Pedestrians cause accidents on designated bike paths.

	Rural	Transitional	Urban	All
Strongly Agree	1.2%	1.2%	.5%	.9%
Agree	25.7	29.7	26.9	27.0
Don’t Know	44.9	41.2	44.9	44.2
Disagree	2.7	1.8	2.8	2.6
Strongly Disagree	25.5	26.1	24.9	25.4
N =	666	337	818	1,821

g. I am familiar with the bicycle paths in my area.

	Rural	Transitional	Urban	All
Strongly Agree	3.2%	2.1%	4.2%	3.4%
Agree	56.8	53.7	57.8	56.7
Don’t Know	28.8	30.3	28.6	29.0
Disagree	2.7	3.3	2.2	2.6

Strongly Disagree	8.6	10.7	7.2	8.3
N =	666	337	818	1,821

I will now ask you some questions about **bike lanes**. Again, please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”

h. There are adequate bike lanes in my area.

	Rural	Transitional	Urban	All
Strongly Agree	1.1%	1.2%	2.2%	1.6%
Agree	22.2	24.3	26.8	24.7
Don’t Know	55.1	58.8	54.5	55.5
Disagree	12.5	8.0	9.2	10.2
Strongly Disagree	9.2	7.7	7.3	8.1
N =	666	337	818	1,821

i. It is safe to bicycle on roads with designated bike lanes

	Rural	Transitional	Urban	All
Strongly Agree	2.6%	1.5%	1.6%	1.9%
Agree	41.6	44.2	43.6	43.0
Don’t Know	42.6	40.4	42.4	42.1
Disagree	5.3	5.6	5.7	5.5
Strongly Disagree	8.0	8.3	6.6	7.4
N =	666	337	818	1,821

j. Bikes on bike lanes are adequately separated from cars

	Rural	Transitional	Urban	All
Strongly Agree	.6%	2.1%	1.6%	1.3%
Agree	36.9	37.1	35.8	36.5
Don’t Know	48.9	48.4	49.5	49.1
Disagree	5.0	5.9	6.6	5.9
Strongly Disagree	8.6	6.5	6.5	7.2
N =	666	337	818	1,821

k. I am familiar with the bicycle lanes in my area

	Rural	Transitional	Urban	All
Strongly Agree	2.9%	2.1%	3.3%	2.9%
Agree	60.8	57.6	67.2	63.1
Don’t Know	27.0	31.5	22.5	25.8
Disagree	2.1	2.7	1.7	2.0
Strongly Disagree	7.2	6.2	5.3	6.2
N =	666	337	818	1,821

3. I am now going to read to you some general statements. Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”

a. My area is a more attractive place for bicycling and walking than other places that I know about.

	Rural	Transitional	Urban	All
Strongly Agree	8.1%	7.1%	7.2%	7.5%
Agree	53.5	51.0	49.8	51.3
Don't Know	29.7	31.2	32.5	31.2
Disagree	2.1	3.3	3.4	2.9
Strongly Disagree	6.6	7.4	7.1	7.0
N =	666	337	818	1,821

b. I would like my area to be among the most attractive places for bicycling and walking in the U.S.

	Rural	Transitional	Urban	All
Strongly Agree	16.5%	16.9%	19.1%	17.7%
Agree	69.8	64.1	66.6	67.3
Don't Know	9.8	15.7	10.4	11.1
Disagree	.8	0.0	.5	.5
Strongly Disagree	3.2	3.3	3.4	3.3
N =	666	337	818	1,821

c. I would like to live in a place where more of my daily needs can be met through walking or bicycling.

	Rural	Transitional	Urban	All
Strongly Agree	17.6%	15.1%	18.7%	17.6%
Agree	58.3	61.7	63.7	61.3
Don't Know	21.2	19.3	14.2	17.7
Disagree	.9	.6	.5	.7
Strongly Disagree	2.1	3.3	2.9	2.7
N =	666	337	818	1,821

d. Good bicycle facilities make it attractive for people to move into the area.

	Rural	Transitional	Urban	All
Strongly Agree	10.2%	7.7%	10.4%	9.8%
Agree	70.3	71.2	66.6	68.8
Don't Know	11.7	13.9	15.5	13.8
Disagree	.8	0.0	.2	.4
Strongly Disagree	7.1	7.1	7.2	7.1
N =	666	337	818	1,821

e. Good bicycle facilities make it attractive for businesses to move into the area.

	Rural	Transitional	Urban	All
Strongly Agree	5.6%	3.9%	4.9%	4.9%
Agree	47.9	43.9	45.2	46.0
Don't Know	30.2	32.6	33.1	32.0
Disagree	.3	0.0	1.0	.5
Strongly Disagree	16.1	19.6	15.8	16.6
N =	666	337	818	1,821

f. Police should give tickets to motorists who fail to stop for pedestrians in crosswalks

	Rural	Transitional	Urban	All
Strongly Agree	27.8%	29.1%	33.1%	30.4%
Agree	64.7	65.9	59.5	62.6
Don't Know	5.1	3.3	5.9	5.1
Disagree	.3	.3	.4	.3
Strongly Disagree	2.1	1.5	1.1	1.5
N =	666	337	818	1,821

g. Police should give warnings or tickets to bicyclists who violate the law.

	Rural	Transitional	Urban	All
Strongly Agree	27.3%	24.9%	26.7%	26.6%
Agree	69.2	72.1	68.5	69.4
Don't Know	2.6	1.5	3.5	2.8
Disagree	.2	0.0	.2	.2
Strongly Disagree	.8	1.5	1.1	1.0
N =	666	337	818	1,821

h. It is safe for children to ride their bicycles in my neighborhood.

	Rural	Transitional	Urban	All
Strongly Agree	3.8%	4.2%	5.4%	4.6%
Agree	52.1	52.5	51.2	51.8
Don't Know	34.7	35.6	34.7	34.9
Disagree	6.0	5.9	6.0	6.0
Strongly Disagree	3.5	1.8	2.7	2.8
N =	666	337	818	1,821

i. I would like more opportunities to take my bike on a bus to where I go.

	Rural	Transitional	Urban	All
Strongly Agree	3.5%	2.4%	3.9%	3.5%
Agree	32.7	32.9	39.0	35.6
Don't Know	44.9	51.0	40.1	43.9
Disagree	1.5	1.5	1.2	1.4
Strongly Disagree	17.4	12.2	15.8	15.7
N =	666	337	818	1,821

j. I would like more opportunities to park my car, and then bike for pleasure.

	Rural	Transitional	Urban	All
Strongly Agree	5.7%	6.2%	6.5%	6.2%
Agree	65.0	62.9	64.4	64.4
Don't Know	21.8	23.4	21.4	21.9
Disagree	.2	1.5	.1	.4
Strongly Disagree	7.4	5.9	7.6	7.2
N =	666	337	818	1,821

k. I would like more opportunities to bike to work.

	Rural	Transitional	Urban	All
Strongly Agree	2.7%	3.0%	4.2%	3.4%
Agree	33.5	32.3	34.6	33.8
Don't Know	50.6	50.4	49.1	49.9
Disagree	1.8	1.5	1.3	1.5
Strongly Disagree	11.4	12.8	10.8	11.4
N =	666	337	818	1,821

l. The network of bicycle paths and lanes go where I need them to go in my area.

	Rural	Transitional	Urban	All
Strongly Agree	1.5%	1.2%	1.5%	1.4%
Agree	32.9	31.2	32.6	32.5
Don't Know	47.7	51.9	50.7	49.9
Disagree	7.5	4.7	5.3	6.0
Strongly Disagree	10.4	11.0	9.9	10.3
N =	666	337	818	1,821

m. I would bike and walk for exercise more, if good facilities were conveniently located.

	Rural	Transitional	Urban	All
Strongly Agree	17.6%	16.6%	19.7%	18.3%
Agree	62.5	60.8	61.9	61.9
Don't Know	17.3	19.9	14.8	16.6
Disagree	0.0	0.0	.4	.2
Strongly Disagree	2.7	2.7	3.3	3.0
N =	666	337	818	1,821

4. I will now ask you some questions about the state roads in your county. These are roads that start with the letters "SR," such as the following state roads in your county.

a. Are you familiar with any of these roads?

	Rural	Transitional	Urban	All
Yes	76.4%	79.2%	78.1%	77.7%
No	23.6	20.8	21.9	22.3
N =	666	337	818	1,821

b. Overall, how satisfied are you with the sidewalks on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

	Rural	Transitional	Urban	All
Very Satisfied	2.9%	2.2%	2.2%	2.5%
Satisfied	29.1	23.2	32.1	29.3
No Opinion	42.0	43.4	41.3	42.0
Dissatisfied	14.3	14.2	9.2	12.0
Very Dissatisfied	11.6	16.9	15.2	14.2
N =	509	267	639	1,415

- c. Overall, how satisfied are you with the bike lanes on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

	Rural	Transitional	Urban	All
Very Satisfied	2.4%	1.1%	1.9%	1.9%
Satisfied	20.2	15.7	18.6	18.7
No Opinion	48.7	48.3	46.8	47.8
Dissatisfied	13.2	15.4	12.1	13.1
Very Dissatisfied	15.5	19.5	20.7	18.6
N =	509	267	639	1,415

Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know." Again, we are talking about the state roads in your county.

- d. It is safe to walk on these sidewalks.

	Rural	Transitional	Urban	All
Strongly Agree	3.9%	3.0%	3.1%	3.4%
Agree	49.7	50.9	56.3	52.9
Don't Know	30.6	31.8	28.5	29.9
Disagree	6.3	4.1	3.6	4.7
Strongly Disagree	9.4	10.1	8.5	9.1
N =	509	267	639	1,415

- e. These sidewalks are adequately separated from fast driving cars.

	Rural	Transitional	Urban	All
Strongly Agree	3.1%	3.7%	3.1%	3.3%
Agree	49.3	46.4	54.5	51.1
Don't Know	33.8	34.8	29.9	32.2
Disagree	4.7	4.5	4.5	4.6
Strongly Disagree	9.0	10.5	8.0	8.8
N =	509	267	639	1,415

- f. The sidewalks have a smooth and even surface.

	Rural	Transitional	Urban	All
Strongly Agree	4.1%	1.9%	1.9%	2.7%
Agree	48.9	42.3	49.8	48.1
Don't Know	26.5	29.6	26.8	27.2
Disagree	3.7	3.7	2.7	3.3
Strongly Disagree	16.7	22.5	18.9	18.8
N =	509	267	639	1,415

- g. There are safe street crossings across these roads.

	Rural	Transitional	Urban	All
Strongly Agree	2.0%	2.6%	2.0%	2.1%
Agree	41.7	46.1	46.5	44.7

Don't Know	41.7	38.2	38.5	39.6
Disagree	6.7	4.1	4.5	5.2
Strongly Disagree	8.1	9.0	8.5	8.4
N =	509	267	639	1,415

h. There are adequate sidewalks on the SR roads in my county.

	Rural	Transitional	Urban	All
Strongly Agree	1.4%	.4%	1.2%	1.1%
Agree	26.3	27.5	36.2	30.9
Don't Know	55.2	56.5	48.1	52.3
Disagree	8.0	8.2	4.7	6.6
Strongly Disagree	9.0	7.5	9.8	9.1
N =	487	255	599	1,341

i. It is safe to bicycle on or along these roads

	Rural	Transitional	Urban	All
Strongly Agree	1.0%	1.1%	1.4%	1.2%
Agree	22.2	21.3	19.9	21.0
Don't Know	57.8	62.5	61.2	60.2
Disagree	14.3	10.5	11.0	12.1
Strongly Disagree	4.7	4.5	6.6	5.5
N =	509	267	639	1,415

j. Bikes on these bike lanes are adequately separated from cars

	Rural	Transitional	Urban	All
Strongly Agree	2.2%	1.1%	2.0%	1.9%
Agree	27.9	25.1	24.1	25.7
Don't Know	51.9	53.9	55.6	53.9
Disagree	8.3	6.4	6.9	7.3
Strongly Disagree	9.8	13.5	11.4	11.2
N =	509	267	639	1,415

k. Fast driving cars make it dangerous to ride bikes along these roads.

