

# Public Perceptions of Walking and Biking in Ohio

Findings from the 2019 Public Engagement Survey for the Walk.Bike.Ohio Policy Planning Process

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Special thanks to Sam Friedrichsen, MPH, Audrey Hanson, MPH, and Gale Mason-Chagil, PhD, at Professional Data Analysts for their invaluable contributions to analysis and review of this report.

## About this report



**Walk.Bike.Ohio** is Ohio's first plan to focus on walking and biking policies and programs around the state. When complete, it will guide Ohio's pedestrian and bicycling transportation policies and investments. The Ohio Department of Transportation (ODOT) is leading the planning process in collaboration with a Steering Committee comprised of approximately 40 state agencies, metropolitan planning organizations (MPOs), local government agencies, and advocacy organizations.

**The 2019 Public Engagement Survey** was conducted between June and August 2019 as part of the public engagement process for Walk.Bike.Ohio. The purpose of the survey was to understand the general public's thoughts, experiences, and perspectives on walking and biking in Ohio and to identify challenges and concerns that haven't been raised by other stakeholders. The survey was conducted with a convenience sample of Ohio residents. Recruitment included email invitations sent by MPOs and Rural Transportation Planning Organizations (RTPOs) to their mailing lists, paid advertisements on Facebook, a press release from ODOT that was picked up by some local newspapers, and in-person recruitment at the Ohio State Fair.

**Professional Data Analysts** (PDA) is the contracted external evaluator for the Ohio Department of Health (ODH)'s State Physical Activity and Nutrition program, a cooperative agreement with the Centers for Disease Control and Prevention (CDC). PDA analyzed the 2019 public engagement survey data and prepared this report to support ODH's state-level walking and biking planning activities in collaboration with ODOT and Walk.Bike.Ohio.

**The purpose of this report** is to understand major themes in public perceptions from the 2019 public engagement survey and identify opportunities for improving conditions for walking and biking in Ohio. This report may be used by Walk.Bike.Ohio stakeholders to inform recommendations that will be included in the Walk.Bike.Ohio plan.

**The primary intended audience** of this report is the Walk.Bike.Ohio leadership staff and Steering Committee. Additional audiences that may be interested in this report include active transportation staff at ODOT, ODH, and Ohio MPOs/RTPOs; local government and community-based organizations in Ohio working to promote walking and biking, and funders of active transportation work at the state and federal levels.

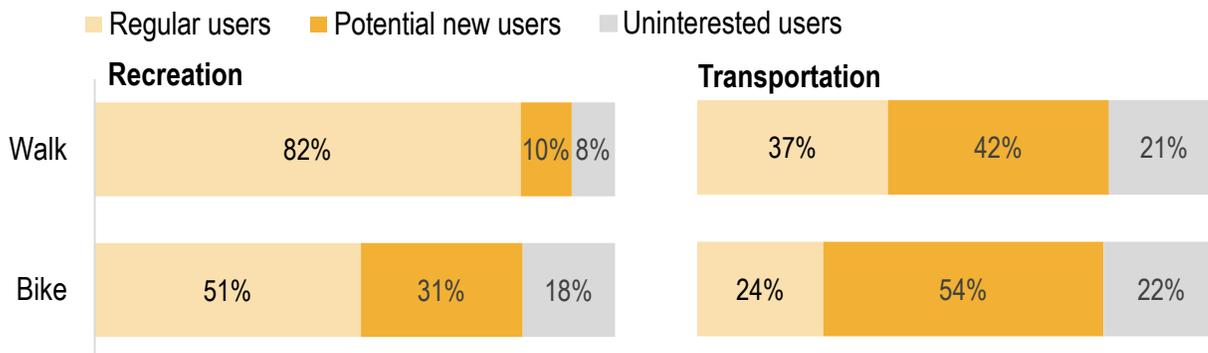
**Findings are organized** around Walk.Bike.Ohio's six goals of network utilization, network connectivity, safety, preservation, livability, and equity. Recommendations for ODH and the Walk.Bike.Ohio planning process to consider appear at the end of the report, followed by methodological notes and appendix tables.

Questions about this report should be directed to Jennifer Pelletier, [JPelletier@pdastats.com](mailto:JPelletier@pdastats.com). Questions about Walk.Bike.Ohio should be directed to Andrew Shepler, [statewide.planning@dot.ohio.gov](mailto:statewide.planning@dot.ohio.gov).

# Who walks and bikes in Ohio?

8 out of 10 survey respondents were regular or potential new walkers and bikers

Regular transportation users walked or biked at least once per week for commuting to work/school or errands. Regular recreational users walked or biked at least once per week for social/recreational purposes. Potential new users walked or biked less than once per week and were interested in walking or biking more.



Regular walkers and bikers were more likely to live in an MPO region and closer to work or school



Characteristics of recreational users



Characteristics of transportation users

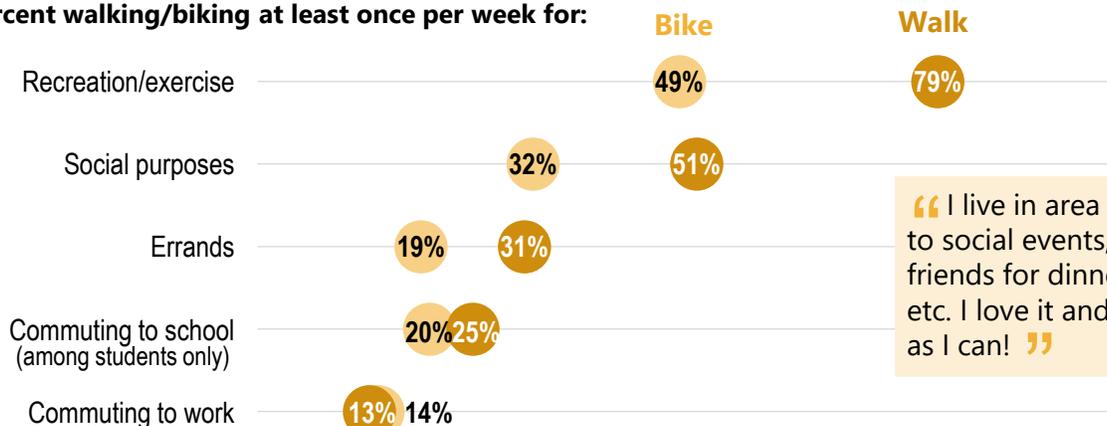
Characteristics	Characteristics of recreational users			Characteristics of transportation users		
	Regular users	Potential new users	Uninterested users	Regular users	Potential new users	Uninterested users
Older age		— 🚲	+ 🚶			+ 🚶
Lives with disability or mobility limitation			+ 🚶			+ 🚶
Lower income	— 🚶		+ 🚲	+ 🚶	— 🚲	
Lives in MPO region	+ 🚶			+ 🚶		
Lives closer to work or school	+ 🚶	+ 🚲		+ 🚶		
Gender	+ Male 🚲	+ Female 🚶		+ Male 🚲	+ Female 🚶	
Student				+ 🚶		

