

Georgia Bikes! Citizen Survey

May 2011



1785

The University of Georgia

**Conducted by the Survey Research Center
at the University of Georgia**

for

Georgia Bikes!

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Georgia Bikes Citizen Survey

Introduction and Background:

According to the National Highway Safety Administration, 630 bicyclists lost their lives in a motor vehicle traffic crash in 2009 nationally, and 51,000 were injured. In Georgia alone in 2009, 21 bicyclists were killed in motor vehicle crashes, making Georgia the 6th deadliest state to ride a bicycle. In an effort to learn the attitudes of Georgia residents regarding interactions between motorists and bicyclists, the Survey Research Center at the University of Georgia contracted with Georgia Bikes!, a bicyclist advocacy group in Georgia, to conduct a sample survey of Georgians.

The Survey Research Center at the University of Georgia conducted the Georgia Bikes! Citizen Survey between February 2nd and March, 22nd, 2011 when a telephone interview was administered to an RDD (Random Digit Dial) probability sample of 501 residents 18 years old and older of eight Georgia counties. Additionally, a sub-sample of 114 interviews in cell-phone only households was conducted. The purpose of the survey was to determine attitudes and opinions of Georgians regarding a range of issues involving bicyclists and motorists. Estimates based a sample of this size are subject to a sampling error of +/- 4.0% at the 95 percent confidence interval. Sampling error is the probable difference in results between interviewing a sample of the population of adult Georgians versus interviewing the entire population of adults in Georgia. Sample surveys are subject to other sources of error such as non-response error and error associated with the wording of questionnaire items. The cooperation rate for the study was 40.0% for the RDD sample and 14.6% for the cell-phone only sample. The following narrative and tables summarize results of the study.

Executive Summary

Sample Demographics:

- Forty-two percent of respondents to the Georgia Bikes! Citizen Survey were age 45 – 64, while 30.0% were 25-44, 19.7% 65 and older, and 8.5% 18 – 24 years old.
- A majority of respondents (60.2%) were white, while 32.6% were African-American, 2.2% Asian, 2.4% Hispanic, and 2.6% either multi-racial or some other race.
- Sixty-two percent of respondents were female and 38.0 percent were male.
- A near majority of respondents (49.5%) reported having a college education or more, while 30.3% reported having some college or technical school education, 16.1% a high school education, and 4.1% less than a high school education.
- Over twenty-five percent of respondents reported income of \$45,000 to \$74,999, while 23.9% reported income of \$100,000 or greater, 18.0% reported income of \$75,000 to \$99,999, 11.4% reported income of \$35,000 to \$49,999, 11.3% reported income of less than \$25,000, and 9.7% reported income of \$25,000 to \$34,999.
- Eighty-one percent of respondents completed the survey in a household with a landline while 19% completed the survey in a cell-phone only household. Very few differences were observed in response patterns between landline households and cell-phone only households.
- A plurality of interviews (27.0%) were conducted in Fulton County, followed by Chatham County (13.0%), Richmond County (12.0%), Gwinnett County (11.9%), Muscogee County (11.5%), Cobb County (8.1%), DeKalb County (6.8%), Clarke County (5.5%), and Clayton County (4.1%).
- Seventy percent of respondents consider the place they live as being in a suburban setting, while 15.4% consider the place they live as being in a rural setting, and 14.8 an urban setting.

Characteristics of Travel:

- Not surprisingly, 94.3% of respondents reported that they currently drive while only 5.7% reported that they did not.

- A majority of respondents (61.3%) reported driving a car most often, while 28.8% reported driving an SUV or Van, 8.0% a pick-up truck, 0.5% a motorcycle, 0.3% a bicycle, and 1.0% some other type of vehicle.
- Nearly seventy-two percent of respondents reported never riding a bicycle, while 15.5% reported riding a bicycle 3 to 5 times a year, 3.1% once a month, 3.1% twice a month, 2.9% once a week, 2.8% 3 to 5 times a week, and 0.8% 5 times a week or more.
- A majority of respondents (62.6%) reported typically riding a bicycle for recreation, while 27.6% reported riding for exercise, 3.4% for commuting or transportation, 4.0% for mountain biking, 1.7% for racing, and 0.6% for touring.

Attitudes Toward Bicycle Riding:

- Ninety-two percent of respondents either strongly agreed (39.5%) or agreed (52.9%) that they would feel safer knowing that the law required a 3-foot safe passing distance for cars passing bicycles.
- Seventy-six percent of respondents either strongly agreed (15.7%) or agreed (60.5%) that they feel safe riding their bicycle in their community.
- Eighty-eight percent of respondents either strongly agreed (26.6%) or agreed (61.8%) that bicycles provide a reliable, efficient means of transportation for short distance trips and errands.
- Eighty-one percent of respondents either strongly agreed (37.0) or agreed (43.9%) that they would ride a bicycle more frequently if their community had better bicycle fatalities such as bike lanes or multi-use paths.
- Ninety-two percent of respondents either strongly agree (29.2%) or agreed (63.1%) that encouraging bicycling is a long-term investment in a higher quality of life for their community.
- Only forty-one percent of respondents either strongly agreed (8.5%) or agreed (22.6%) that children can safely bike or walk to and from school in their community.
- Eighty-nine percent of respondents either strongly agreed (36.4%) or agreed (52.7%) that a Safe Routes to School Program that encourages children to safely bike and walk to and from school would be a beneficial program for their community.