	Rural	Transitional	Urban	All
Strongly Agree	29.1%	28.5%	29.4%	29.1%
Agree	60.7	60.3	59.0	59.9
Don't Know	8.6	8.6	7.5	8.1
Disagree	.4	.4	1.1	.7
Strongly Disagree	1.2	2.2	3.0	2.2
N =	509	267	639	1,415

l. It is convenient to bicycle where I need to go using these roads.

	Rural	Transitional	Urban	All
Strongly Agree	2.0%	1.1%	1.1%	1.4%
Agree	26.3	21.3	24.1	24.4

Don't Know	56.4	56.2	56.3	56.3
Disagree	6.9	6.0	5.9	6.3
Strongly Disagree	8.4	15.4	12.5	11.6
N =	509	267	639	1,415

m. There are adequate bicycle lanes on the SR roads in my county.

	Rural	Transitional	Urban	All
Strongly Agree	.8%	.4%	1.0%	.8%
Agree	20.7	18.0	20.9	20.3
Don't Know	60.0	60.8	59.4	59.9
Disagree	7.6	8.6	6.2	7.2
Strongly Disagree	10.9	12.2	12.5	11.9
N =	487	255	599	1,341

n. I would use the SR in my county more for bicycling, if the bike lanes were more accessible and safe to use.

	Rural	Transitional	Urban	All
Strongly Agree	10.7%	12.2%	10.7%	11.0%
Agree	54.2	50.6	53.9	53.4
Don't Know	28.3	27.8	27.2	27.7
Disagree	.6	1.6	1.7	1.3
Strongly Disagree	6.2	7.8	6.5	6.6
N =	487	255	599	1,341

o. Have you ever bicycled along a SR road in your county?

	Rural	Transitional	Urban	All
Yes	36.8%	32.2%	45.2%	39.7%
No	61.0	66.7	53.9	58.9
Don't Know	2.3	1.2	.8	1.4
N =	487	255	599	1,341

5. I will now read you a different short list of roads in your county, that contain some specific segments. Again, Please tell me if you are familiar with any of them.

a. Are you familiar with any of these state roads?

	Rural	Transitional	Urban	All
Yes	70.6%	69.1%	68.0%	69.1%
No	29.4	30.9	32.0	30.9
N =	666	337	818	1,821

b. Overall, how satisfied are you with the sidewalks on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

	Rural	Transitional	Urban	All
Very Satisfied	2.6%	4.3%	2.3%	2.8%
Satisfied	27.9	22.7	30.4	28.0
No Opinion	41.5	38.6	39.4	40.0

Dissatisfied	11.7	8.6	9.5	10.2
Very Dissatisfied	16.4	25.8	18.3	19.0
N =	470	233	556	1,259

- c. Overall, how satisfied are you with the bike lanes on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

	Rural	Transitional	Urban	All
Very Satisfied	1.1%	2.6%	.7%	1.2%
Satisfied	21.9	15.5	19.1	19.5
No Opinion	45.7	44.6	48.4	46.7
Dissatisfied	11.7	12.4	9.9	11.0
Very Dissatisfied	19.6	24.9	21.9	21.6
N =	470	233	556	1,259

Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”

- d. It is safe to bicycle on or along these roads.

	Rural	Transitional	Urban	All
Strongly Agree	.6%	.4%	.4%	.5%
Agree	20.4	18.5	20.1	19.9
Don’t Know	56.4	57.9	55.4	56.2
Disagree	16.0	10.7	14.0	14.1
Strongly Disagree	6.6	12.4	10.1	9.2
N =	470	233	556	1,259

- e. Bikes on these bike lanes are adequately separated from cars.

	Rural	Transitional	Urban	All
Strongly Agree	1.1%	0.0	.4%	.6%
Agree	23.4	21.5	23.7	23.2
Don’t Know	53.8	57.5	54.3	54.7
Disagree	10.6	5.6	8.1	8.6
Strongly Disagree	11.1	15.5	13.5	12.9
N =	470	233	556	1,259

- f. Fast driving cars make it dangerous to ride bikes along this road.

	Rural	Transitional	Urban	All
Strongly Agree	26.0%	15.0%	24.8%	23.4%
Agree	62.3	71.7	58.3	62.3
Don’t Know	8.5	7.7	11.5	9.7
Disagree	.2	.4	.2	.2
Strongly Disagree	3.0	5.2	5.2	4.4
N =	470	233	556	1,259

- g. These roads would be safer for bicycling if bike lanes were wider.

	Rural	Transitional	Urban	All
Strongly Agree	13.4%	10.7%	10.1%	11.4%
Agree	63.2	69.1	65.5	65.3
Don’t Know	14.0	12.9	16.9	15.1
Disagree	.6	.9	.4	.6

Strongly Disagree	8.7	6.4	7.2	7.6
N =	470	233	556	1,259

h. It is convenient to bicycle where I need to go using these roads.

	Rural	Transitional	Urban	All
Strongly Agree	1.9%	2.6%	1.3%	1.7%
Agree	27.2	19.3	27.7	26.0
Don't Know	50.9	55.8	51.8	52.2
Disagree	6.6	5.2	3.4	4.9
Strongly Disagree	13.4	17.2	15.8	15.2
N =	470	233	556	1,259

i. Have you ever bicycled along one of these roads? (responses: Y, N, DK).

	Rural	Transitional	Urban	All
Yes	28.6%	27.6%	36.4%	31.8%
No	69.6	70.1	61.8	66.3
Don't Know	1.8	2.3	1.7	1.9
N =	448	221	519	1,118

6. Now I want to ask you some questions about your bicycling habits.

a. On average, how often do you bicycle each month? _____

A1: all responses shown

	Rural	Transitional	Urban	All
0	47.1 %	50.6%	42.0%	45.5%
1-4	24.1	18.8	24.6	23.3
5-10	12.3	15.2	15.2	14.1
11-20	8.3	8.6	10.3	9.2
21-30	6.0	5.1	6.4	6.0
Over 30	2.3	1.8	1.5	1.8
N =	665	336	816	1,817
Mean=	6.10	5.22	6.18	5.97
Median=	1.00	.00	2.00	1.00

A2: responses shown among those who bicycle

	Rural	Transitional	Urban	All
1-4	45.5%	38.0%	42.5%	42.8%
5-10	23.3	30.7	26.2	25.9
11-20	17.6	17.5	17.8	17.0
21-30	11.4	10.2	11.0	11.0
Over 30	4.3	3.6	2.3	3.3
N =	352	166	473	991
Mean=	11.52	10.57	10.66	10.95
Median=	5.00	7.00	6.00	6.0

b. For what purposes do you bicycle? [READ ALL and CHECK ALL THAT APPLY]

b1. To and from work

Rural	Transitional	Urban	All
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Yes	5.1%	3.0%	8.4%	6.3%
No	94.9	97.0	91.6	93.7
N =	352	167	474	993

b2. Pleasure, recreation, health, fitness or fun

	Rural	Transitional	Urban	All
Yes	98.3%	98.2%	98.3%	98.3%
No	1.7	1.8	1.7	1.7
N =	352	167	474	993

b3. Errands (such as shopping)

	Rural	Transitional	Urban	All
Yes	23.6%	26.9%	27.8%	26.2%
No	76.4	73.1	72.2	73.8
N =	352	167	474	993

b4. Going to school or bringing children to school

	Rural	Transitional	Urban	All
Yes	5.1%	9.6%	8.6%	7.6%
No	94.9	90.4	91.4	92.4
N =	352	167	474	993

b5. Other

	Rural	Transitional	Urban	All
Yes	1.7%	1.8%	1.9%	1.8%
No	98.3	98.2	98.1	98.2
N =	352	167	474	993

c. Do you have children under 18 years who ride a bike?

	Rural	Transitional	Urban	All
Yes	21.0%	24.3%	27.8%	24.7%
No	79.0	75.7	72.2	75.3
N =	666	337	818	1,821

If yes,

d. Do any of these children ride their bike to school?

	Rural	Transitional	Urban	All
Yes	5.0%	18.3%	17.2%	13.6%
No	95.0	81.7	82.8	86.4
N =	140	82	227	449

If yes,

e. Is it safe for the children who live with you to bike to school?

	Rural	Transitional	Urban	All
Yes	57.1%	46.7%	69.2%	62.3%
No	42.9	53.3	23.1	32.8
Don't Know	0.0	0.0	7.7	4.9
N =	7	15	39	61

f. When bicycling to school, do they sometimes share the roads with cars?

	Rural	Transitional	Urban	All
Yes	71.4%	80.0%	56.4%	63.9%
No	28.6	20.0	43.6	36.1
Don't Know	0.0	0.0	0.0	0.0
N =	7	15	39	61

g. Is riding their bike or walking the only way they can get to school?

	Rural	Transitional	Urban	All
Yes	42.9%	53.3%	51.3%	50.8%
No	57.1	40.0	48.7	47.5
Don't Know	0.0	6.7	0.0	1.6
N =	7	15	39	61

7. Open-ended questions for a subset of 200 randomly selected respondents, about evenly divided among the nine counties

a. In as few words as possible, please tell me what things what things do you like most about bicycling or walking in your area? → See Appendix 2

	Rural	Transitional	Urban	All
N =	96	55	131	282

a1. does your answer refer to: walking [] bicycling [] both walking and bicycling []

	Rural	Transitional	Urban	All
Walking	21.9%	25.5%	22.9%	23.0%
Bicycling	8.3	3.6	9.9	8.2
Both	69.8	70.9	67.2	68.8
N =	96	55	131	282

b. In as few words as possible, what things do you like least about bicycling or walking in your area? → See Appendix 2

	Rural	Transitional	Urban	All
N =	96	55	130	281

B1. does your answer refer to: walking [] bicycling [] both walking and bicycling []

	Rural	Transitional	Urban	All
Walking	19.8%	23.6%	19.2%	20.3%
Bicycling	14.6	5.5	12.3	11.7
Both	65.6	70.9	68.5	68.0
N =	96	55	130	281

8. We would like to know your priorities for future spending on walking and bicycling.

a. What is your first priority: spending for bike paths, sidewalks, or bike lanes? Check one: Sidewalks [], Bike paths [], Bike Lanes []

	Rural	Transitional	Urban	All
Sidewalks	52.7%	59.1%	56.1%	55.4%
Bike Paths	31.2	26.1	27.9	28.8
Bike Lanes	16.1	14.8	16.0	15.8
N =	666	337	818	1,821

b. What is your second priority, if any? Check one: Sidewalks [], Bike paths [], Bike Lanes []

	Rural	Transitional	Urban	All
Sidewalks	25.7%	21.7%	27.0%	25.5%
Bike Paths	34.1	42.1	37.7	37.2
Bike Lanes	30.2	31.2	28.7	29.7
Don't Know	10.1	5.0	6.6	7.6
N =	666	337	818	1,821

9. Your answers to the following questions will help us better analyze the results of this survey. Let me remind you that you may skip any question you choose not to answer.

a. In what County do you live? Orange [] Seminole [] Osceola [] Brevard [] Flagler [] Lake [] Marion [] Sumter [] and Volusia []

	Rural	Transitional	Urban	All
Brevard	2.0%	13.4%	17.4%	11.0%
Flagler	17.3	18.4	2.8	11.0
Lake	14.3	5.6	10.6	11.0
Marion	14.4	12.5	7.8	11.1
Orange	1.8	8.3	19.7	11.0
Osceola	15.0	8.3	10.1	11.6
Seminole	.9	8.9	20.3	11.1
Sumter	24.9	11.0	0.0	11.1
Volusia	9.5	13.6	11.2	11.0
N =	666	337	818	1,821

b. Do you plan to live in your area for the next 5 years or more?