+ More likely to give this response    
 — Less likely to give this response  
🚶 Only true for walkers    
 🚲 Only true for bikers

## How often do respondents walk and bike for different purposes?

*Walking and biking for recreation/exercise and social purposes was most common*

Percent walking/biking at least once per week for:

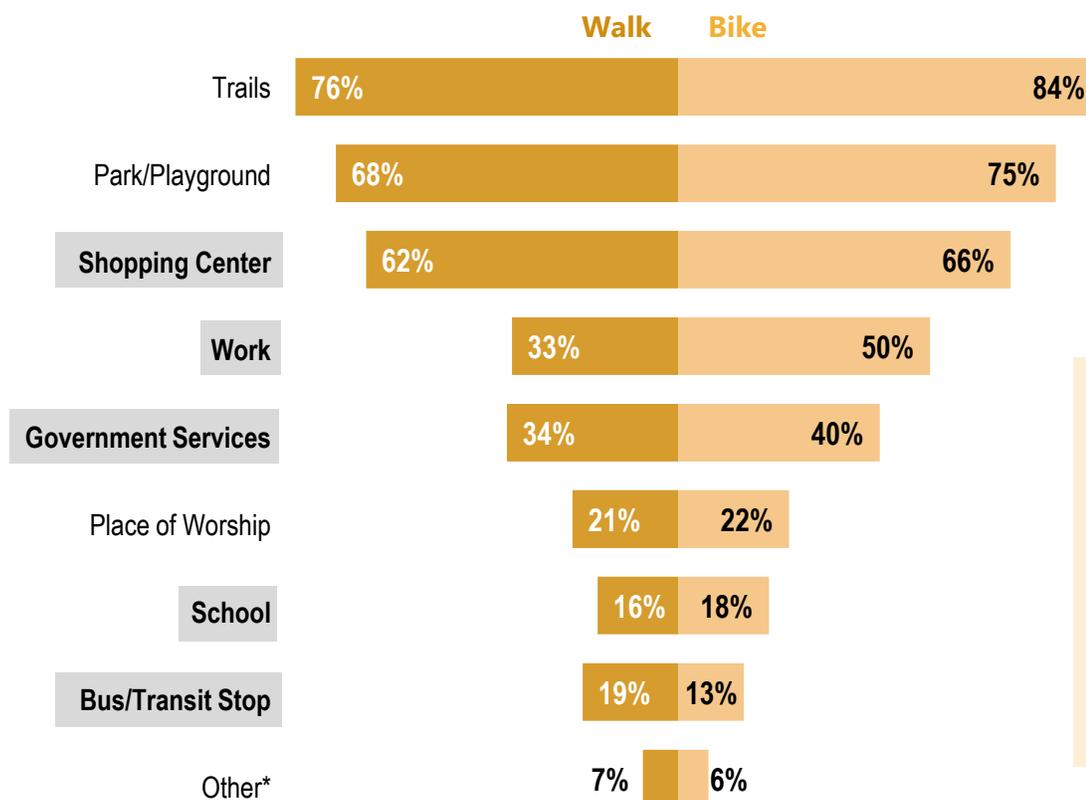


“ I live in area that I can walk to social events, meet up with friends for dinner, run errands etc. I love it and walk as much as I can! ”

## Where would respondents like to walk and bike?

*Recreational destinations (trails, park/playground) were most common*

Percent that would like to walk/bike to:



“ I am an avid biker for recreation and exercise and am seeking to replace more of my daily driving with biking. I ride primarily on greenway trails and am pleased with their quality. ”

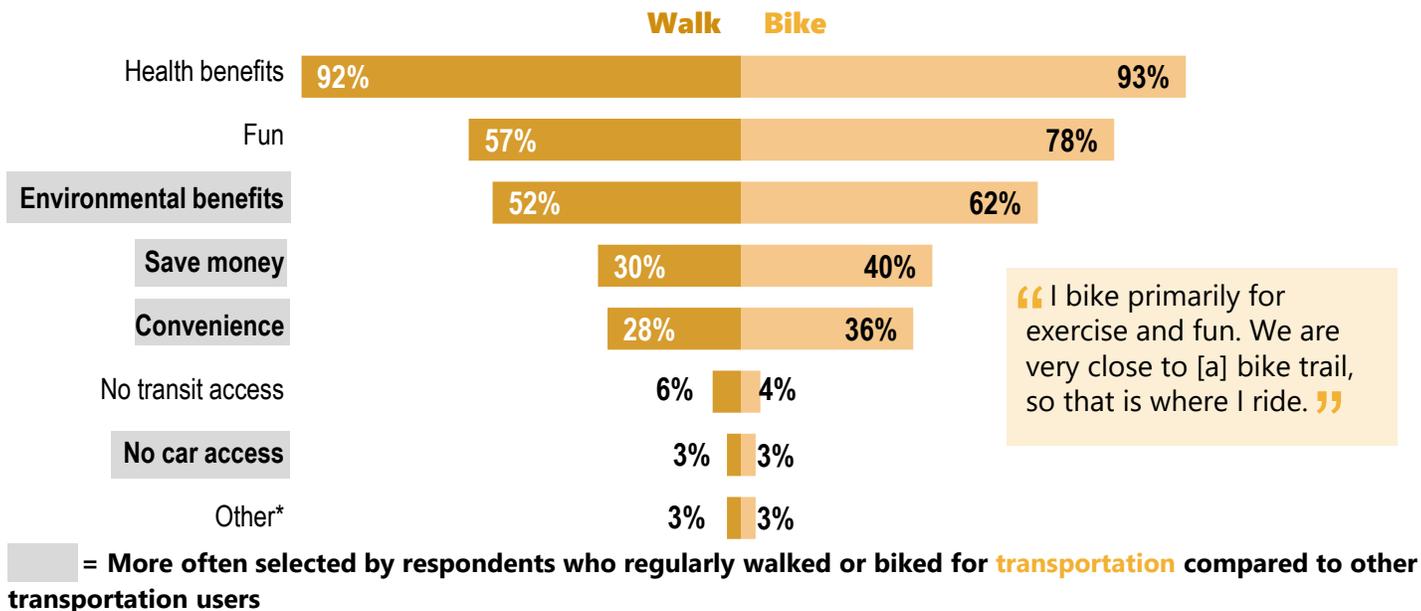
**■** = More often selected by respondents who regularly walked or biked for **transportation** compared to other transportation users