Normal Travel:

- Eighty eight percent of respondents reported that they drive themselves to get around most of the time, while 6.2% have someone else drive them, 1.3% carpool, 2.9% take public transit or a taxi, 0.7% ride a bicycle, 0.8% walk, and 0.2% use some other means to get around.
- Seventy-five percent of respondents report encountering fewer than 5 bicyclists on the street on a typical driving trip, while 17.5% report encountering 5 to 10 bicyclists, 5.3% encountering 11 to 20 bicyclists, 1.8% encountering 21 – 50 bicyclists, and only 0.2 more than 50 bicyclists.
- Sixty-four percent of respondents report that drivers not sharing the road with bicyclists is either a serious (34.7%) or moderate (29.3%) problem.
- Thirty-three percent of respondents report that there is either a serious (13.1%) or moderate (20.1%) problem with traffic crashes between motorists and bicyclists in their town.
- When asked to estimate the number of crashes per year between motorists and bicyclists, 58.5% estimate fewer than 5 crashes per year, while 28.4 estimate 5 to 10 crashes per year, 7.5% estimate 11 to 20 crashes per year, 2.6% estimate 21 to 50 crashes per year, and 3.0% estimate 50 or more crashes per year.

Factors to Reduce Crashes Between Motorists and Bicyclists:

- Sixty-six percent of respondents report that more driver education about the rights of bicyclists is either extremely important (21.1%) or very important (43.5%).
- Sixty-six percent of respondents report that more enforcement of traffic laws targeting bicyclists is either extremely important (20.4%) or very important (45.5%).
- Sixty-nine percent of respondents report that more enforcement of traffic laws targeting drivers is either extremely important (22.2%) or very important (46.6%).
- Seventy-eight percent of respondents report that more bike lanes to accommodate bicyclists on roads is extremely important (33.0%) or very important (45.4%).

Motorists/Bicyclists Scenarios:

- Eighty-five percent of respondents reported they would be highly likely (51.2%) or very likely (33.6%) to yield at an intersection with no stop sign or signal when they plan to make a left turn and a bicyclist is approaching from the opposite side.

Respondents were asked to assume that a motorist is driving along a narrow 2-lane road with no shoulder and no bike lanes. The road has constant traffic moving at 45 miles per hour in both directions. The driver is stuck behind a slower moving bicyclist riding in the center of the lane. The driver slows and does not attempt to pass the bicyclist.

- Only twenty-seven percent of respondents report having witnessed this as a driver very often (12.2%) or often (14.7%).
- Twenty-two percent of respondents report that more than 75% of their friends would behave like the driver in the situation cited above, while 26.3% reported that 51% to 75% of their friends would have behaved this way, 14.4% that 26% to 50% would have behaved this way, 18.3% that 6% to 25% would have behaved this way, and 31.6% that 5% or fewer would have behaved this way.
- Sixty-one percent of respondents reported it would be either highly likely (35.1%) or very likely (26.3%) for them to drive like the driver in situation above.
- Fifty-two percent of respondents reported that it would be either not fair at all (25.8%) or somewhat unfair (26.3%) if the driver in the situation passed the bicyclist with a 2-foot clearance and received a traffic citation for improper passing.
- Forty-six percent of respondents reported that it would be either not fair at all (21.2%) or somewhat unfair (25.3%) if the bicyclist received a traffic citation for obstructing traffic.

Attitudes Toward Motorists and Bicyclists:

- Seventy-two percent of respondents either strongly agreed (30.0%) or agreed (52.4%) that both motorists and bicyclists fare best on the road when bicyclists act and are treated as drivers of vehicles.
- Thirty-nine percent of respondents either strongly agreed (7.7%) or agreed (31.4%) that in their town there is enough room to accommodate bicycle lanes on public roads, even on the busiest ones.

- Eighty-five percent of respondents either strongly agreed (29.6%) or agreed (55.4%) that groups of bicyclists should be required to ride single file.
- Twenty-one percent of respondents either strongly agreed (3.4%) or agreed (17.6%) that most adults who ride bicycles to work cannot afford a car.
- Thirty-three percent of respondents either strongly agreed (7.8%) or agreed (25.4%) that drivers have a greater right than bicyclists to use roads because drivers pay fuel taxes and car tag fees.
- Seventy percent of respondents either strongly agreed (12.3%) or agreed (57.4%) that most bicyclists don't need to be on major roads, and only ride on neighborhood streets.
- Forty-two percent of respondents either strongly agreed (8.5%) or agreed (33.9%) that except for interstate highways and limited access roads, bicyclists have the same right as drivers to safely access and travel on any public road.
- Sixty-two percent of respondents either strongly agreed (8.7%) or agreed (53.4%) that for bicyclists sharing the road with motorists is unsafe and hazardous.
- Seventy-two percent of respondents either strongly agreed (30.0%) or agreed (52.4%) that both motorists and bicyclists fare best on the road when bicyclists act and are treated as drivers of vehicles.
- Forty-eight percent of respondents either strongly agreed (11.5%) or agreed (36.9%) that bicyclists are more likely to break traffic laws than drivers.
- Forty-three percent of respondents either strongly agreed (6.1%) or agreed (37.0%) that bike lanes on roads are only safe for the most experienced bicyclists.
- Eighty-seven percent of respondents either strongly agreed (26.6%) or agreed (59.9%) that if more people choose to use a bicycle instead of a car for transportation we would have cleaner air, healthier citizens, and lower healthcare costs.

Likelihood of Sharing Lanes:

- Ninety-two percent of respondents reported being very likely (69.6%) or somewhat likely (22.3%) to slow down to share their lane with bicycles on a county or state highway.