	Rural	Transitional	Urban	All
Yes	92.0%	88.7%	88.4%	89.8%
No	5.1	6.5	7.5	6.4
Don't Know	2.9	4.8	4.2	3.8
N =	666	336	816	1,818

c. Do you work outside of your home?

	Rural	Transitional	Urban	All
Yes	44.1%	44.6%	57.4%	50.2%
No	55.7	55.4	42.6	49.8

Don't Know	.2	0.0	0.0	.1
N =	666	336	815	1,827

If yes,

c1. If "yes," how many miles is your work from home? _____ miles

	Rural	Transitional	Urban	All
Mean=	23.46	19.37	15.95	18.94
Median=	14.00	10.50	10.00	10.00
N =	294	150	465	909

d. Do you need a car for getting to and from your work?

	Rural	Transitional	Urban	All
Yes	41.3%	42.3%	52.6%	46.5%
No	58.6	57.7	47.3	53.4
Don't Know	.2	0.0	.1	.1
N =	666	336	816	1,818

e. What is your gender?

	Rural	Transitional	Urban	All
Male	47.1%	40.6%	48.3%	46.4%
Female	52.9	59.4	51.7	53.6
N =	665	335	818	1,818

f. How much formal schooling have you had?

	Rural	Transitional	Urban	All
Less than HS	4.1%	5.4%	3.8%	4.2%
High School	31.9	25.8	24.7	27.6
Some College	33.4	32.4	32.1	32.7
College Graduate	17.9	24.3	23.4	21.5
Grad./Prof. Degree	12.7	12.0	15.9	14.0
N =	661	333	809	1,803

g. Which of the following ranges best describe your age?

	Rural	Transitional	Urban	All
18-24	6.7%	4.8%	8.2%	7.1%
25-34	10.7	12.1	15.2	13.0
35-44	18.5	19.7	24.1	21.2
45-54	10.7	15.5	16.3	14.1
55-64	22.4	15.5	15.1	17.8
65-74	18.1	22.1	10.8	15.6
75-84	11.8	9.4	8.7	10.0
85 and over	1.1	.9	1.5	1.2
N =	653	330	802	1,785

h. Do you describe yourself

	Rural	Transitional	Urban	All
White	84.9%	79.8%	76.1%	80.0%
Black/African-Amer.	4.4	10.3	11.0	8.5
Hispanic	8.1	7.6	9.7	8.7
Asian	.8	.6	1.4	1.0
Other	1.8	1.8	1.9	1.8
N =	656	331	807	1,794

i. Do you consider yourself to be living in an urban or rural area?

	Rural	Transitional	Urban	All
Urban	18.3%	24.8%	37.3%	28.0%
Rural	41.2	20.8	15.3	25.8
Transitional	40.1	53.5	46.9	45.6
Don't Know	.5	.9	.5	.6
N =	646	327	791	1,764

j. Which of the following ranges best describe your total annual household income?

	Rural	Transitional	Urban	All
\$20,000 or less	19.9%	14.9%	16.7%	17.6%
\$20,001 to \$40,000	32.0	24.5	31.4	30.4
\$40,001 to \$60,000	25.0	27.3	20.6	23.5
\$60,001 to \$80,000	10.7	20.5	14.5	14.2
\$80,001 to \$100,000	4.4	5.2	7.4	5.9
above \$100,000	8.0	7.6	9.3	8.5
N =	503	249	621	1,313

Appendix 5: Results by County

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

1. In order for our survey to be valid, we must interview only persons over the age of 18 living in ___[location]___. Would that be you? Yes [] No []

	1	2	3	4	5	6	7	8	9	All
Yes	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
No	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N =	200	200	201	202	201	211	202	203	201	1,821

2. I will read you some statements about bicycling in and around your area. **Bike paths** are paved pathways for bikes and pedestrians that are not part of any roadway. Cars are not owed on bike paths. By contrast, **Bicycle lanes** are parts of the road designated for bicycling; they are typically on the right side of road, and are separated from other traffic by a solid white line and are sometimes specially marked with a bicycle logo or diamond.

- 2a. Do you understand what a bike path is?

	1	2	3	4	5	6	7	8	9	All
Yes	100.0%	99.0%	100.0%	100.0%	99.5%	99.5%	100.0%	99.0%	99.5%	99.6%
No	0.0	1.0	0.0	0.0	.5	.5	0.0	1.0	.5	.4
N =	200	200	201	202	201	211	202	203	201	1,821

- a1. If “no”: re-read and ask this question again: Do you now understand what a bike path is?

	1	2	3	4	5	6	7	8	9	All
Yes	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%
No	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N =	0	2	0	0	1	1	0	2	1	7

- 2b. Do you understand what a bike lane is, and how it differs from any bike path?

	1	2	3	4	5	6	7	8	9	All
Yes	98.5%	97.5%	99.0%	99.0%	95.5%	98.1%	100.0%	98.0%	99.5%	98.4%
No	1.5	2.5	1.0	1.0	4.5	1.9	0.0	2.0	.5	1.6
N =	200	200	201	202	201	211	202	203	201	1,821

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

b1. If “no”: re-read and ask this question again: Do you now understand what a bike lane is?

	1	2	3	4	5	6	7	8	9	All
Yes	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%
No	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N =	3	5	2	2	9	4	0	4	1	30

I will now ask you some questions about **bike paths**. Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”

c. There are adequate bike paths in my area.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	2.5%	2.0%	2.5%	3.5%	4.5%	.5%	6.9%	5.4%	2.0%	3.3%
Agree	26.0	33.5	18.4	14.4	26.4	31.3	33.2	35.0	16.4	26.1
Don’t Know	49.5	41.5	53.7	56.9	46.8	49.3	41.1	40.4	60.2	48.8
Disagree	11.0	16.5	15.4	12.4	12.9	8.1	9.9	9.9	15.4	12.4
Strongly Disagree	11.0	6.5	10.0	12.9	9.5	10.9	8.9	9.4	6.0	9.4
N =	200	200	201	202	201	211	202	203	201	1,821

d. The bike paths in my area are visually attractive.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	1.5%	3.5%	1.0%	1.5%	4.5%	.9%	5.4%	5.4%	2.5%	2.9%
Agree	39.0	51.5	27.4	24.3	45.3	46.9	46.0	40.9	28.4	38.9
Don’t Know	40.5	30.0	48.8	49.0	32.8	31.8	26.7	34.0	41.3	37.2
Disagree	5.0	3.0	5.5	6.9	6.5	6.2	4.0	5.9	6.0	5.4
Strongly Disagree	14.0	12.0	17.4	18.3	10.9	14.2	17.8	13.8	21.9	15.6
N =	200	200	201	202	201	211	202	203	201	1,821

e. It is safe to bicycle on the bike paths in my area.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	2.5%	5.5%	5.0%	2.5%	3.5%	1.4%	6.4%	4.9%	2.0%	3.7%
Agree	48.0	57.0	38.3	31.7	47.8	49.3	57.9	50.7	37.3	46.5
Don’t Know	31.5	24.5	35.8	40.6	30.3	29.9	21.3	28.6	40.3	31.4

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

Disagree	5.5	3.5	5.5	7.4	6.0	4.7	2.5	4.9	3.5	4.8
Strongly Disagree	12.5	9.5	15.4	17.8	12.4	14.7	11.9	10.8	16.9	13.6
N =	200	200	201	202	201	211	202	203	201	1,821

f. Pedestrians cause accidents on designated bike paths.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	.5%	1.0%	0.0%	2.0%	1.0%	.9%	1.0%	.5%	1.0%	.9%
Agree	26.0	22.5	29.9	26.7	26.9	27.5	23.3	32.0	27.9	27.0
Don't Know	41.5	49.5	39.3	44.1	43.8	45.5	45.0	44.8	44.3	44.2
Disagree	2.5	2.0	2.5	3.5	3.5	.9	3.5	2.5	2.5	2.6
Strongly Disagree	29.5	25.0	28.4	23.8	24.9	25.1	27.2	20.2	24.4	25.4
N =	200	200	201	202	201	211	202	203	201	1,821

g. I am familiar with the bicycle paths in my area.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	3.0%	3.0%	2.5%	2.0%	3.5%	2.8%	6.4%	2.5%	5.0%	3.4%
Agree	61.5	67.5	50.2	43.1	61.7	55.0	64.4	57.6	49.3	56.7
Don't Know	23.0	20.0	37.3	36.6	23.9	31.8	22.3	33.5	32.3	29.0
Disagree	4.0	3.0	2.5	4.0	3.5	2.4	.5	2.0	1.5	2.6
Strongly Disagree	8.5	6.5	7.5	14.4	7.5	8.1	6.4	4.4	11.9	8.3
N =	200	200	201	202	201	211	202	203	201	1,821

I will now ask you some questions about **bike lanes**. Again, please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know."

h. There are adequate bike lanes in my area.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	3.5%	.5%	2.0%	.5%	2.5%	0.0%	0.0%	3.0%	1.0%	1.6%
Agree	26.5	20.5	18.4	20.3	30.3	24.2	28.2	32.5	20.9	24.7
Don't Know	55.5	51.5	60.7	61.9	51.2	60.7	54.0	46.3	57.7	55.5
Disagree	6.5	16.0	11.9	7.4	10.0	6.6	9.9	9.4	13.9	10.2
Strongly Disagree	8.0	11.5	7.0	9.9	6.0	8.5	6.4	8.9	6.5	8.1
N =	200	200	201	202	201	211	202	203	201	1,821

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

i. It is safe to bicycle on roads with designated bike lanes

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	1.5%	2.0%	2.0%	1.5%	0.0%	3.8%	2.5%	3.0%	1.0%	1.9%
Agree	39.0	42.0	42.3	44.1	41.8	44.1	40.6	48.3	44.8	43.0
Don't Know	47.5	44.5	39.8	42.6	40.3	42.2	44.6	35.5	42.3	42.1
Disagree	5.5	5.5	5.0	4.0	10.0	4.3	6.4	4.4	5.0	5.5
Strongly Disagree	6.5	6.0	10.9	7.9	8.0	5.7	5.9	8.9	7.0	7.4
N =	200	200	201	202	201	211	202	203	201	1,821

j. Bikes on bike lanes are adequately separated from cars

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	1.5%	1.0%	0.0%	.5%	1.5%	1.4%	2.0%	2.5%	1.5%	1.3%
Agree	27.5	40.0	34.3	41.1	36.8	38.4	31.7	39.9	38.3	36.5
Don't Know	57.0	44.5	52.7	46.0	47.8	47.9	55.0	46.3	44.8	49.1
Disagree	7.5	6.0	6.0	4.0	8.5	4.7	6.4	2.0	8.0	5.9
Strongly Disagree	6.5	8.5	7.0	8.4	5.5	7.6	5.0	9.4	7.5	7.2
N =	200	200	201	202	201	211	202	203	201	1,821

k. I am familiar with the bicycle lanes in my area

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	2.5%	4.5%	1.5%	1.5%	2.5%	1.4%	5.4%	2.0%	5.0%	2.9%
Agree	69.5	61.0	58.2	58.4	70.1	58.3	66.8	63.1	62.7	63.1
Don't Know	20.0	23.5	32.8	29.7	20.9	33.2	20.8	27.6	23.4	25.8
Disagree	3.0	3.0	2.5	1.5	2.0	1.4	.5	2.0	2.5	2.0
Strongly Disagree	5.0	8.0	5.0	8.9	4.5	5.7	6.4	5.4	6.5	6.2
N =	200	200	201	202	201	211	202	203	201	1,821

3. I am now going to read to you some general statements. Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know."

a. My area is a more attractive place for bicycling and walking than other places that I know about.