\*Includes food, drink, and entertainment such as restaurants, coffee shops, bars, and nightlife; other social, recreational, and community attractions such as visiting family, friends, and neighbors, library, town centers, and special events; and errands/other retail such as medical appointment and local shops and businesses.

## Why do respondents walk and bike?

The most common reasons were health benefits, fun, and environmental benefits

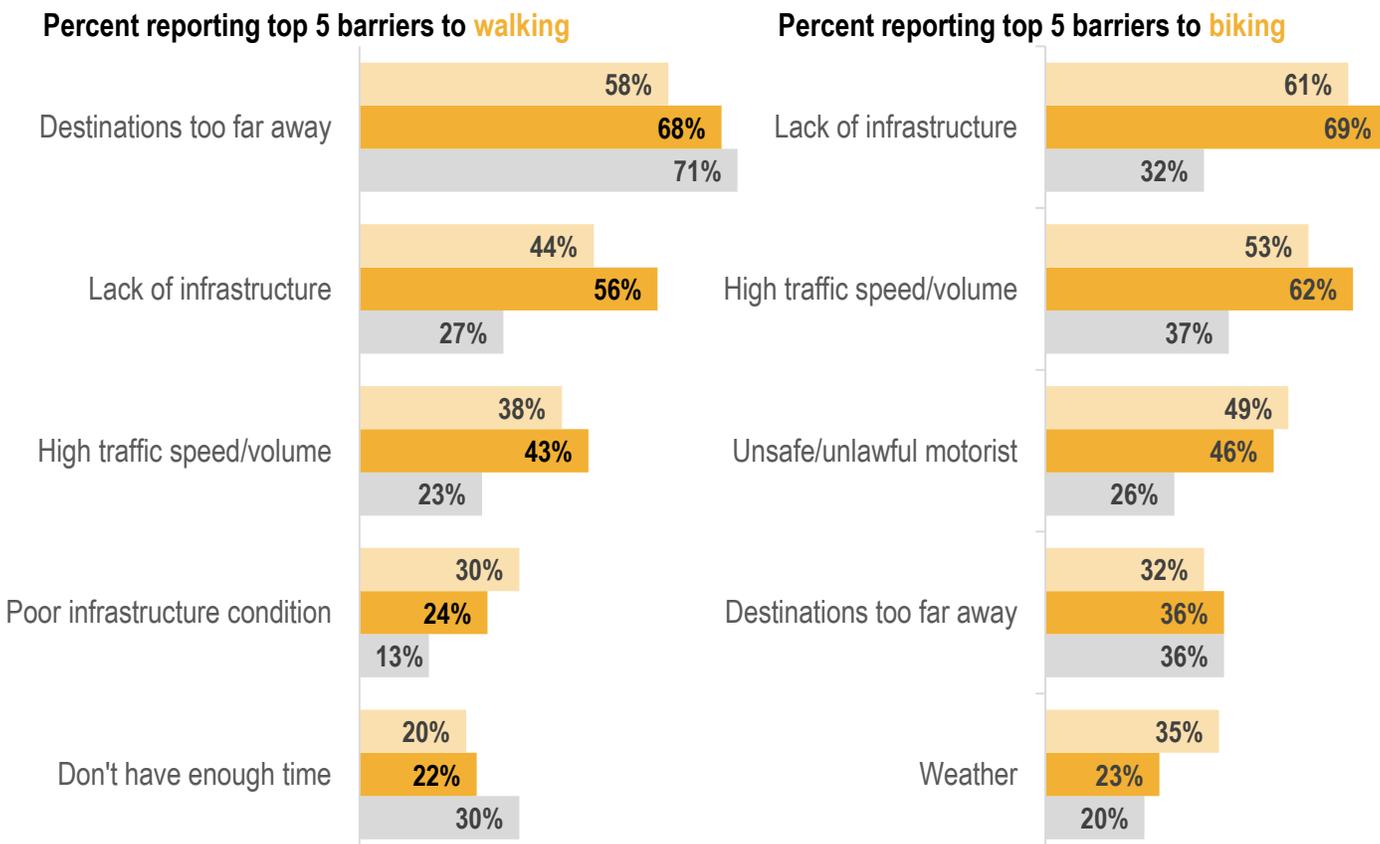
Percent reporting each reason



## Why don't respondents walk and bike more often?

4 out of top 5 barriers are modifiable through planning and land use policy

■ Regular transportation users ■ Potential new transportation users ■ Uninterested transportation users

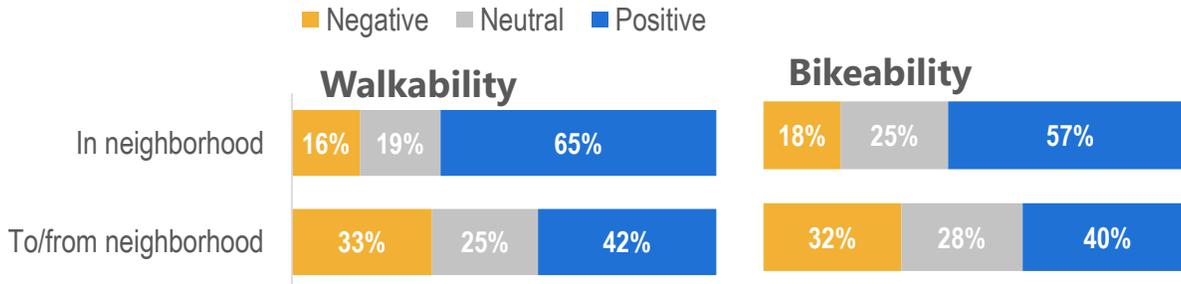


# How easy do respondents think it is to walk and bike in Ohio?

**Most survey respondents had a positive perception of walkability and bikeability**

✓ Regular walkers and bikers were more likely to have positive perceptions than other respondents