- Ninety-two percent of respondents reported being very likely (66.6%) or somewhat likely (25.1%) to slow down to share their lane with bicycles on a busy avenue or arterial road.
- Ninety-six percent of respondents reported being very likely (79.4%) or somewhat likely (16.5%) to slow down to share their lane with bicycles on a collector or neighborhood road.

Frustration with Bicyclists:

- Seventy-four percent of respondents reported that it was either highly frustrating (35.3%) or somewhat frustrating (38.5%) to slow down to share their lane with bicycles on a county or state highway.
- Sixty-three percent of respondents reported that it was either highly frustrating (32.4%) or somewhat frustrating (40.9%) to slow down to share their lane with bicycles on a busy avenue or arterial road.
- Fifty-one percent of respondents reported that it was either highly frustrating (17.7%) or somewhat frustrating (32.8%) to slow down to share their lane with bicycles on a collector or neighborhood road.
- Seventy-six percent of respondents reported that it was either highly frustrating (42.1%) or somewhat frustrating (34.7%) to slow down to share their lane with bicycles on a two-lane road with groups of bicycles.

Actions Taken Due to Frustration with Bicyclists:

- Twenty percent of respondents reported that they would be very likely (6.4%) or somewhat likely (13.9%) to blow their horn or yell when frustrated by a slow driver or bicyclist.
- Eleven percent of respondents reported that they would be very likely (2.9%) or somewhat likely (7.8%) to flash their lights or give them the finger when frustrated by a slow driver or bicyclist.
- Fourteen percent of respondents reported that they would be very likely (3.0%) or somewhat likely (10.7%) to tailgate when frustrated by a slow driver or bicyclist.

Share the Road and Bicyclists Rights:

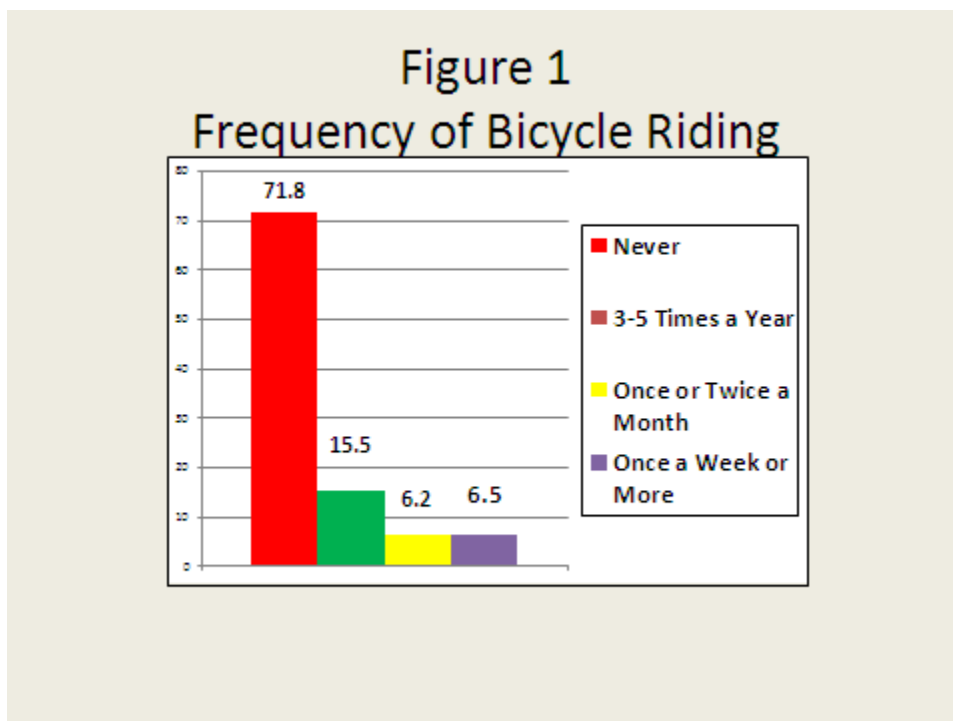
- Fifty-one percent of respondents reported having seen Share-the-Road ads on TV or other media.
- Ten percent of respondents reported being very knowledgeable, 53.2% somewhat knowledgeable, and 36.9% not knowledgeable on the legal rights of bicyclists.
- Seventy-seven percent of respondents reported receiving no traffic citations during the last three years, while 14.0% reported receiving one citation, 4.7% two citations, and 4.0% three or more citations.

Characteristics of Travel

Table 1 presents respondent travel characteristics. Over ninety percent of respondents reported that they currently drive, with the majority of respondents (61.3%) reporting that they drove a car most often. Nearly thirty percent reported driving a SUV or van, followed by pick-up truck (8.0%), some other type of vehicle (1.0%), a motorcycle (0.5%), and a bicycle (0.3%).

A large majority of respondents reported (71.8%) never riding a bicycle or riding a bicycle only a few times a year (15.5%). Nearly 13.0% of respondents can be classified as 'regular' bicyclists, riding a bicycle at least once a month. The proportion of 'frequent' bicyclists was only 6.5%, those who ride at least once a week (2.9%), those riding 3 – 5 times a week (2.8%), and those riding 5 or more days per week (0.8%). Male bicyclists were significantly more likely than females (13.8% versus 6.4%) to report riding a bicycle twice or more a month (See Table 13).

Among those respondents that reported riding a bicycle, the majority reported riding a bicycle for recreation (62.6%) while 27.2% reported riding for exercise. Male respondents (31.2%) were significantly more likely than female respondents (23.3%) to report bicycling for exercise rather than recreation (See Table 13). Fewer proportions of respondents reported riding a bicycle for commuting or transportation (3.2%), mountain biking (4.0%), racing (1.7%), and touring (0.6%).