	1	2	3	4	5	6	7	8	9	All
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Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

Strongly Agree	7.0%	12.0%	6.0%	3.5%	7.0%	5.7%	10.4%	9.4%	7.0%	7.5%
Agree	46.5	55.5	56.7	53.5	45.3	54.0	49.0	54.2	47.3	51.3
Don't Know	36.5	22.5	30.8	33.7	33.3	31.3	31.2	26.1	35.8	31.2
Disagree	3.5	2.0	1.5	2.0	5.5	3.3	2.5	2.5	3.5	2.9
Strongly Disagree	6.5	8.0	5.0	7.4	9.0	5.7	6.9	7.9	6.5	7.0
N =	200	200	201	202	201	211	202	203	201	1,821

b. I would like my area to be among the most attractive places for bicycling and walking in the U.S.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	15.5%	18.5%	13.9%	14.4%	18.4%	15.6%	26.2%	14.3%	22.9%	17.7%
Agree	67.5	67.5	64.7	69.3	67.2	72.5	56.9	73.9	66.2	67.3
Don't Know	12.5	12.5	14.9	11.9	10.0	8.5	13.4	8.4	8.5	11.1
Disagree	.5	0.0	1.5	0.0	2.0	0.0	0.0	.5	0.0	.5
Strongly Disagree	4.0	1.5	5.0	4.5	2.5	3.3	3.5	3.0	2.5	3.3
N =	200	200	201	202	201	211	202	203	201	1,821

c. I would like to live in a place where more of my daily needs can be met through walking or bicycling.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	14.5%	15.5%	16.4%	15.3%	19.4%	18.5%	22.8%	16.3%	19.9%	17.6%
Agree	68.0	62.0	56.7	61.4	64.2	61.6	55.4	58.6	64.2	61.3
Don't Know	14.5	19.0	22.4	20.3	12.9	17.1	15.8	23.2	13.9	17.7
Disagree	0.0	.5	1.5	1.0	.5	.5	1.5	.5	0.0	.7
Strongly Disagree	3.0	3.0	3.0	2.0	3.0	2.4	4.5	1.5	2.0	2.7
N =	200	200	201	202	201	211	202	203	201	1,821

d. Good bicycle facilities make it attractive for people to move into the area.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	7.5%	13.0%	9.5%	8.4%	11.4%	11.4%	12.4%	5.9%	9.0%	9.8%
Agree	71.0	68.0	64.2	66.8	67.2	72.5	65.8	73.4	70.1	68.8
Don't Know	16.0	11.0	15.9	15.8	13.4	10.9	14.9	12.8	13.9	13.8
Disagree	0.0	0.0	1.5	0.0	1.0	.5	0.0	.5	0.0	.4
Strongly Disagree	5.5	8.0	9.0	8.9	7.0	4.7	6.9	7.4	7.0	7.1
N =	200	200	201	202	201	211	202	203	201	1,821

Column Headings:
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e. Good bicycle facilities make it attractive for businesses to move into the area.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	4.5%	7.0%	5.0%	5.9%	5.5%	4.7%	5.0%	3.0%	4.0%	4.9%
Agree	46.0	50.0	43.3	42.1	44.3	50.2	41.1	49.8	46.8	46.0
Don't Know	34.0	23.5	36.3	34.7	32.3	28.9	37.6	28.6	31.8	32.0
Disagree	0.0	.5	0.0	0.0	1.5	0.0	1.0	.5	1.5	.5
Strongly Disagree	15.5	19.0	15.4	17.3	16.4	16.1	15.3	18.2	15.9	16.6
N =	200	200	201	202	201	211	202	203	201	1,821

f. Police should give tickets to motorists who fail to stop for pedestrians in crosswalks

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	28.0%	27.0%	31.8%	29.2%	38.3%	30.3%	33.7%	25.6%	29.9%	30.4%
Agree	63.0	64.5	63.2	65.3	54.2	64.0	57.4	65.0	66.7	62.6
Don't Know	7.5	7.5	3.0	3.5	5.5	3.8	7.4	5.4	2.5	5.1
Disagree	1.0	0.0	0.0	0.0	.5	.5	.5	0.0	.5	.3
Strongly Disagree	.5	1.0	2.0	2.0	1.5	1.4	1.0	3.9	.5	1.5
N =	200	200	201	202	201	211	202	203	201	1,821

g. Police should give warnings or tickets to bicyclists who violate the law.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	24.5%	29.0%	30.3%	25.7%	28.9%	25.6%	25.2%	24.1%	25.9%	26.6%
Agree	70.0	67.5	66.7	71.8	66.2	71.1	69.3	70.9	71.1	69.4
Don't Know	2.5	3.5	2.5	1.5	3.0	3.3	4.0	3.0	2.0	2.8
Disagree	.5	0.0	0.0	0.0	.5	0.0	0.0	0.0	.5	.2
Strongly Disagree	2.5	0.0	.5	1.0	1.5	0.0	1.5	2.0	.5	1.0
N =	200	200	201	202	201	211	202	203	201	1,821

h. It is safe for children to ride their bicycles in my neighborhood.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	6.5%	5.5%	3.5%	4.0%	5.0%	3.3%	8.4%	1.5%	3.5%	4.6%
Agree	49.5	45.5	52.2	47.5	54.2	55.5	58.4	58.6	44.3	51.8
Don't Know	38.5	38.0	34.8	41.1	33.3	32.7	25.2	31.0	39.3	34.9

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

Disagree	4.5	8.0	4.0	5.4	6.0	5.7	6.4	4.4	9.5	6.0
Strongly Disagree	1.0	3.0	5.5	2.0	1.5	2.8	1.5	4.4	3.5	2.8
N =	200	200	201	202	201	211	202	203	201	1,821

i. I would like more opportunities to take my bike on a bus to where I go.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	2.0%	3.5%	3.0%	3.0%	6.0%	3.8%	5.0%	1.5%	3.5%	3.5%
Agree	38.0	26.5	29.9	36.6	40.3	45.5	37.1	25.6	40.3	35.6
Don't Know	45.0	49.0	51.2	43.1	38.8	33.6	37.6	54.7	42.3	43.9
Disagree	1.0	1.0	1.5	.5	.5	1.4	2.5	2.0	2.0	1.4
Strongly Disagree	14.0	20.0	14.4	16.8	14.4	15.6	17.8	16.3	11.9	15.7
N =	200	200	201	202	201	211	202	203	201	1,821

j. I would like more opportunities to park my car, and then bike for pleasure.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	3.5%	7.0%	6.0%	4.5%	7.0%	8.1%	9.4%	4.4%	5.5%	6.2%
Agree	62.0	59.0	59.7	62.4	70.6	74.4	67.3	61.6	61.7	64.4
Don't Know	22.5	22.5	27.9	21.3	16.9	14.7	18.3	26.1	27.4	21.9
Disagree	.5	0.0	.5	0.0	0.0	.5	.5	1.0	.5	.4
Strongly Disagree	11.5	11.5	6.0	11.9	5.5	2.4	4.5	6.9	5.0	7.2
N =	200	200	201	202	201	211	202	203	201	1,821

k. I would like more opportunities to bike to work.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	3.0	4.0	3.0	2.5	4.5	3.8	4.5	2.0	3.5	3.4
Agree	35.5	32.5	31.3	35.1	41.3	34.1	32.7	28.6	32.8	33.8
Don't Know	49.0	43.5	55.7	49.5	38.8	55.0	52.5	54.2	50.7	49.9
Disagree	1.5	3.0	1.0	.5	2.5	1.9	1.0	1.0	1.5	1.5
Strongly Disagree	11.0	17.0	9.0	12.4	12.9	5.2	9.4	14.3	11.4	11.4
N =	200	200	201	202	201	211	202	203	201	1,821

l. The network of bicycle paths and lanes go where I need them to go in my area.

	1	2	3	4	5	6	7	8	9	All
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Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

Strongly Agree	3.0%	2.0%	2.0%	0.0%	1.0%	1.4%	1.0%	1.5%	1.0%	1.4%
Agree	33.5	38.0	21.9	25.7	35.3	37.0	29.2	43.3	27.9	32.5
Don't Know	47.5	44.0	54.2	57.4	50.2	47.4	54.0	41.4	52.7	49.9
Disagree	4.5	6.0	7.0	5.4	6.0	7.1	3.0	6.9	8.0	6.0
Strongly Disagree	11.5	10.0	14.9	11.4	7.5	7.1	12.9	6.9	10.4	10.3
N =	200	200	201	202	201	211	202	203	201	1,821

m. I would bike and walk for exercise more, if good facilities were conveniently located.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	16.5%	18.0%	18.9%	12.9%	22.9%	19.0%	19.8%	16.3%	20.9%	18.3%
Agree	62.0	62.5	61.7	63.4	58.7	65.4	61.4	59.1	62.7	61.9
Don't Know	18.0	16.0	17.4	20.8	14.9	12.3	15.3	21.7	13.4	16.6
Disagree	.5	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	.2
Strongly Disagree	3.0	3.5	2.0	3.0	3.5	3.3	2.5	3.0	3.0	3.0
N =	200	200	201	202	201	211	202	203	201	1,821

4. I will now ask you some questions about the state roads in your county. These are roads that start with the letters "SR," such as the following state roads in your county.

a. Are you familiar with any of these roads?

	1	2	3	4	5	6	7	8	9	All
Yes	74.5%	88.0%	77.6%	88.6%	64.7%	73.9%	90.6%	61.6%	80.1%	77.7%
No	25.5	12.0	22.4	11.4	35.3	26.1	9.4	38.4	19.9	22.3
N =	200	200	201	202	201	211	202	203	201	1,821

b. Over, how satisfied are you with the sidewalks on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

	1	2	3	4	5	6	7	8	9	All
Very Satisfied	.7%	4.0%	1.9%	4.5%	1.5%	4.5%	1.1%	1.6%	1.9%	2.5%
Satisfied	29.5	25.6	19.2	25.1	33.1	35.3	35.0	28.8	32.9	29.3
No Opinion	49.0	42.6	48.7	44.7	33.8	34.6	43.7	41.6	37.3	42.0
Dissatisfied	8.1	17.0	14.7	9.5	10.0	10.9	7.1	16.8	14.9	12.0
Very Dissatisfied	12.8	10.8	15.4	16.2	21.5	14.7	13.1	11.2	13.0	14.2

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

N = 149 176 156 179 130 156 183 125 161 1,415

- c. Over, how satisfied are you with the bike lanes on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

	1	2	3	4	5	6	7	8	9	All
Very Satisfied	.7%	3.4%	2.6%	1.7%	.8%	3.2%	1.6%	2.4%	.6%	1.9%
Satisfied	21.5	23.9	18.6	19.6	16.2	21.2	12.0	13.6	20.5	18.7
No Opinion	46.3	45.5	45.5	48.0	45.4	50.6	52.5	51.2	44.7	47.8
Dissatisfied	13.4	13.6	15.4	11.2	12.3	7.1	12.0	17.6	16.1	13.1
Very Dissatisfied	18.1	13.6	17.9	19.6	25.4	17.9	21.9	15.2	18.0	18.6
N =	149	176	156	179	130	156	183	125	161	1,415

Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know." Again, we are talking about the state roads in your county.