Percent reporting each perception of walkability and bikeability



## What types of walking and biking infrastructure do potential new transportation users feel comfortable using?

### Walking



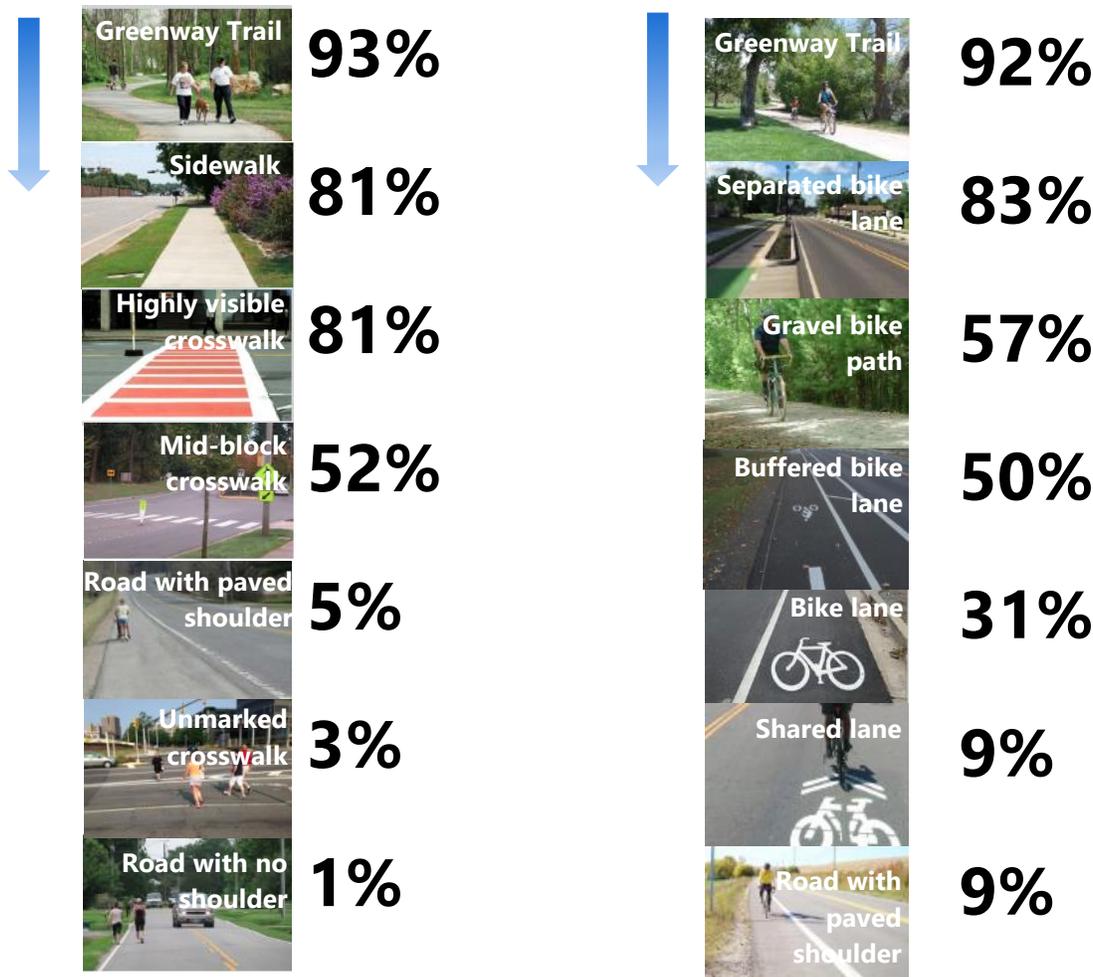
- ✓ Greenway trail
- ✓ Sidewalk
- ✓ Highly visible crosswalk

### Biking



- ✓ Greenway trail
- ✓ Separated bike lane

Percent of potential new transportation users reporting they would be very comfortable on:



“ Although bike lanes and buffered bike lanes might be fine for myself, I would never want my children biking on those, nor would I feel safe pulling a child carrier. I often see people riding in a motorized wheelchair in these which seems extremely unsafe. Considering these concerns, these types of lanes are practically useless if not discriminatory. ”

# How does distance influence respondents' walking and biking perceptions and behaviors?



64% of survey respondents said they did not **walk** more frequently because destinations were too far away



34% of survey respondents said they did not **bike** more frequently because destinations were too far away



93% of survey respondents lived more than **1 mile** from work or school



68% of survey respondents lived more than **5 miles** from work or school

## Walking perceptions and behaviors

## Biking perceptions and behaviors

Respondents who lived more than <b>1 mile</b> from work or school were:		Respondents who lived more than <b>5 miles</b> from work or school were:	
Less likely to walk for commuting, errands, social purposes		Less likely to bike for commuting, errands, social purposes	
Similarly likely to walk for recreation/exercise		Similarly likely to bike for recreation/exercise	
More likely to have a negative perception of walkability in and to/from their neighborhood		More likely to have a negative perception of bikeability to/from their neighborhood	
		More likely to say they bike because it's fun	
“ Our neighborhood is "boxed in" by busy streets that are not safe to even cross, let alone walk along. ”		More likely to want to bike to trails	
“ Love biking trails to trails and would like to see more bike trails developed connecting rural areas to existing trails. ”		More likely to say they don't have enough time to bike	