Characteristics of Travel, by Demographic Variables:

Gender:

- Females were significantly more likely than males (64.1% versus 56.8%) to report driving a car, and to report riding a bicycle for recreation rather than for exercise than were males (93.6% versus 86/2%). Females were also significantly more likely than males (72.2% versus 55.8%) to report riding a bicycle for recreational purposes, while males were more likely (31.2% versus 23.3%) to report riding for exercise [SEE TABLE 13]

Age:

- Respondents 18-24 years of age were significantly less likely (89.8%) to report currently driving than those 25-44 (98.9%), those 45-64 (93.0%), and those 65 and older (96.5%). [SEE TABLE 23]
- Respondents 18-24 years of age were significantly less likely (63.3%) to report driving themselves than those 25-44 (93.1%), those 45-64 (88.8%), and those 65 and older (88.6), and significantly more likely to report driving only 0-2 days in an average week (18-24, 21.3%; 25-44, 5.2%; 45-64, 12.4%; 65 and older, 15.0%). [SEE TABLE 25]

Ethnicity:

- Non-white respondents were significantly less likely (90.9%) to report currently driving than white respondents (98.0%), significantly more likely to report driving a car (69.2% versus 55.9%), and significantly more likely to report riding a bicycle once a month or less (95.2% versus 87.4%). [SEE TABLE 32]

Education:

- Respondents with less than a high school education are significantly less likely (49.5%) to report driving a car than are those with some college (66.5%) and those with a college education or more (62.9%). [SEE TABLE 42]

Income:

- Respondents making income over \$75,000 (97.7%) are significantly more likely to report that they currently drive than are those with incomes of \$50,000 - \$74,999 (95.4%), \$35,000 - \$49,999 (91.7%), or those making \$35,000 or less (88.8%). [SEE TABLE 52]

Figure 2
Typical Type of Bicycle Riding

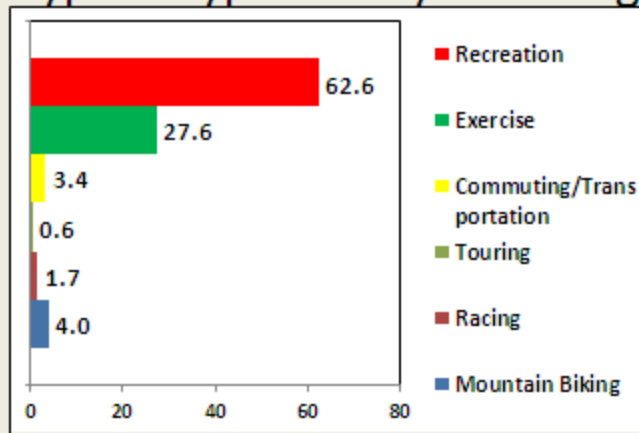


Table 1

Characteristics of Travel

	n	%
<i>Currently Drive:</i>		
Yes	579	94.3
No	35	5.7
TOTAL	614	100.0
<i>Type Vehicle Drive Most Often:</i>		
Car	366	61.3
SUV/Van	172	28.8
Pick-up Truck	48	8.0
Motorcycle	3	0.5
Bicycle	2	0.3
Other	6	1.0
TOTAL	597	99.9
<i>How Often Ride Bicycle:</i>		
Never	440	71.8
3-5 times a year	95	15.5
Once a month	19	3.1
Twice a month	19	3.1
Once a week	18	2.9
3-5 times a week	17	2.8
More than 5 times a week	5	0.8
TOTAL	613	100.0
<i>Typical Type of Bicycle Riding:</i>		
Recreational	109	62.6
Exercise	48	27.6
Commuting/Transportation	6	3.4
Touring	1	0.6
Racing	3	1.7
Mountain Biking	7	4.0
TOTAL	174	99.9

Attitudes Toward Bicycle Riding

Table 2 presents responses to a series of items regarding respondent attitudes toward bicycle riding. A majority of respondents strongly agreed (39.5%) or agreed (52.9%) that they would feel safer knowing that the law required a 3-foot safe passing distance for cars passing bicycles, and a similar majority strongly agreed (15.7%) or agreed (60.5%) that they feel safe riding their bicycle in their community. Male respondents were significantly more likely than females (85.3% versus 66.7%) to feel safe riding their bicycle in their community.

Eighty-eight percent of respondents strongly agreed (26.6%) or agreed (61.8%) that bicycles provide a reliable, efficient means of transportation for short distance trips and errands, and eighty one percent strongly agreed (37.0%) or agreed (43.9%) that they would bicycle more frequently if their community had better bicycle facilities like bike paths or multi-use paths. Nearly ninety-three percent of respondents strongly agreed (29.2%) or agreed (63.1%) that encouraging bicycling is a long-term investment in a higher quality of life for their community.

Two items dealt with children and bicycling. Only forty-one percent of respondents strongly agreed (8.5%) or agreed (22.6%) that their children could safely bike or walk to and from school, while nearly ninety-percent of respondents strongly agreed (36.4%) or agreed (52.7%) that a 'Safe Routes to School Program' that encourages children to bike or walk to school would be a beneficial program for their community. Males were significantly more likely than females (40.8% versus 24.1%) to believe that children can safely bike or walk to and from school.