- d. It is safe to walk on these sidewalks.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	3.4%	5.7%	3.2%	3.9%	1.5%	2.6%	3.3%	3.2%	3.1%	3.4%
Agree	54.4	47.7	39.7	49.7	53.1	62.8	60.1	52.0	56.5	52.9
Don't Know	30.9	32.4	35.9	34.6	30.8	23.1	26.2	28.8	26.1	29.9
Disagree	4.7	6.3	7.1	3.4	3.1	4.5	2.7	7.2	3.7	4.7
Strongly Disagree	6.7	8.0	14.1	8.4	11.5	7.1	7.7	8.8	10.6	9.1
N =	149	176	156	179	130	156	183	125	161	1,415

- e. These sidewalks are adequately separated from fast driving cars.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	4.0%	4.0%	3.8%	2.2%	.8%	6.4%	3.8%	1.6%	1.9%	3.3%
Agree	54.4	46.6	38.5	51.4	44.6	56.4	58.5	53.6	54.7	51.1
Don't Know	32.9	33.5	36.5	35.8	37.7	25.6	26.2	33.6	29.8	32.2
Disagree	3.4	6.3	7.7	3.4	5.4	1.9	4.4	4.0	5.0	4.6
Strongly Disagree	5.4	9.7	13.5	7.3	11.5	9.6	7.1	7.2	8.7	8.8
N =	149	176	156	179	130	156	183	125	161	1,415

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

f. The sidewalks have a smooth and even surface.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	3.4%	4.5%	3.2%	1.7%	0.0%	3.2%	1.6%	4.0%	2.5%	2.7%
Agree	44.3	48.9	36.5	54.7	46.9	52.6	49.2	47.2	50.3	48.1
Don't Know	34.2	22.7	32.7	25.1	26.9	23.1	24.0	32.8	26.1	27.2
Disagree	3.4	4.0	4.5	2.2	3.8	2.6	1.6	3.2	4.3	3.3
Strongly Disagree	14.8	19.9	23.1	16.2	22.3	18.6	23.5	12.8	16.8	18.8
N =	149	176	156	179	130	156	183	125	161	1,415

g. There are safe street crossings across these roads.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	2.7%	2.3%	.6%	2.2%	1.5%	3.2%	2.2%	3.2%	1.2%	2.1%
Agree	54.4	51.1	32.7	38.0	40.0	48.1	48.1	41.6	46.6	44.7
Don't Know	36.2	32.4	48.1	45.8	40.0	37.2	38.3	40.8	37.9	39.6
Disagree	2.0	5.1	5.8	8.9	6.9	4.5	3.8	4.8	5.0	5.2
Strongly Disagree	4.7	9.1	12.8	5.0	11.5	7.1	7.7	9.6	9.3	8.4
N =	149	176	156	179	130	156	183	125	161	1,415

h. There are adequate sidewalks on the SR roads in my county.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	2.2%	1.1%	.7%	0.0%	1.6%	2.1%	1.8%	0.0%	.6%	1.1%
Agree	37.5	25.0	19.0	26.5	36.3	39.6	40.6	29.9	26.1	30.9
Don't Know	43.4	56.3	63.3	58.4	41.9	47.2	46.5	57.3	54.0	52.3
Disagree	5.9	9.7	9.5	8.4	3.2	3.5	4.1	5.1	8.1	6.6
Strongly Disagree	11.0	8.0	7.5	6.6	16.9	7.6	7.1	7.7	11.2	9.1
N =	136	176	147	166	124	144	170	117	161	1,341

i. It is safe to bicycle on or along these roads

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	2.0%	1.1%	.6%	1.1%	.8%	2.6%	1.1%	0.0%	1.2%	1.2%
Agree	25.5	23.9	17.9	15.6	20.0	24.4	16.9	25.6	21.1	21.0
Don't Know	57.7	58.0	63.5	60.9	58.5	58.3	65.0	62.4	57.1	60.2
Disagree	9.4	10.2	14.7	17.9	9.2	10.3	12.6	8.8	13.7	12.1

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

Strongly Disagree	5.4	6.8	3.2	4.5	11.5	4.5	4.4	3.2	6.8	5.5
N =	149	176	156	179	130	156	183	125	161	1,415

j. Bikes on these bike lanes are adequately separated from cars

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	4.0%	2.3%	1.9%	.6%	.8%	3.2%	1.1%	0.0%	3.1%	1.9%
Agree	25.5	29.5	19.9	29.6	24.6	27.6	19.1	32.0	24.2	25.7
Don't Know	55.0	48.3	56.4	55.9	53.1	51.3	59.6	53.6	51.6	53.9
Disagree	8.1	8.5	9.6	7.8	5.4	5.8	7.1	4.8	7.5	7.3
Strongly Disagree	7.4	11.4	12.2	6.1	16.2	12.2	13.1	9.6	13.7	11.2
N =	149	176	156	179	130	156	183	125	161	1,415

k. Fast driving cars make it dangerous to ride bikes along these roads.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	27.5%	27.3%	28.2%	30.2%	32.3%	26.9%	31.1%	30.4%	28.6%	29.1%
Agree	58.4	56.8	60.3	60.9	53.8	62.8	60.7	60.0	64.0	59.9
Don't Know	9.4	11.9	8.3	7.8	6.2	7.7	6.0	9.6	6.2	8.1
Disagree	1.3	1.1	1.3	0.0	.8	.6	.5	0.0	.6	.7
Strongly Disagree	3.4	2.8	1.9	1.1	6.9	1.9	1.6	0.0	.6	2.2
N =	149	176	156	179	130	156	183	125	161	1,415

l. It is convenient to bicycle where I need to go using these roads.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	2.0%	1.7%	2.6%	0.0%	0.0%	1.9%	1.1%	3.2%	.6%	1.4%
Agree	24.2	28.4	22.4	26.8	22.3	28.8	16.9	25.6	24.2	24.4
Don't Know	57.0	51.7	57.1	54.2	52.3	56.4	61.7	56.8	59.0	56.3
Disagree	2.7	8.5	6.4	6.1	7.7	3.8	7.1	6.4	7.5	6.3
Strongly Disagree	14.1	9.7	11.5	12.8	17.7	9.0	13.1	8.0	8.7	11.6
N =	149	176	156	179	130	156	183	125	161	1,415

m. There are adequate bicycle lanes on the SR roads in my county.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	.7%	.6%	0.0%	1.2%	1.6%	.7%	1.2%	1.7%	0.0%	.8%

Column Headings:										
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia										

Agree	21.3	22.7	15.6	19.9	17.7	25.7	20.6	21.4	17.4	20.3
Don't Know	57.4	54.5	68.7	59.6	59.7	61.1	58.2	62.4	59.0	59.9
Disagree	5.9	10.2	5.4	7.8	7.3	4.2	5.3	7.7	9.9	7.2
Strongly Disagree	14.7	11.9	10.2	11.4	13.7	8.3	14.7	6.8	13.7	11.9
N =	136	176	147	166	124	144	170	117	161	1,341

n. I would use the SR in my county more for bicycling, if the bike lanes were more accessible and safe to use.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	14.0%	13.6%	17.0%	8.4%	8.1%	9.0%	10.0%	7.7%	9.9%	11.0%
Agree	52.2	54.5	45.6	53.0	51.6	57.6	57.1	60.7	49.1	53.4
Don't Know	20.6	25.0	28.6	30.1	31.5	27.1	25.3	26.5	34.8	27.7
Disagree	.7	0.0	2.7	1.2	1.6	2.1	2.4	0.0	.6	1.3
Strongly Disagree	12.5	6.8	6.1	7.2	7.3	4.2	5.3	5.1	5.6	6.6
N =	136	176	147	166	124	144	170	117	161	1,341

o. Have you ever bicycled along a SR road in your county?

	1	2	3	4	5	6	7	8	9	All
Yes	48.5%	40.3%	30.6%	29.5%	49.2%	31.9%	43.5%	40.2%	45.3%	39.7%
No	50.0	56.8	68.0	68.1	50.0	68.1	55.9	59.0	52.8	58.9
Don't Know	1.5	2.8	1.4	2.4	.8	0.0	.6	.9	1.9	1.4
N =	136	176	147	166	124	144	170	117	161	1,341

5. I will now read you a different short list of roads in your county, that contain some specific segments. Again, Please tell me if you are familiar with any of them.

a. Are you familiar with any of these state roads?

	1	2	3	4	5	6	7	8	9	All
Yes	61.0%	82.5%	59.2%	75.2%	68.7%	70.6%	74.8%	59.1%	71.1%	69.1%
No	39.0	17.5	40.8	24.8	31.3	29.4	25.2	40.9	28.9	30.9
N =	200	200	201	202	201	211	202	203	201	1,821

b. Over, how satisfied are you with the sidewalks on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

	1	2	3	4	5	6	7	8	9	All
Very Satisfied	2.5%	3.0%	.8%	5.3%	1.4%	4.7%	3.3%	.8%	2.1%	2.8%
Satisfied	34.4	24.8	15.1	38.8	31.2	30.2	26.5	21.7	27.3	28.0
No Opinion	34.4	46.1	44.5	34.2	37.7	37.6	43.7	42.5	39.2	40.0
Dissatisfied	6.6	9.1	18.5	3.9	6.5	12.1	6.0	11.7	18.9	10.2
Very Dissatisfied	22.1	17.0	21.0	17.8	23.2	15.4	20.5	23.3	12.6	19.0
N =	122	165	119	152	138	149	151	120	143	1,259

- c. Over, how satisfied are you with the bike lanes on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

	1	2	3	4	5	6	7	8	9	All
Very Satisfied	0.0%	3.0%	.8%	1.3%	0.0%	2.0%	2.0%	.8%	0.0%	1.2%
Satisfied	23.0	23.0	15.1	25.7	15.9	18.8	17.2	15.8	18.9	19.5
No Opinion	41.0	45.5	55.5	42.1	52.9	47.7	47.7	43.3	45.5	46.7
Dissatisfied	9.0	10.9	14.3	6.6	8.0	12.1	9.3	12.5	17.5	11.0
Very Dissatisfied	27.0	17.6	14.3	24.3	23.2	19.5	23.8	27.5	18.2	21.6
N =	122	165	119	152	138	149	151	120	143	1,259

Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say "Don't Know."