# What are respondents' experiences and perceptions of safety when walking and biking in Ohio?

*Crashes, close calls, and safety concerns were common*



**1 in 5 survey respondents has experienced a crash or close call when walking**



**1 in 4 survey respondents has experienced a crash or close call when biking**

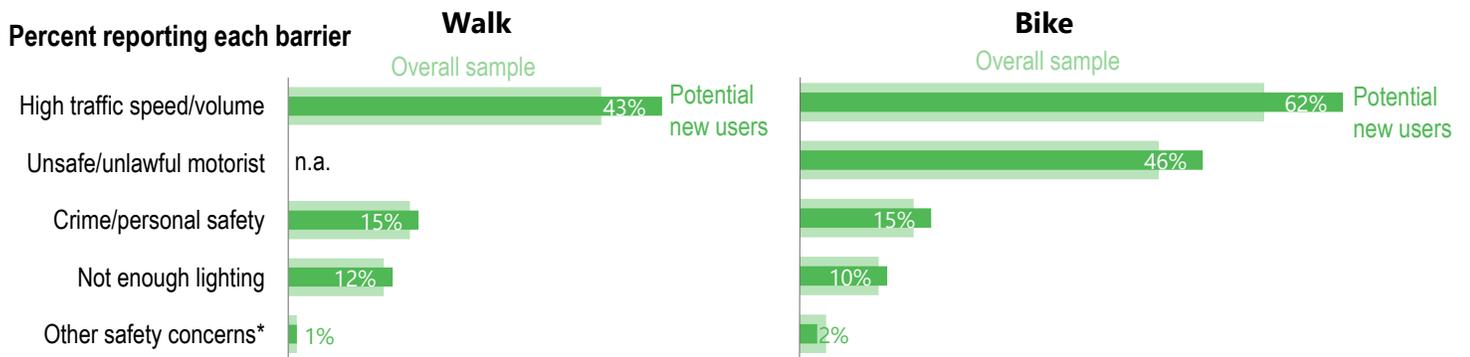
Respondents who experienced a crash or close call were asked to describe their experience. Frequencies of key words in their descriptions are presented below.

Category	Word group	Number of occurrences	
		Walking	Biking
People	car-driver-motorist-vehicle	1142	1417
	walk-walker-pedestrian	645	99
	bike-biker-biking	130	776
Location	intersection-crossing	798	236
	street-road	510	529
	light-stoplight-red-green	318	155
	sidewalk	155	34
	downtown	73	37
	trail-path	45	194
	lane	28	309
Law	police-report-call	761	915
	law-illegal	43	93

Category	Word group	Number of occurrences	
		Walking	Biking
Behavior	turn-corner	324	249
	stop-yield	295	207
	hit	271	219
	close	216	385
	look-see	203	137
	right	195	167
	fast-speed	172	116
	attention-distracted	171	172
	run-running	150	71
	sign-signal	138	38
	phone-cell-text	82	72
	left	61	112
	pass-passing	36	324
aggressive-angry	11	71	

“ I like the fact that a healthy lifestyle is encouraged through biking; however sharing the road with motorists creates a danger that outweighs it's health benefits. I love biking and exercise, but I do not like the dangers of bikers using vehicular lanes of travel; roadways are too narrow for that and drivers are very inattentive unfortunately. ”

## Potential new transportation users reported safety-related barriers more often than other respondents

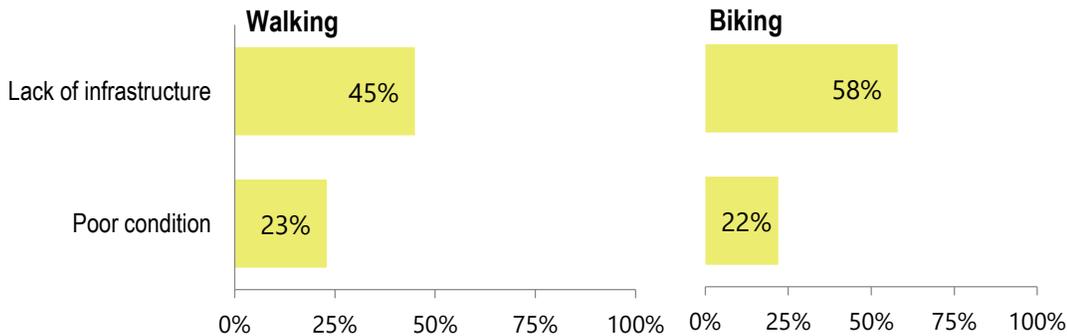


\*Includes distracted/inattentive drivers, unsafe infrastructure, past experience with a crash or close call, crowded trails/sidewalks, and unleashed dogs.

# Is the condition of existing walking and biking infrastructure in Ohio a barrier to walking and biking? For whom?

**Lack of walking and biking infrastructure was a more common barrier than poor condition of existing infrastructure**

Percent reporting each barrier



“ We badly need connection paths to schools and trail systems. ”

Common issues related to **maintenance and preservation** of existing infrastructure in open-ended comments included:

- ✓ sidewalks in need of repair
- ✓ trash or debris in paths or shoulders
- ✓ sidewalks not cleared of snow/ice
- ✓ gravel paths difficult to ride on

Common requests were for fewer gravel paths, more paved trails, and better maintained paths and sidewalks.

“ The maintenance and condition of the streets are not conducive to biking. Potholes, cracks, bumps are easily navigated by a vehicle with four tires. Those pavement deficiencies cause problems for a two-wheel bicycle which is far less stable than a car. ”

## Perceptions of existing infrastructure varied by type of user

- ✓ **Potential new walkers and bikers** for transportation were more likely than other types of transportation users to say lack of infrastructure was a barrier to walking and biking
- ✓ **Regular walkers and bikers** for transportation were more likely than other types of transportation users to say poor condition of existing infrastructure was a barrier to walking and biking

Percent reporting each barrier



## How does walking and biking in Ohio affect respondents' quality of life?

*Open-ended responses suggested that walking and biking improved quality of life*

Open-ended reasons for walking and biking related to quality of life	
Connecting with community, including walking/biking with friends, seeing and meeting people, seeing and connecting to the community or neighborhood	
Mental health benefits, relaxing, and unwinding	
Desire to be outside, in nature, or enjoy the weather	
Spending time with family and kids (often to go to park or playground, or just walk around the neighborhood), showing kids the benefits of walking	
Walking, running, or biking for exercise, fitness, or recreation, and walking the dog	
Freedom in timing, route, and destination (biking only)	
Want to be an example to others to demonstrate biking is a viable transportation choice (biking only)	
Set goals and challenge oneself (biking only)	