Figure 3
Attitudes Toward Bicycle Riding

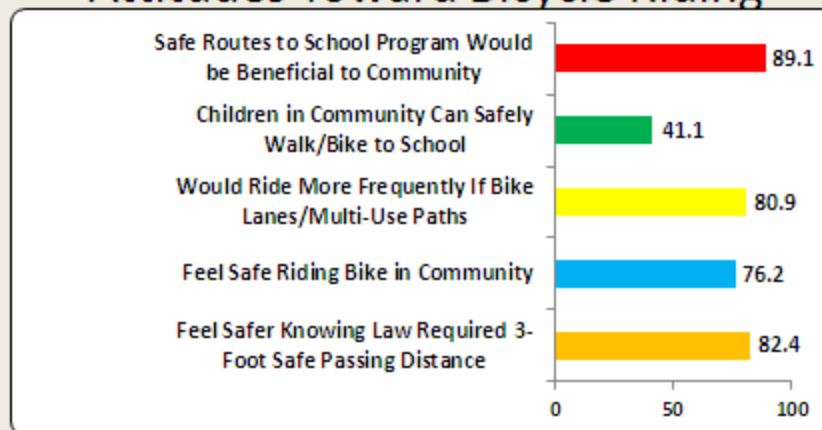


Table 2
Attitudes Toward Bicycle Riding

	n	%
<i>I would feel safer knowing that the law required a 3-foot safe passing distance for cars passing bicycles:</i>		
Strongly Agree	68	39.5
Agree	91	52.9
Disagree	8	4.7
Strongly Disagree	5	2.9
TOTAL	172	100.0
<i>I feel safe riding my bicycle in my community:</i>		
Strongly Agree	27	15.7
Agree	104	60.5
Disagree	24	14.0
Strongly Disagree	17	9.8
TOTAL	172	100.0
<i>Bicycles provide a reliable, efficient means of transportation for short distance trips and errands:</i>		
Strongly Agree	46	26.6
Agree	107	61.8
Disagree	17	9.8
Strongly Disagree	3	1.7
TOTAL	173	99.9
<i>I would ride a bicycle more frequently if my community had better bicycle facilities such as bike lanes or multi-use paths:</i>		
Strongly Agree	64	37.0
Agree	76	43.9
Disagree	30	17.3
Strongly Disagree	3	1.7
TOTAL	173	99.9
<i>Encouraging bicycling is a long-term investment in a higher quality of life for my community:</i>		
Strongly Agree	49	29.2
Agree	106	63.1
Disagree	12	7.1
Strongly Disagree	1	0.6
TOTAL	168	100.0

Table 2

Attitudes Toward Bicycle Riding (continued)

	n	%
<i>In my community, children can safely bike or walk to and from school:</i>		
Strongly Agree	14	8.5
Agree	37	22.6
Disagree	80	48.8
Strongly Disagree	33	20.1
TOTAL	164	100.0
 <i>A Safe Routes to School Program that encourages children to safely bike and walk to and from school would be a beneficial program for my community:</i>		
Strongly Agree	60	36.4
Agree	87	52.7
Disagree	16	9.7
Strongly Disagree	2	1.2
TOTAL	165	100.0

Normal Means of Travel

Table 3 presents characteristics of normal travel. Not surprisingly, nearly eighty-eight percent of respondents report driving themselves to get around most of the time, while 6.2% have someone else drive them, 2.9% use public transportation, 1.3% carpool, 0.8% walk,) 0.7% ride a bicycle, and 0.2% use some other means of getting around.

Also not surprisingly, a majority (53.7%) of respondents report driving seven days a week, 9.3% six days a week, 13.4% five days a week, 6.3% four days a week, 5.8% three days a week, 6.0% two days a week, and 2.5% one day a week. Only 3.0% of respondents report not driving any days during an average week.

Normal Means of Travel, by Demographic Variables:

Gender:

- Males were significantly more likely than females (85.3% versus 66.7%) to report feeling safe riding their bicycle in their community, to believe that bicycles provide a reliable, efficient means of transportation for short distance trips and errands (90.8% versus 86.7%), and to believe that children in their community can safely bike or walk to and from school (40.8% versus 24.1). [SEE TABLE 14]

Ethnicity:

- Non-white respondents were significantly less likely (80.5%) to report driving themselves than were white respondents (92.8%). [SEE TABLE 34]

Education:

- Respondents with a college degree or more are significantly more likely (93.9%) to report driving themselves than those with only some college (83.1%) or those with a high school degree or less (83.1%). Respondents with a high school diploma or less are significantly more likely (46.6%) to report driving 5 to 7 days per week than those with some college (62.9%) or those with a college degree or more (69.9%). [SEE TABLE 44]

Income:

- Respondents making income over \$75,000 (95.5%) are significantly more likely to report that they drive themselves than are those with incomes of \$50,000 - \$74,999 (89.8%), \$35,000 - \$49,999 (89.6%), or those making \$35,000 or less (74.2%). Respondents making income of \$35,000 are significantly less likely (51.7%) to report driving 5 or more days per week than are those making \$35,000 - \$49,999 (60.4%), those making \$50,000 - \$74,999 (65.4%), and those making \$75,000 or more (66.1%) [SEE TABLE 54]

Table 3

Normal Travel

	n	%
<i>How do you get around most of the time:</i>		
Drive self	538	87.9
Have someone drive	38	6.2
Carpool	8	1.3
Public Transit/taxi	18	2.9
Ride bicycle	4	0.7
Walk	5	0.8
Other	1	0.2
TOTAL	612	100.0
<i>In an average week, how many days per week do you normally drive:</i>		
0 days	19	3.0
1 day	15	2.5
2 days	36	6.0
3 days	35	5.8
4 days	38	6.3
5 days	81	13.4
6 days	56	9.3
7 days	325	53.7
TOTAL	605	100.0

Road Safety

Table 4 presents responses related to road safety. Nearly seventy percent of respondents report living in a suburban setting, while 14.8% live in an urban setting and 15.4% in a rural setting. Seventy-five percent of respondents report encountering fewer than five bicyclists on the street in a typical driving day, while 17.5% report encountering five to ten bicyclists, 5.3% eleven to twenty bicyclists, 1.8% twenty-one to fifty bicyclists, and only 0.2% more than fifty bicyclists.