- d. It is safe to bicycle on or along these roads.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	.8%	.6%	.8%	.7%	0.0%	.7%	0.0%	.8%	0.0%	.5%
Agree	23.8	24.8	12.6	24.3	17.4	19.5	19.2	17.5	18.2	19.9
Don't Know	49.2	53.9	60.5	52.6	54.3	61.1	58.9	55.8	59.4	56.2
Disagree	11.5	12.7	19.3	15.1	10.9	11.4	12.6	16.7	18.2	14.1
Strongly Disagree	14.8	7.9	6.7	7.2	17.4	7.4	9.3	9.2	4.2	9.2
N =	122	165	119	152	138	149	151	120	143	1,259

- e. Bikes on these bike lanes are adequately separated from cars.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	0.0%	.6%	0.0%	1.3%	0.0%	.7%	1.3%	.8%	0.0%	.6%

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

Agree	25.4	28.5	16.8	28.3	26.1	23.5	17.9	19.2	21.0	23.2
Don't Know	54.1	50.9	63.0	51.3	54.3	55.7	55.0	55.8	54.5	54.7
Disagree	6.6	9.1	10.9	8.6	5.1	7.4	9.3	11.7	9.1	8.6
Strongly Disagree	13.9	10.9	9.2	10.5	14.5	12.8	16.6	12.5	15.4	12.9
N =	122	165	119	152	138	149	151	120	143	1,259

f. Fast driving cars make it dangerous to ride bikes along this road.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	0.0%	.6%	0.0%	1.3%	0.0%	.7%	1.3%	.8%	0.0%	.6%
Agree	25.4	28.5	16.8	28.3	26.1	23.5	17.9	19.2	21.0	23.2
Don't Know	54.1	50.9	63.0	51.3	54.3	55.7	55.0	55.8	54.5	54.7
Disagree	6.6	9.1	10.9	8.6	5.1	7.4	9.3	11.7	9.1	8.6
Strongly Disagree	13.9	10.9	9.2	10.5	14.5	12.8	16.6	12.5	15.4	12.9
N =	122	165	119	152	138	149	151	120	143	1,259

g. These roads would be safer for bicycling if bike lanes were wider.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	9.8%	15.2%	14.3%	12.5%	10.1%	6.0%	13.9%	14.2%	7.0%	11.4%
Agree	66.4	63.6	63.9	67.8	62.3	65.1	62.9	62.5	72.7	65.3
Don't Know	13.1	12.1	15.1	13.8	20.3	16.1	15.9	14.2	15.4	15.1
Disagree	1.6	.6	1.7	0.0	.7	.7	0.0	0.0	0.0	.6
Strongly Disagree	9.0	8.5	5.0	5.9	6.5	12.1	7.3	9.2	4.9	7.6
N =	122	165	119	152	138	149	151	120	143	1,259

h. It is convenient to bicycle where I need to go using these roads.

	1	2	3	4	5	6	7	8	9	All
Strongly Agree	1.6%	3.0%	1.7%	1.3%	1.4%	2.0%	1.3%	.8%	2.1%	1.7%
Agree	27.9	30.9	23.5	27.0	18.8	28.9	24.5	20.0	30.1	26.0
Don't Know	52.5	44.2	53.8	49.3	58.0	53.7	55.0	55.8	49.7	52.2
Disagree	1.6	6.1	10.1	6.6	2.9	5.4	3.3	5.0	3.5	4.9
Strongly Disagree	16.4	15.8	10.9	15.8	18.8	10.1	15.9	18.3	14.7	15.2
N =	122	165	119	152	138	149	151	120	143	1,259

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

i. Have you ever bicycled along one of these roads? (responses: Y, N, DK).

	1	2	3	4	5	6	7	8	9	All
Yes	40.0%	41.2%	21.4%	25.2%	32.8%	28.6%	38.7%	20.7%	33.6%	31.8%
No	57.3	57.6	74.1	72.7	66.4	70.7	59.1	77.5	65.0	66.3
Don't Know	2.7	1.2	4.5	2.2	.8	.7	2.2	1.8	1.4	1.9
N =	110	165	112	139	131	140	137	111	143	1,188

6. Now I want to ask you some questions about your bicycling habits.

a. On average, how often do you bicycle each month? _____

A1: responses shown

	1	2	3	4	5	6	7	8	9	All
Mean=	6.41	7.00	5.22	5.67	5.45	6.35	5.37	4.65	7.66	5.97
Median=	2.00	1.50	.00	.00	1.00	1.00	2.00	.00	2.00	1.00
N =	199	200	200	201	201	211	202	203	200	1,817

A2: responses shown among those who bicycle

	1	2	3	4	5	6	7	8	9	All
Mean=	11.59	12.39	11.46	14.44	9.44	11.17	7.97	9.25	12.35	10.95
Median=	8.00	8.00	6.00	6.00	5.00	4.00	5.00	4.00	7.50	6.00
N =	110	113	91	79	116	120	136	102	124	991
% of resp. who bicycle	55.3%	56.3%	45.5%	39.3%	57.7%	57.0%	67.3%	50.0%	62.1%	56.4%

b. For what purposes do you bicycle? [READ and **CHECK** THAT APPLY]

b1. To and from work

	1	2	3	4	5	6	7	8	9	All
Yes	6.3%	4.4%	5.4%	10.1%	7.8%	4.2%	5.9%	2.9%	10.5%	6.3%
No	93.7	95.6	94.6	89.9	92.2	95.8	94.1	97.1	89.5	93.7
N =	111	113	92	79	116	120	136	102	124	993

b2. Pleasure, recreation, health, fitness or fun

	1	2	3	4	5	6	7	8	9	All
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Column Headings:										
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia										

Yes	97.3%	98.2%	96.7%	100.0%	99.1%	95.8%	98.5%	99.0%	100.0%	98.3%
No	2.7	1.8	3.3	0.0	.9	4.2	1.5	1.0	0.0	1.7
N =	111	113	92	79	116	120	136	102	124	993

b3. Errands (such as shopping)

	1	2	3	4	5	6	7	8	9	All
Yes	27.0%	26.5%	23.9%	24.1%	26.7%	24.2%	20.6%	24.5%	37.1%	26.2%
No	73.0	73.5	76.1	75.9	73.3	75.8	79.4	75.5	62.9	73.8
N =	111	113	92	79	116	120	136	102	124	993

b4. Going to school or bringing children to school

	1	2	3	4	5	6	7	8	9	All
Yes	9.0%	3.5%	6.5%	3.8%	11.2%	10.0%	7.4%	2.9%	11.3%	7.6%
No	91.0	96.5	93.5	96.2	88.8	90.0	92.6	97.1	88.7	92.4
N =	111	113	92	79	116	120	136	102	124	993

b5. Other

	1	2	3	4	5	6	7	8	9	All
Yes	.9%	1.8%	3.3%	1.3%	2.6%	2.5%	0.0%	1.0%	3.2%	1.8%
No	99.1	98.2	96.7	98.7	97.4	97.5	100.0	99.0	96.8	98.2
N =	111	113	92	79	116	120	136	102	124	993

c. Do you have children under 18 years who ride a bike?

	1	2	3	4	5	6	7	8	9	All
Yes	22.5%	23.0%	21.4%	21.8%	27.9%	29.9%	36.1%	15.3%	23.9%	24.7%
No	77.5	77.0	78.6	78.2	72.1	70.1	63.9	84.7	76.1	75.3
N =	200	200	201	202	201	211	202	203	201	1,821

If yes,

d. Do any of these children ride their bike to school?

	1	2	3	4	5	6	7	8	9	All
Yes	22.2%	8.7%	7.0%	4.5%	16.1%	11.1%	24.7%	6.5%	12.5%	13.6%
No	77.8	91.3	93.0	95.5	83.9	88.9	75.3	93.5	87.5	86.4

Column Headings:										
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia										

N = 45 46 43 44 56 63 73 31 48 449

If yes,

e. Is it safe for the children who live with you to bike to school?

	1	2	3	4	5	6	7	8	9	All
Yes	60.0%	50.0%	66.7%	50.0%	55.6%	85.7%	66.7%	50.0%	50.0%	62.3%
No	40.0	50.0	0.0	50.0	33.3	14.3	33.3	50.0	33.3	32.8
Don't Know	0.0	0.0	33.3	0.0	11.1	0.0	0.0	0.0	16.7	4.9
N =	10	4	3	2	9	7	18	2	6	61

f. When bicycling to school, do they sometimes share the roads with cars?

	1	2	3	4	5	6	7	8	9	All
Yes	80.0%	100.0%	100.0%	100.0%	55.6%	57.1%	44.4%	100.0%	50.0%	63.9%
No	20.0	0.0	0.0	0.0	44.4	42.9	55.6	0.0	50.0	36.1
Don't Know										
N =	10	4	3	2	9	7	18	2	6	61

g. Is riding their bike or walking the only way they can get to school?

	1	2	3	4	5	6	7	8	9	All
Yes	70.0%	25.0%	66.7%	100.0%	44.4%	28.6%	44.4%	50.0%	66.7%	50.8%
No	30.0	75.0	33.3	0.0	55.6	71.4	55.6	50.0	16.7	47.5
Don't Know									16.7	1.6
N =	10	4	3	2	9	7	18	2	6	61

7. Open-ended questions for a subset of 200 randomly selected respondents, about evenly divided among the nine counties

a. In as few words as possible, please tell me what things what things do you like most about bicycling or walking in your area? →
See Appendix 2

	1	2	3	4	5	6	7	8	9	All
N =	38	32	30	28	28	31	31	34	30	282

a1. does your answer refer to: walking [] bicycling [] both walking and bicycling []

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

	1	2	3	4	5	6	7	8	9	All
Walking	31.6%	9.4%	16.7%	32.1%	28.6%	29.0%	16.1%	29.4%	13.3%	23.0%
Bicycling	10.5	9.4	16.7	3.6	17.9	3.2	3.2	5.9	3.3	8.2
Both	57.9	81.3	66.7	64.3	53.6	67.7	80.6	64.7	83.3	68.8
N =	38	32	30	28	28	31	31	34	30	282

b. In as few words as possible, what things do you like least about bicycling or walking in your area? → See Appendix 2

	1	2	3	4	5	6	7	8	9	All
N =	38	32	30	28	28	31	30	34	30	281

B1. does your answer refer to: walking [] bicycling [] both walking and bicycling []

	1	2	3	4	5	6	7	8	9	All
Walking	28.9%	6.3%	13.3%	21.4%	21.4%	25.8%	13.3%	35.3%	13.3%	20.3%
Bicycling	13.2	15.6	20.0	10.7	17.9	6.5	6.7	5.9	10.0	11.7
Both	57.9	78.1	66.7	67.9	60.7	67.7	80.0	58.8	76.7	68.0
N =	38	32	30	28	28	31	30	34	30	281

8. We would like to know your priorities for future spending on walking and bicycling.

a. What is your first priority: spending for bike paths, sidewalks, or bike lanes? Check one: Sidewalks [], Bike paths [], Bike Lanes []

	1	2	3	4	5	6	7	8	9	All
Sidewalks	56.0%	52.5%	55.2%	57.4%	53.7%	61.6%	54.5%	49.8%	57.7%	55.4%
Bike Paths	33.5	34.5	28.4	20.8	29.9	25.6	30.2	31.5	24.9	28.8
Bike Lanes	10.5	13.0	16.4	21.8	16.4	12.8	15.3	18.7	17.4	15.8
N =	200	200	201	202	201	211	202	203	201	1,821

b. What is your second priority, if any? Check one: Sidewalks [], Bike paths [], Bike Lanes []

	1	2	3	4	5	6	7	8	9	All
Sidewalks	22.5%	29.5%	25.9%	22.8%	32.8%	20.9%	28.7%	24.6%	22.4%	25.5%
Bike Paths	39.5	39.0	37.8	33.7	32.3	37.4	38.6	35.0	41.3	37.2
Bike Lanes	29.5	27.0	25.9	34.7	29.9	35.1	26.7	28.6	29.9	29.7

Column Headings:										
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia										

Don't Know	8.5	4.5	10.4	8.9	5.0	6.6	5.9	11.8	6.5	7.6
N =	200	200	201	202	201	211	202	203	201	1,821

9. Your answers to the following questions will help us better analyze the results of this survey. Let me remind you that you may skip any question you choose not to answer.

a. In what County do you live? Orange [] Seminole [] Osceola [] Brevard [] Flagler [] Lake [] Marion [] Sumter [] and Volusia []

	1	2	3	4	5	6	7	8	9	All
Brevard	100.0%									11.0%
Flagler		100.0								11.0
Lake			100.0							11.0
Marion				100.0						11.1
Orange					100.0					11.0
Osceola						100.0				11.6
Seminole							100.0			11.1
Sumter								100.0		11.1
Volusia									100.0	11.0
N =	200	200	201	202	201	211	202	203	201	1,821

b. Do you plan to live in your area for the next 5 years or more?