“ Communities that promote walking are just better communities to live in. ”

“ Walking needs to be a part of a multi modal strategy that gets people out of cars for the sake of traffic safety (vision zero), the environment and climate change. ”

“ I believe access to safe walking/biking paths are very important. It allows people to both get up and move to improve health and to enjoy nature. I believe it also helps build relationships among neighbors. ”

***Fewer comments suggested that prioritizing or encouraging walking and biking diminished quality of life for residents that relied on vehicles for transportation***

“ We cross that bridge every morning, afternoon and evening and we RARELY see a bicyclist in the bike lane. Now that there is only one lane in each direction traffic gets backed up, cars are sitting in traffic idling and commute times are longer. ”

“ Please spend the money on the roads instead of walking. Ohio has many auto plants. Any effort to not use cars is bad for Ohio. ”

# How do perceptions and experiences with walking and biking in Ohio differ by respondent characteristics?

## Age, ability, income, and geography affect perceptions and experiences

The table below summarizes differences in responses by each of these characteristics. Respondents with each characteristic in the left hand column were **more** or **less** likely to give the responses in the columns to the right. Responses with no walk or bike icon refer to both walking and biking responses.

**+** More likely to give this response

**-** Less likely to give this response

 Only true for walkers

 Only true for bikers

Characteristic	Crashes and close calls	Safety barriers	Reasons for walking/ biking	Perceived walkability/ bikeability	Infrastructure barriers
Older age	-	- •crime/ personal safety •high speed/ volume •lighting •unsafe motorist 	+ •health	+ •to/from neighborhood 	- •lack of infrastructure •poor condition
Lives with disability or mobility limitation	-	+ •crime/ personal safety 	+ •lack transit  •lack car access 	- •in neighborhood	- •lack of infrastructure •poor condition 
Lower income	- 	+ •crime/ personal safety •lighting	+ •lack transit •lack car access •save money •preference •convenience 	- •in neighborhood •to/from neighborhood	- •poor condition 
Lives in MPO region	+ 	+ •crime/ personal safety •high speed/ volume 	+ •preference  •convenience •environmental benefits •fun 	+ •in neighborhood •to/from neighborhood 	- •poor condition 
Lives closer to work or school	+ 		+ •lack transit  •lack car access •save money •preference •convenience •environmental benefits	+ •in neighborhood  •to/from neighborhood	

## There were few differences in walking and biking perceptions across racial and ethnic groups

The table below presents the top three reasons, barriers, and desired destinations of each racial/ethnic group. Differences between groups appear in **orange text**.

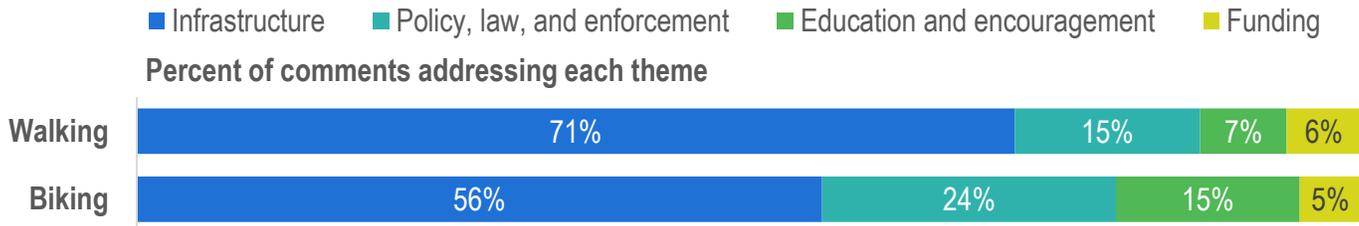
	White only (n=6660)	African American (n=160)	Asian (n=94)	Hispanic or Latino (n=94)	American Indian or Alaska Native (n=50)
<b>Reasons for walking and biking</b>	1. Health 2. Fun 3. Environment	1. Health 2. Fun 3. <b>Save money</b>	1. Health 2. Fun 3. Environment	1. Health 2. Fun 3. Environment	1. Health 2. Fun 3. Environment
<b>Barriers to walking</b>	1. Distance 2. Lack of sidewalks/ paths 3. High traffic speed/ volume	1. Distance 2. Lack of sidewalks/ paths 3. <b>Not enough time</b>	1. Distance 2. Lack of sidewalks/ paths 3. High traffic speed/ volume	1. Distance 2. Lack of sidewalks/ paths 3. <b>Have to carry things</b>	1. Distance 2. Lack of sidewalks/ paths 3. High traffic speed/ volume
<b>Barriers to biking</b>	1. Lack of bike lanes/ paths 2. High traffic speed/ volume 3. Unsafe/ unlawful motorist	1. <b>High traffic speed/ volume</b> 2. <b>Lack of bike lanes/ paths</b> 3. Unsafe/ unlawful motorist	1. Lack of bike lanes/ paths 2. High traffic speed/ volume 3. Unsafe/ unlawful motorist	1. Lack of bike lanes/ paths 2. High traffic speed/ volume 3. Unsafe/ unlawful motorist	1. Lack of bike lanes/ paths 2. High traffic speed/ volume 3. Unsafe/ unlawful motorist
<b>Desired walking destinations</b>	1. <b>Trails</b> 2. Parks 3. Shopping	1. <b>Parks</b> 2. Trails 3. Shopping	1. <b>Parks</b> 2. Trails 3. Shopping	1. <b>Trails and Parks (tie)</b> 2. Parks 3. Shopping	1. <b>Trails and Parks (tie)</b> 2. Parks 3. Shopping
<b>Desired biking destinations</b>	1. Trails 2. Parks 3. Shopping	1. Trails 2. Parks 3. Shopping	1. <b>Parks</b> 2. <b>Trails</b> 3. Shopping	1. Trails 2. Parks 3. Shopping	1. Trails 2. Parks 3. Shopping

“I always see lots of people walking when there isn’t a sidewalk or even a shoulder along this stretch of road. What’s especially alarming here is that I see a lot of adolescents walking to and from school along this piece of road during the school year. There’s a lot of traffic, and its very unsafe. We desperately need more sidewalks and paths.” -Respondent of color

“This plan does little to address the needs of people with disability. It does not ask questions about accessibility of routes, alternative forms of biking/rolling, nor does it ask about disability in the demographics section.” -Respondent living with a disability

# Recommendations

**Survey respondents suggested potential strategies to improve walking and biking in Ohio that were categorized into four major themes**



Suggestions that were supportive of walking or biking appear in black text in the table below; suggestions that were antagonistic toward walking or biking appear in orange text. Icons indicate which Walk.Bike.Ohio goals are related to each theme.