Sixty-four percent of respondents report that drivers not sharing the road with bicyclists is a serious (34.7%) or moderate problem, but only 33.1% report that there is a serious (13.1%) or moderate (20.1%) problem with traffic crashes between motorists and bicyclists.

When asked to estimate the number of crashes per year between motorists and bicyclists annually in their town, a majority (58.5%) report the number of crashes to be fewer than five crashes per year, 28.4% five to ten crashes per year, 7.5% eleven to twenty crashes per year, 2.6% twenty-one to fifty crashes per year, and 3.0% more than fifty crashes per year.

Road Safety, by Demographic Variables:

Age:

- Respondents 18-24 years of age were significantly more likely (25.4%) to report that the number of crashes per year was eleven or more than were those 25-44 (12.2%), those 45-64 (12.4%), and those 65 and older (11.0%). [SEE TBALE 26]

Ethnicity:

- Non-white respondents were significantly more likely (16.7%) to estimate the number of yearly crashes between motorists and bicycles in their town to be eleven or more crashes than were white respondents (8.6%). [SEE TABLE 35]

Income:

- Respondents making income less than \$35,000 (38.6%) and \$35,000 - \$50,000 (42.6%) are significantly more likely to report that there is a problem with crashes between motorists and bicyclists than are those with incomes of \$50,000 - \$74,999 (21.6%), or those making \$75,000 or more (31.9%). [SEE TABLE 55]

Figure 4
Bicyclists Encountered on Typical Driving Trip

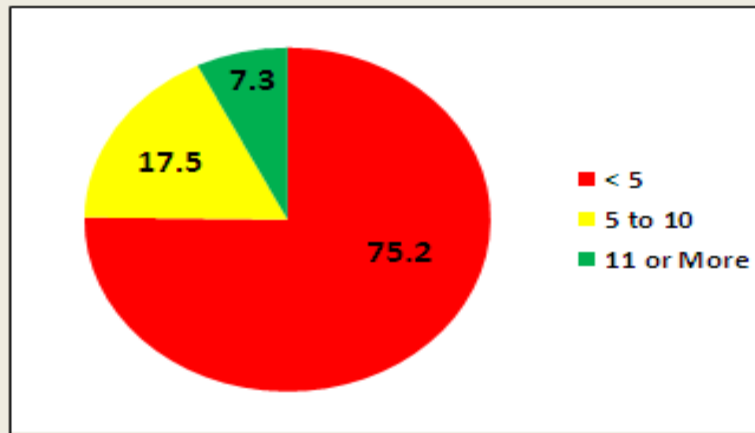


Figure 5
Degree of Problems:
Sharing the Road and Traffic Crashes

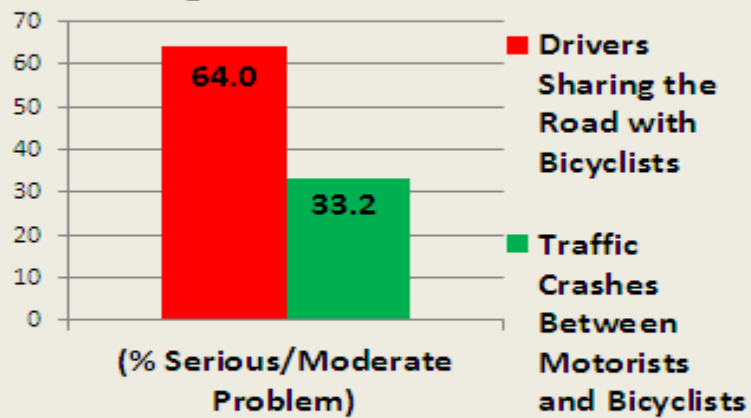


Table 4

Road Safety

	n	%
<i>Do you consider the place you live as downtown, suburban, or rural:</i>		
Downtown	90	14.8
Suburban	425	69.8
Rural	94	15.4
TOTAL	609	100.0
<i>In the place where you live, how many bicyclists do you encounter on the street on a typical driving trip:</i>		
< 5	455	75.2
5 – 10	106	17.5
11 – 20	32	5.3
21 – 50	11	1.8
50 +	1	0.2
TOTAL	605	100.0
<i>Do you think drivers not sharing the road with bicyclists is a serious problem, a slight problem, or not a problem at all:</i>		
Serious problem	206	34.7
Moderate problem	174	29.3
Slight problem	103	17.4
Not a problem	110	18.5
TOTAL	593	99.9
<i>In your town, how much of a problem do you think there is with traffic crashes between motorists and bicyclists:</i>		
Serious problem	75	13.1
Moderate problem	115	20.1
Slight problem	204	35.7
Not a problem	178	31.1
TOTAL	572	100.0
<i>In your town, would you say the number of crashes per year between motorists and bicyclists is fewer than 5 per year, 5 – 10 per year, 11 – 20 per year, 21 – 50 per year, or more than 50 per year:</i>		
< 5 per year	295	58.5
5 – 10 per year	143	28.4
11 – 20 per year	38	7.5
21 – 50 per year	13	2.6
50 + per year	15	3.0
TOTAL	504	100.0

Factors to Reduce Crashes

Table 5 presents results relative to the importance of factors to reduce crashes between motorists and bicyclists. Nearly sixty-five percent of respondents reported that more driver education about the rights of bicyclists was extremely important (21.1%) or very important (43.5%), and nearly seventy percent reported that more enforcement of traffic laws targeting bicyclists was extremely important (20.4%) or very important (45.5%). Nearly sixty-nine percent of respondents reported that more enforcement of traffic laws targeting motorists was extremely important (22.2%) or very important (46.6%), and over seventy-five percent of respondents reported that having more bike lanes to accommodate bicyclists on roads was extremely important (33.0) or very important (45.4%).