	1	2	3	4	5	6	7	8	9	All
Yes	90.5%	92.5%	89.6%	87.6%	88.6%	85.8%	86.0%	94.6%	93.0%	89.8%
No	6.5	4.0	6.0	7.9	7.5	10.4	9.0	2.5	4.0	6.4
Don't Know	3.0	3.5	4.5	4.5	4.0	3.8	5.0	3.0	3.0	3.8
N =	200	200	201	202	201	211	200	203	200	1,818

c. Do you work outside of your home?

	1	2	3	4	5	6	7	8	9	All
Yes	55.5%	41.0%	43.8%	39.6%	64.7%	61.4%	64.5%	31.0%	50.0%	50.2%
No	44.5	59.0	56.2	60.4	35.3	38.6	35.5	68.5	50.0	49.8
Don't Know	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.5	0.0	.1
N =	200	200	201	202	201	210	200	203	200	1,817

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

If yes,

c1. If "yes," how many miles is your work from home? _____ miles

	1	2	3	4	5	6	7	8	9	All
Mean=	20.02	35.32	18.90	25.25	13.52	17.53	14.93	17.99	14.14	18.94
Median=	10.00	12.00	15.00	10.00	10.00	15.00	12.00	10.00	8.00	10.0
N =	110	81	89	79	130	129	129	63	99	909

d. Do you need a car for getting to and from your work?

	1	2	3	4	5	6	7	8	9	All
Yes	51.0%	39.5%	41.8%	39.6%	58.7%	56.4%	60.5%	27.6%	43.5%	46.5%
No	49.0	60.0	58.2	60.4	41.3	43.1	39.5	72.4	56.5	53.4
Don't Know	0.0	.5	0.0	0.0	0.0	.5	0.0	0.0	0.0	.1
N =	200	200	201	202	201	211	200	203	200	1,818

e. What is your gender?

	1	2	3	4	5	6	7	8	9	All
Male	46.7%	45.5%	47.8%	46.0%	46.3%	48.1%	46.3%	48.8%	42.3%	46.4%
Female	53.3	54.5	52.2	54.0	53.7	51.9	53.7	51.2	57.7	53.6
N =	199	200	201	202	201	210	201	203	201	1,818

f. How much formal schooling have you had?

	1	2	3	4	5	6	7	8	9	All
Less than HS	4.1%	3.0%	5.5%	6.9%	3.5%	5.3%	2.0%	3.0%	4.6%	4.2%
High School	21.3	24.5	31.0	33.2	22.0	35.1	16.6	37.5	26.4	27.6
Some College	38.1	30.5	30.0	34.7	25.5	39.4	32.2	28.0	35.5	32.7
College Graduate	22.8	25.0	26.5	14.4	29.5	13.5	25.6	19.0	17.8	21.5
Graduate/Prof. Degree	13.7	17.0	7.0	10.9	19.5	6.7	23.6	12.5	15.7	14.0
N =	197	200	200	202	200	208	199	200	197	1,803

g. Which of the following ranges best describe your age?

	1	2	3	4	5	6	7	8	9	All
18-24	6.2%	3.5%	5.6%	5.5%	11.0%	12.6%	6.1%	5.6%	7.1%	7.1%

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

25-34	13.9	7.0	10.1	13.1	16.0	18.0	18.9	8.1	11.7	13.0
35-44	20.6	19.1	19.2	16.6	30.0	21.4	28.1	16.2	19.9	21.2
45-54	16.0	16.1	11.1	12.1	17.5	13.6	18.4	7.6	14.8	14.1
55-64	17.0	19.1	20.2	18.6	11.0	16.0	14.3	25.9	18.4	17.8
65-74	14.9	24.6	20.2	17.6	9.0	9.7	7.1	22.3	14.8	15.6
75-84	9.8	9.0	11.6	15.6	5.0	7.3	6.6	13.2	11.7	10.0
85 and over	1.5	1.5	2.0	1.0	.5	1.5	.5	1.0	1.5	1.2
N =	194	199	198	199	200	206	196	197	196	1,785

h. Do you describe yourself

	1	2	3	4	5	6	7	8	9	All
White	86.7%	83.8%	83.4%	81.1%	63.8%	65.9%	82.3%	86.9%	86.8%	80.0%
Black/African-Amer.	6.6	8.1	9.5	10.9	16.1	6.3	7.1	6.6	5.1	8.5
Hispanic	5.1	5.6	5.0	6.0	15.1	24.0	7.1	4.5	5.1	8.7
Asian	.5	.5	0.0	0.0	2.0	1.9	1.5	.5	2.0	1.0
Other	1.0	2.0	2.0	2.0	3.0	1.9	2.0	1.5	1.0	1.8
N =	196	198	199	201	199	208	198	198	197	1,794

i. Do you consider yourself to be living in an urban or rural area?

	1	2	3	4	5	6	7	8	9	All
Urban	28.9%	23.6%	22.5%	27.6%	40.6%	28.2%	29.4%	15.6%	35.9%	28.0%
Rural	21.6	20.1	40.0	34.7	6.8	27.7	15.2	49.5	16.1	25.8
Transitional	48.5	55.8	37.0	37.8	52.6	44.1	53.8	34.4	46.9	45.6
Don't Know	1.0	.5	.5	0.0	0.0	0.0	1.5	.5	1.0	.6
N =	194	199	200	196	192	202	197	192	192	1,764

j. Which of the following ranges best describe your total annual household income?

	1	2	3	4	5	6	7	8	9	All
\$20,000 or less	18.2%	9.9%	23.5%	24.4%	11.3%	21.2%	10.5%	20.8%	17.6%	17.6%
\$20,001 to \$40,000	26.3	30.3	28.8	32.7	29.4	39.4	19.6	31.8	33.3	30.4
\$40,001 to \$60,000	24.1	23.7	22.9	21.2	21.3	19.4	21.0	30.5	27.5	23.5
\$60,001 to \$80,000	16.1	20.4	12.4	9.0	16.3	13.3	19.6	8.4	13.1	14.2
\$80,001 to \$100,000	5.1	7.9	3.9	5.1	10.6	4.2	9.1	3.9	3.3	5.9

Column Headings:
1=Brevard, 2=Flagler, 3=Lake, 4=Marion, 5=Orange, 6=Osceola, 7=Seminole, 8=Sumter, 9=Volusia

above \$100,000	10.2	7.9	8.5	7.7	11.3	2.4	20.3	4.5	5.2	8.5
N =	137	152	153	156	160	165	143	154	153	1,373

Appendix 6: Demographic Analysis by County

	Brevard		Flagler		Lake		Marion		Orange	
	Population	Sample	Population	Sample	Population	Sample	Population	Sample	Population	Sample
Age:										
18-24	8.7%	6.2%	5.8%	3.5%	7.3%	5.6%	8.1%	5.5%	14.6%	11.0%
25-45	34.7%	34.5%	24.7%	26.1%	29.9%	29.3%	30.3%	29.6%	45.2%	46.0%
46-65	31.2%	33.0%	34.5%	35.2%	29.9%	31.3%	30.4%	30.7%	26.8%	28.5%
66+	25.5%	26.3%	34.8%	35.2%	33.1%	33.8%	31.2%	34.2%	13.4%	14.5%
Gender:										
Male	48.3%	46.7%	47.3%	45.5%	47.7%	47.8%	47.3%	46.0%	48.9%	46.3%
Female	51.7%	53.3%	52.7%	54.5%	52.3%	52.2%	52.7%	54.0%	51.1%	53.7%
Race:										
Caucasian	86.7%	86.7%	85.7%	83.8%	87.6%	83.4%	84.0%	81.1%	62.4%	63.8%
African-American	7.2%	6.6%	8.2%	8.1%	6.7%	9.5%	9.7%	10.9%	15.8%	16.1%
Hispanic	4.1%	5.1%	4.6%	5.6%	4.7%	5.0%	5.2%	6.0%	17.8%	15.1%
Asian	1.5%	.5%	1.1%	.5%	0.7%	0.0%	0.7%	0.0%	3.4%	2.0%
Other	0.5%	1.0%	0.4%	2.0%	0.3%	2.0%	0.4%	2.0%	0.6%	3.0%

(next page)

	Osceola		Seminole		Sumter		Volusia		All	
	Population	Sample	Population	Sample	Population	Sample	Population	Sample	Population	Sample
Age:										
18-24	12.7%	12.6%	11.3%	6.1%	7.0%	5.6%	10.3%	7.1%	11.0%	8.0%
25-45	42.3%	39.3%	42.9%	46.9%	27.8%	24.4%	31.7%	31.6%	37.7%	38.1%
46-65	29.5%	29.6%	31.6%	32.7%	32.5%	33.5%	30.4%	33.2%	29.6%	31.1%
66+	15.6%	18.4%	14.2%	14.3%	32.7%	36.5%	27.7%	28.1%	21.7%	22.8%
Gender:										
Male	48.5%	48.1%	48.2%	46.3%	53.2%	48.8%	47.9%	42.3%	48.3%	46.0%
Female	51.5%	51.9%	51.8%	53.7%	46.8%	51.2%	52.1%	57.7%	51.7%	54.0%
Race:										
Caucasian	63.6%	65.9%	78.0%	82.3%	80.5%	86.9%	84.9%	86.8%	76.5%	77.3%
African-American	5.9%	6.3%	8.5%	7.1%	12.3%	6.6%	8.0%	5.1%	10.3%	9.9%
Hispanic	27.6%	24.0%	10.5%	7.1%	6.3%	4.5%	5.7%	5.1%	10.7%	9.5%
Asian	2.3%	1.9%	2.5%	1.5%	0.4%	.5%	1.0%	2.0%	2.0%	1.3%
Other	0.6%	1.9%	0.5%	2.0%	0.5%	1.5%	0.4%	1.0%	0.5%	2.0%

Note: Population data are from the *U.S. Census 2000*, Matrices PCT12 and P13 available <http://factfinder.census.gov> (November 19, 2001)

Note: Sample of all counties is weighted (see "Methods" in main body of report).

Appendix 7: General and Specific State Roads

The survey includes two questions in which respondents are asked about State Roads:

4. I will now ask you some questions about the state roads in your county. These are roads that start with the letters “SR,” such as the following state roads in your county [INTERVIEWER: READ COUNTY-SPECIFIC LIST OF **GENERAL SR ROADS**]

5. I will now read you a different short list of roads in your county, that contain some specific segments. [INTERVIEWER: READ COUNTY SPECIFIC LIST OF ON-SYSTEM ROADS THAT HAVE **BIKE LANES**]

The roads that were read to reviewers are shown below. Respondents were then asked whether they were familiar with these roads, and those who were familiar continued with questions within these survey segments.