Utilization 
 Connectivity 
 Safety 
 Preservation 
 Livability 
 Equity

Topic	Walking Suggestions	Biking Suggestions
Infrastructure 	<ul style="list-style-type: none"> <li>Sidewalks</li> <li>Separated lanes and paths for walkers, bikers, vehicles</li> <li>Trails and paths</li> <li>Intersection and crossing improvements</li> <li>Maintenance and repair of sidewalks (including clearing snow and ice)</li> <li>Signage, lighting, amenities (shade, rest areas), 911 call boxes</li> <li>Traffic calming, walk friendly design</li> <li>Connections to destinations and to other trails/paths</li> </ul>	<ul style="list-style-type: none"> <li>Bike lanes</li> <li>Separated bike lanes</li> <li>Protected bike lanes</li> <li>Wider roads, paved shoulders or berms</li> <li>Trails and paths</li> <li>Intersection improvements</li> <li>Maintenance of existing infrastructure (clear debris from bike lanes)</li> <li>Signage, lighting, amenities (drinking fountains, bathrooms), bike parking</li> <li>Traffic calming, road diets, bike friendly design</li> <li>Connections to destinations and to other trails/paths</li> </ul>
Policy, law, and enforcement 	<ul style="list-style-type: none"> <li>Enforcement of laws to protect walkers</li> <li>Changes to laws to protect walkers</li> <li>Planning processes to prioritize walking and walkability</li> <li>Changes to/enforcement of laws to punish walkers that don't obey (e.g., jaywalking) (1% of walking suggestions)</li> </ul>	<ul style="list-style-type: none"> <li>Enforcement of laws to protect bikers</li> <li>Changes to laws to protect bikers</li> <li>Planning processes to prioritize biking and bikeability</li> <li>Changes to laws to discourage or prohibit bicycling on roads (e.g., require license to pay for bike infrastructure) (7% of biking suggestions)</li> </ul>
Education and encouragement 	<ul style="list-style-type: none"> <li>Education for drivers and/or walkers</li> </ul>	<ul style="list-style-type: none"> <li>Education for drivers and/or bikers</li> <li>Employer incentives, riding groups, bike share programs</li> </ul>
Funding 	<ul style="list-style-type: none"> <li>More funding for walking infrastructure and maintenance</li> <li>More funding for transit</li> <li>Less funding for walking infrastructure, more emphasis on roads for vehicles (3% of walking suggestions)</li> </ul>	<ul style="list-style-type: none"> <li>More funding for biking infrastructure and maintenance</li> <li>More funding for transit</li> <li>Less funding for biking infrastructure, more emphasis on roads for vehicles (2% of biking suggestions)</li> </ul>

## ***PDA recommends using survey findings to identify opportunities for increasing walking and biking and planning future data collection from the public***

This survey contains a wealth of information that can inform the Walk.Bike.Ohio planning process. Below are some implications and considerations that PDA identified. This list is not exhaustive; rather, it is meant to spur additional ideas for the types of conclusions that can be drawn from the findings. PDA encourages Walk.Bike.Ohio staff and stakeholders to discuss, interpret, and create shared meaning from the findings presented in this report.

### **Implications of findings for Walk.Bike.Ohio planning process**

- ✓ There were some important demographic differences between recreational and transportation users. Recreational users tended to be older and have higher incomes, while transportation users tended to be younger and be students. Strategies to engage potential new users from different demographic groups may be more successful if they focus on the type of walking and biking (i.e., recreational vs. transportation) each group is more interested in.
- ✓ Distance to destinations was reported to be a major barrier to walking and biking. However, respondents who lived far from work or school were equally likely to be recreational users, indicating they might be open to walking or biking for transportation if destinations were closer and perceived walkability and bikeability were better. This finding raises implications for land use policy and the design of communities to be more walk- and bike-friendly.
- ✓ 2-3 times more respondents said they would like to walk or bike to shopping centers and work than those who said they regularly walked and biked for errands and work commuting. This finding suggests that there are opportunities to increase walking and biking for errands and commuting.
- ✓ 4 out of the top 5 barriers to walking and biking are modifiable through transportation and land use planning. Addressing these barriers is one way to turn opportunities like the ones described above into behavior change.
- ✓ Safety, connectivity, utilization, and preservation of walking and biking infrastructure were major themes that emerged from the open-ended responses. This finding aligns with the most common barriers to walking and biking, which were distance, lack of infrastructure, high traffic speeds and volumes, poor infrastructure condition, and unsafe motorist behaviors.

### **Considerations for future data collection**

- ✓ Consider how respondent characteristics may affect the accuracy of responses. For example, regular users are likely to have more accurate perceptions of biking and walking infrastructure because they use this infrastructure frequently. On the other hand, regular transportation users may mistakenly believe that biking for transportation is more common than recreational biking (as observed in some open-ended comments) because biking for transportation is more visible in their experience. Surveys like this one that ask about actual behavior and have large sample sizes are helpful for drawing conclusions in a way that anecdotal or unsystematic data collection efforts are not.
- ✓ In future surveys, consider using skip logic to allow respondents to skip questions that are not applicable to them or giving a "not applicable" response option. For example, some respondents already walked and biked as much as they'd like, so it was difficult for them to respond to barriers.
- ✓ In future surveys, consider adding a demographic question on disability or mobility limitations.