Factors to Reduce Crashes, by Demographic Variables:

Gender

- Females were significantly more likely than males to believe it was important to have more information about the rights of bicyclists (68.6% versus 57.3%), more enforcement of traffic laws targeting bicyclists (70.0% versus 59.5%), more enforcement of traffic laws targeting drivers (72.6% versus 62.6%), and more bike lanes to accommodate bicyclists on roads (81.3% versus 74.0%). [SEE TABLE 17]

Age

- Respondents 18-24 years of age were significantly less likely (63.3%) to believe it was important to have more bike lanes to accommodate bicyclists on the road than those 25-44 (81.5%), those 45-64 (80.4%), and those 65 and older (73.9%).

Ethnicity

- Non-white respondents were significantly more likely (73.3%) to believe that it is important to have more enforcement of traffic laws targeting drivers than were white respondents (65.7%). [SEE TABLE 36]

Education

- Respondents with a college degree or more are significantly more likely (11.0%) to believe more enforcement of traffic laws targeting bicyclists is not important than are those with only some college (8.7%) or those with a high school diploma or less (7.3%). [SEE TABLE 46]

Figure 6
Crashes Between Motorists and Bicyclists Per year

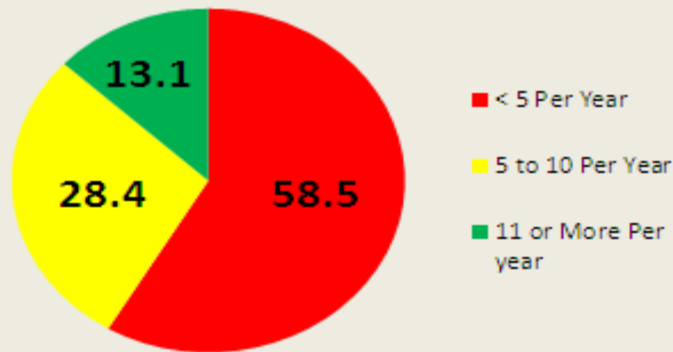


Figure 7
Importance of Factors to Reduce Crashes Between Motorists and Bicyclists

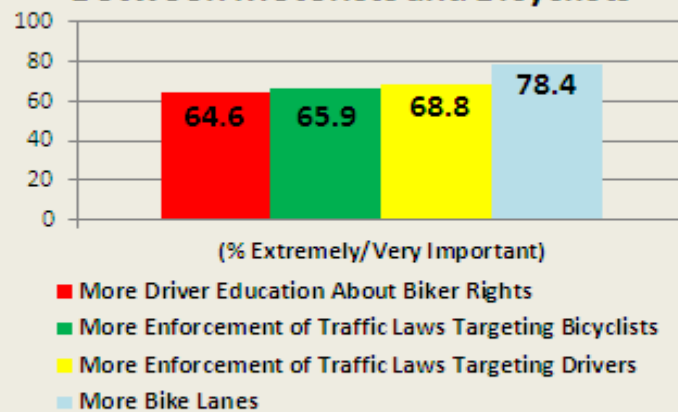


Table 5
Factors to Reduce Crashes
Between Motorists and Bicyclists

	n	%
<i>More driver education about the rights of bicyclists:</i>		
Extremely Important	126	21.1
Very Important	260	43.5
Somewhat Important	163	27.3
Not Important	38	6.4
Not Important at All	11	1.7
TOTAL	598	100.0
<i>More enforcement of traffic laws targeting bicyclists:</i>		
Extremely Important	121	20.4
Very Important	270	45.5
Somewhat Important	145	24.4
Not Important	50	8.4
Not Important at All	8	1.3
TOTAL	594	99.9
<i>More enforcement of traffic law targeting drivers:</i>		
Extremely Important	131	22.2
Very Important	275	46.6
Somewhat Important	133	22.5
Not Important	42	7.1
Not Important at All	9	1.5
TOTAL	590	99.9
<i>More bike lanes to accommodate bicyclists on roads:</i>		
Extremely Important	197	33.0
Very Important	271	45.4
Somewhat Important	93	15.6
Not Important	28	4.7
Not Important at All	8	1.3
TOTAL	597	100.0

Motorists/Bicyclists Scenarios

The next section of the survey posed motorists/bicyclists scenarios to respondents. Table 6 summarizes responses to these items. The first scenario asked respondents how likely they would be to yield when making a turn and a bicyclist is approaching from the opposite side. Nearly eighty-five percent of respondents reported they would be extremely likely (33.6%) or very likely (51.2%) to yield in this situation.