Examples of state roads in counties:

<u>Brevard Co.</u>	<u>Marion Co.</u>	<u>Seminole Co.</u>
SR 46	SR 200	US 17-92
SR A1A	US 441	SR 46
SR 514	SR 40	SR 436
US 1	US 27	SR 434
SR 50		SR 426
	<u>Orange Co.</u>	
<u>Flagler Co.</u>	SR 15	<u>Sumter Co.</u>
SR 11	SR 435	SR 48
SR A1A	SR 434	SR 44
SR 100	US 441	SR 471
US 1	SR 551	SR 35
	SR 520	
<u>Lake Co.</u>	<u>Osceola Co.</u>	<u>Volusia Co.</u>
SR 19	US 17-92	US 17-92
SR 33	SR 530	SR 415
SR 44	US 192	SR 11
	SR 15	SR A1A
		SR 44
		SR 5A

Examples of state road segments with bike lanes in counties:

Brevard Co.

SR 46 , between the County line and Titusville
 SR A1A between Cocoa Beach (Ko-Ko) and Satellite Beach
 SR 514 between I-95 and Malabar
 SR 50, called Cheney (chain-ey) Highway

Flagler Co.

SR 11 between Cody's Corner and Bunnell (Buh – nell)
 SR A1A between Flagler Beach and The Hammock
 SR 100 between Old Kings Road and Flagler Beach
 SR 100 from Bunnell to Crescent Lake
 US 1 between Bunnell and Palm Coast Parkway

Lake Co.

SR 19, between Umatilla (you-muh-tilla) and Eustis (yews-tus)
 SR 33, Thomas Bryant Highway south of Groveland
 SR 19 north of Groveland, called Howey Road
 SR 44 from Eustis to County Road 46 A

Marion Co.

SR 200 southwest of Ocala (Oak-al-ah), called College Road
 US 27, from Ocala to Golden Hills
 US 441, in Belleview
 US 27 in Ocala

Orange Co.

SR 15, between Orlando and Conway, called Conway Road
 SR 435, called Apopka-Vineland Road (Uh-pop-ka)
 US 441 between Apopka (Uh-pop-ka) and Zellwood (zel-wood)
 SR 551, between SR 50 and Curry Ford Road
 SR 520 from SR 50 to the Brevard County line

Osceola Co.

US 17-92, between Kissimmee (kis-ih-me) and Intercession (inter-session) City (SR 500 & 600)
 SR 530, US 192 called Irlo (er-low) Bronson Highway, Black Lk Road to Reedy Creek
 US 192, between St. Cloud and Ashton, called the old Melbourne Highway
 SR 15, from Narcoosee (Nar-coo-see) to the Okechobee (Oh-kuh-cho-bee) County Line called the Narcoosee Road

Seminole Co.

US 17-92 between Sanford and the Volusia County line near the zoo
 SR 46, between Sanford and Geneva
 SR 434, between Longwood and Winter Springs
 SR 426, from Oviedo (Ovee-doh) to Geneva, called Geneva Road

Sumter Co.

SR 48, called Bushnell Road
 SR 44 near Wildwood
 SR 50 (SR 471) near Sumterville
 SR 35 north of Wildwood

Volusia Co.

SR 415, between Osteen (Oh- steen) and Lake Ashby
 SR 11, between DeLand (Dah- land) and Bunnell (Ba – nell)
 SR 44 between New Smyrna Beach and I-95
 SR 5A between Ormond Beach and Daytona, called Nova Road

Appendix 8: Survey Instrument

FDOT-D5 Bicycling Attitude Survey

Hi, My name is _____. I am calling you from _____ on behalf of the Florida Department of Transportation office that serves your area. This survey is being directed by the University of Central Florida. This is a legitimate survey. We want to know how you feel about some issues relating to bicycling and walking in your area. Your participation is completely voluntary, and the entire interview should take about ten minutes. You may discontinue the interview at any time or refuse to answer any questions that make you uncomfortable. The validity of our results depends on your willingness to help, so we hope that you will participate. Your individual answers are held in confidence, and we will not ask you for your name. If you provide us with detailed comments, we might report those in order to improve transportation in your area. Do you have any questions you want to ask before we begin? If you have any questions after the survey, you should call Professor Evan Berman at the University of Central Florida. I will be happy to give you his phone number at the end of the survey (If asked, 407-823-5718.) (TO INTERVIEWER: If asked, note that the results will be publicly available. If you want any further information about this project, you should call Dr. Berman.)

1. In order for our survey to be valid, we must interview only persons over the age of 18 living in ____ [location] ____ . Would that be you? Yes [] No []

Location Names: Orange County, Brevard County, Marion County,
 Seminole County, Flagler County, Sumter County,
 Osceola County, Volusia County, Lake County

If “NO”, ask to speak to someone who is eligible and start over, or terminate the call.

NOTE: The following items assess bike paths and bike lanes.

2. I will read you some statements about bicycling in and around your area. ***Bike paths*** are paved pathways for bikes and pedestrians that are not part of any roadway. Cars are not allowed on bike paths. By contrast, ***Bicycle lanes*** are parts of the road designated for bicycling; they are typically on the right side of road, and are separated from other traffic by a solid white line and are sometimes specially marked with a bicycle logo or diamond.

- a. do you understand what a bike path is? [Yes, No]
 - a1. If “no”: re-read and ask this question again:
Do you now understand what a bike path is? [Yes, No]
If still “no,” → THANK RESPONDENT AND TERMINATE INTERVIEW.
- b. do you understand what a bike lane is, and how it differs from any bike path? [Yes, No]
 - b1. If “no”: re-read and ask this question again:
Do you now understand what a bike lane is? [Yes, No]
If still “no,” → THANK RESPONDENT AND TERMINATE INTERVIEW.

I will now ask you some questions about **bike paths**. Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”

- c. There are adequate bike paths in my area.
- d. The bike paths in my area are visually attractive
- e. It is safe to bicycle on the bike paths in my area.
- f. Pedestrians cause accidents on designated bike paths
- g. I am familiar with the bicycle paths in my area

I will now ask you some questions about **bike lanes**. Again, please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”

- h. There are adequate bike lanes in my area.
- i. It is safe to bicycle on roads with designated bike lanes
- j. Bikes on bike lanes are adequately separated from cars
- k. I am familiar with the bicycle lanes in my area

NOTE: General questions.

3. I am now going to read to you some general statements. Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”
- a. My area is a more attractive place for bicycling and walking than other places that I know about.
 - b. I would like my area to be among the most attractive places for bicycling and walking in the U.S.
 - c. I would like to live in a place where more of my daily needs can be met through walking or bicycling
 - d. Good bicycle facilities make it attractive for people to move into the area
 - e. Good bicycle facilities make it attractive for businesses to move into the area
 - f. Police should give tickets to motorists who fail to stop for pedestrians in crosswalks
 - g. Police should give warnings or tickets to bicyclists who violate the law
 - h. It is safe for children to ride their bicycles in my neighborhood
 - i. I would like more opportunities to take my bike on a bus to where I go
 - j. I would like more opportunities to park my car, and then bike for pleasure
 - k. I would like more opportunities to bike to work
 - l. The network of bicycle paths and lanes go where I need them to go in my area
 - m. I would bike and walk for exercise more, if good facilities were conveniently located.

NOTE: Questions regarding selected on-system roads.

4. I will now ask you some questions about the state roads in your county. These are roads that start with the letters “SR,” such as the following state roads in your county [INTERVIEWER; READ COUNTY-SPECIFIC LIST OF **GENERAL SR ROADS**

- a. Are you familiar with any of these roads? [Yes, No → go to question 5 below]
- b. Overall, how satisfied are you with the sidewalks on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.
- c. Overall, how satisfied are you with the bike lanes on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.” Again, we are talking about the state roads in your county.

- d. It is safe to walk on these sidewalks
- e. These sidewalks are adequately separated from fast driving cars
- f. The sidewalks have a smooth and even surface
- g. There are safe street crossings across these roads
- h: There are adequate sidewalks on the SR roads in my county.

- i. It is safe to bicycle on or along these roads
- j. Bikes on these bike lanes are adequately separated from cars
- k. Fast driving cars make it dangerous to ride bikes along these roads
- l. It is convenient to bicycle where I need to go using these roads
- m: There are adequate bicycle lanes on the SR roads in my county.
- n: I would use the SR in my county more for bicycling, if the bike lanes were more accessible and safe to use.
- o: Have you ever bicycled along a SR road in your county? (responses: Y, N, DK).

5. I will now read you a different short list of roads in your county, that contain some specific segments. Again, Please tell me if you are familiar with any of them.

[INTERVIEWER: READ COUNTY SPECIFIC LIST OF ON-SYSTEM ROADS THAT HAVE **BIKE LANES**] [Comment: selection of roads should be well-known thoroughfares, including semi-urban areas, and include all major parts of the county.]

- a. Are you familiar with any of these state roads? [Yes, No → go to question 6 below]
- b. Overall, how satisfied are you with the sidewalks on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.
- c. Overall, how satisfied are you with the bike lanes on these state roads? Please answer Very Satisfied, Satisfied, Dissatisfied, Very Dissatisfied or No Opinion.

Please tell me whether you Strongly Agree, Agree, Disagree or Strongly Disagree with the following statements. You may also say “Don’t Know.”

- d. It is safe to bicycle on or along these roads
- e. Bikes on these bike lanes are adequately separated from cars
- f. Fast driving cars make it dangerous to ride bikes along this road
- g. These roads would be safer for bicycling if bike lanes were wider
- h It is convenient to bicycle where I need to go using these roads
- h1: Have you ever bicycled along one of these roads? (responses: Y, N, DK).

NOTE: Questions regarding respondents’ bicycling .

6. Now I want to ask you some questions about your bicycling habits.

- a. On average, how often do you bicycle each month? _____ Check here if “don’t know”[]
(INTERVIEWER: Answer must be a number. If a range is stated, report the average. If response is given per week, multiply by four.

[If response is “zero” → got question 6c.]

b. For what purposes do you bicycle?

[INTERVIEWER: READ ALL and CHECK ALL THAT APPLY]

- 1. To and from work [Yes, No]
- 2. Pleasure, recreation, health, fitness or fun [Yes, No]
- 3. Errands (such as shopping) [Yes, No]
- 4. Going to school or bringing children to school [Yes, No]
- 5. Other, please state which: _____ (Write short answer) [Yes, No]

c. Do you have children under 18 years who ride a bike? [Yes, No → go to question 6 below]

IF YES,

d. Do any of these children ride their bike to school? [Yes, No → go to question 6 below]

IF YES,

e. Is it safe for the children who live with you to bike to school? [Yes, No, Don't Know]

f. When bicycling to school, do they sometimes share the roads with cars?

g. Is riding their bike or walking the only way they can get to school?

NOTE: Open-ended questions for a subset of 200 randomly selected respondents, about evenly divided among the nine counties

7. [INTERVIEWER: THESE ITEMS FOR A RANDOM SUBSET]

a. In as few words as possible, what things do you like most about bicycling or walking in your area?

a1. does your answer refer to: walking [] bicycling [] both walking and bicycling []

b. . In as few words as possible, what things do you like least about bicycling or walking in your area?

b1. does your answer refer to: walking [] bicycling [] bot walking and bicycling []

NOTE: Funding question.

8. We would like to know your priorities for future spending on walking and bicycling.

a. What is your first priority: spending for bike paths, sidewalks, or bike lanes?

Check one: Sidewalks [], Bike paths [], Bike Lanes []

b. What is your second priority, if any?

Check one: Sidewalks [], Bike paths [], Bike Lanes []

NOTE: Demographic information.

Transportation, you should call Ms. Joan Carter at 386-943-5459. By the way, you may get a call from one of my supervisors to check on my performance.