# Methodological notes

## **Data and methods**

The survey contained 8,683 records in the raw dataset. Fourteen records were deleted because they were mostly blank or contained what appeared to be test data, leaving an analysis sample of 8,669. Implausible or invalid entries were cleaned and recoded, and open-ended "other" responses were coded thematically. Missing data varied by question and was higher at the end of the survey than the beginning, suggesting that some respondents dropped off before completing the survey. Missing data for race and income was particularly high. A closer examination of this group found that respondents were more likely to be missing race and/or income if they lived in suburban areas, were male, were over age 50, and never walked or biked for transportation. As a result, analysis of differences by income and race are expected to be biased toward the perspectives and experiences of more frequent walkers and bikers. Due to the small sample size of respondents reporting Native Hawaiian or Other Pacific Islander race, results from this group are not presented in analyses of each racial/ethnic group separately; however, they are included in all other analyses.

Respondents were categorized as living in an MPO region (as a measure of urban geography) if their zip code was included in the area covered by an MPO; respondents with missing or invalid zip code were categorized based on their county. Twenty-one respondents reported a zip code from a neighboring state outside of Ohio; these respondents were kept in the analysis. Easy walking distance from work or school was defined as 1 mile or less. Easy biking distance from work or school was defined as 5 miles or less. Respondents living with a disability or mobility limitation were identified as those who reported being "not physically able" to walk or bike in the question on barriers, as well as open-ended comments that disclosed this information. Perception of walkability/bikeability was assessed on a 100 point scale. Scores were categorized into negative (0-39), neutral (40-60), and positive (61-100) perceptions.

Quantitative analysis was conducted by a PDA analyst using SAS v9.4. Close-ended survey questions were tabulated using univariate and bivariate analysis. Tables were reviewed and bivariate differences that appeared meaningful were tested for statistical significance using chi-squared tests and an alpha value of 0.05.

Qualitative analysis was conducted by PDA evaluators using Microsoft Excel. Open-ended questions that asked for additional thoughts on walking and biking were coded for respondents' suggestions for improving walking and biking in Ohio. A 20% sample of responses was also coded for comments related to each of the Walk.Bike.Ohio plan goals.

## **Generalizability of sample**

Since the survey design used a convenience sample, the characteristics of the survey sample were compared to the state of Ohio using Census and American Community Survey data to understand how representative the sample was compared to the state as a whole. Survey respondents were more likely to be ages 30-59 (versus <30 or 60+), white race, and non-Hispanic; have higher household incomes; and to walk or bike to work or work at home. Survey respondents were similar to the state as a whole in terms of gender, school enrollment status, and having children in the household. Based on this comparison, the results presented in this fact sheet cannot be generalized to the entire population of Ohio.

A strength of this survey sample is that it reflects a sample of residents with relatively high interest and experience walking and biking. This sample is therefore more likely than the general population to have accurate perceptions of existing infrastructure and more likely to represent the target population of current and potential new users.

## Appendix. Characteristics by type of user

The following tables present characteristics of regular users, potential new users, and uninterested users of walking and biking for transportation and recreation. Shading indicates a significant difference between the three types of users, tested using chi-squared tests of each row ( $p < 0.05$ ).

### Walking for Transportation

	Total Sample	Regular users	Potential new	Un-interested
<b>Total</b>	<b>100%</b>	<b>37%</b>	<b>42%</b>	<b>21%</b>
<b>Age &lt;30</b>	12%	15%	12%	8%
<b>Age 60+</b>	24%	21%	21%	28%
<b>Lives with a disability</b>	5%	4%	4%	9%
<b>Income less than \$50k</b>	17%	20%	15%	17%
<b>Income more than \$100k</b>	45%	44%	46%	45%
<b>Lives in MPO region</b>	89%	91%	89%	88%
<b>Lives &lt;2 miles from work/school</b>	15%	25%	11%	8%
<b>Minority race or ethnicity</b>	6%	6%	6%	6%
<b>Female</b>	49%	46%	55%	43%
<b>Student</b>	7%	10%	7%	5%

### Biking for Transportation

	Total Sample	Regular users	Potential new	Un-interested
<b>Total</b>	<b>100%</b>	<b>24%</b>	<b>54%</b>	<b>22%</b>
<b>Age &lt;30</b>	12%	13%	13%	9%
<b>Age 60+</b>	24%	23%	20%	30%
<b>Lives with a disability</b>	5%	3%	3%	12%
<b>Income less than \$50k</b>	17%	20%	15%	20%
<b>Income more than \$100k</b>	45%	43%	48%	42%
<b>Lives in MPO region</b>	89%	91%	90%	87%
<b>Lives &lt;5 miles from work/school</b>	32%	45%	30%	25%
<b>Minority race or ethnicity</b>	6%	6%	6%	6%
<b>Female</b>	49%	34%	53%	55%
<b>Student</b>	7%	10%	7%	6%

### Walking for Recreation

	Total Sample	Regular users	Potential new	Un-interested
<b>Total</b>	<b>100%</b>	<b>82%</b>	<b>10%</b>	<b>8%</b>
<b>Age &lt;30</b>	12%	12%	13%	10%
<b>Age 60+</b>	24%	23%	23%	29%
<b>Lives with a disability</b>	5%	4%	9%	14%
<b>Income less than \$50k</b>	17%	16%	22%	22%
<b>Income more than \$100k</b>	45%	47%	37%	39%
<b>Lives in MPO region</b>	89%	90%	87%	89%
<b>Lives &lt;2 miles from work/school</b>	15%	16%	13%	10%
<b>Minority race or ethnicity</b>	6%	6%	6%	7%
<b>Female</b>	49%	49%	54%	42%
<b>Student</b>	7%	7%	9%	7%

### Biking for Recreation

	Total Sample	Regular users	Potential new	Un-interested
<b>Total</b>	<b>100%</b>	<b>51%</b>	<b>31%</b>	<b>18%</b>
<b>Age &lt;30</b>	12%	10%	17%	10%
<b>Age 60+</b>	24%	27%	15%	27%
<b>Lives with a disability</b>	5%	3%	4%	13%
<b>Income less than \$50k</b>	17%	16%	17%	21%
<b>Income more than \$100k</b>	45%	47%	45%	41%
<b>Lives in MPO region</b>	89%	91%	89%	87%
<b>Lives &lt;5 miles from work/school</b>	32%	34%	35%	25%
<b>Minority race or ethnicity</b>	6%	5%	7%	6%
<b>Female</b>	49%	37%	60%	60%
<b>Student</b>	7%	7%	8%	6%