The next scenario assumed that a motorist is driving along a narrow 2-lane road with no shoulder and no bike lanes with constant moving traffic in both directions. The driver is stuck behind a slower moving bicyclist riding in the center of the lane. The driver slows and does not attempt to pass the bicyclist. Respondents were then asked how often they had witnessed a similar situation, and 12.2% responded very often, 14.7% often, and 29.7% somewhat often. Over forty-three percent indicated they almost never or never witnessed this situation. When asked what percentage of their friends would have acted in a similar way as the driver, 31.6% reported that fewer than 5% would act in that manner. Eighteen percent indicated that between 6% and 25% of their friends would have acted accordingly, while 14.4% indicated between 26% and 50% would have behaved in this manner, 13.5% indicated between 51% and 75% would have behaved in this manner, and 22.2% indicated more than 75% would have behaved in this manner. Over sixty-one percent of respondents reported that they would have been very likely (26.3%) or highly likely (35.1%) to behave like the driver in the scenario. Male respondents were significantly more likely than females to report being not likely to drive like the driver in the situation (32.4% versus 19.9%), and to believe it was not fair for the driver to receive a citation for improper passing (58.7% versus 48.5%). [SEE TABLE 18].

Nearly forty-eight percent of respondents reported that it would be very fair (19.4%) or fair (28.5%) if the driver in the situation received a traffic citation for improper passing if the motorist passed the bicyclist with a two foot clearance. Fifty-four percent reported that it would be very fair (20.8%) or fair (32.7%) if the bicyclist received a traffic citation for obstructing traffic.

Motorists/Bicyclists Scenarios, by Demographic Variables:

Gender

- Males were significantly more likely than females (32.4% versus 19.9%) to report being not likely to slow and not attempt to pass a slower moving bicyclist on a 2-lane road with no shoulder and no bike lanes. Males were also significantly more likely than females (58.7% versus 48.5%) to believe it would be unfair to receive a ticket for improper passing in a situation like this. [SEE TABLE 18]

- Respondents 18-24 years of age were significantly less likely (78.7%) to indicate they would yield when making a left turn and a bicyclist is approaching from the opposite side than were those 25-44 (93.1%), those 45-64 (95.0%), and those 65 and older (90.0%). Respondents 18 – 24 years of age were also significantly less likely (56.6%) to indicate that they would slow and not attempt to pass a bicyclist on a narrow 2-lane road with no shoulder and no bike lanes than were those 25-44 (76.0%), those 45-64 (75.9%), and those 65 and older (81.1%). Respondents 18-24 years and 25-44 years of age were significantly more likely (59.1% and 54.5% respectively) to believe it would be fair for the bicyclist in such a situation to receive a traffic citation for obstructing traffic than were those 45-64 (38.1%) and those 65 and older (48.6%). [SEE TABLE 28]

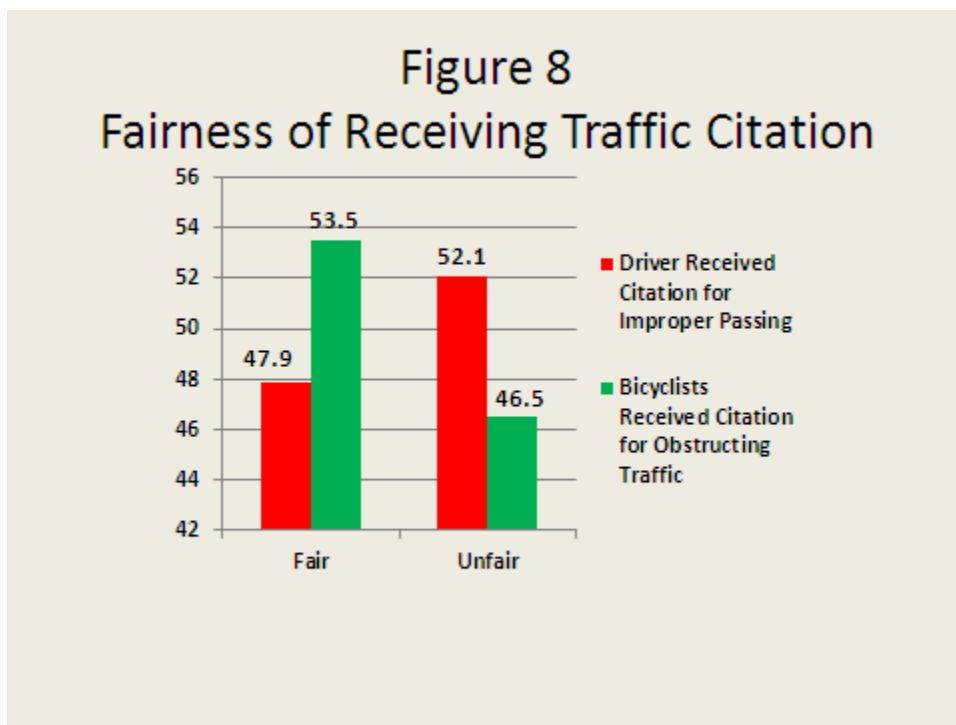


Table 6

Motorists/Bicyclists Scenarios

	n	%
<i>At an intersection with no stop sign or signal, how likely are you to yield when you plan to make a left turn and a bicyclist is approaching from the opposite side:</i>		
Not at all likely	17	2.8
Not very likely	22	3.7
Somewhat likely	52	8.7
Very likely	200	33.6
Highly likely	305	51.2
TOTAL	596	100.0

Let's assume a motorist is driving along a narrow 2-lane road with no shoulder and no bike lanes. The road has constant traffic moving at 45 miles per hour in both directions. The driver is stuck behind a slower moving bicyclist riding in the center of the lane. The driver slows and does not attempt to pass the bicyclist.

As a driver, how often have you witnessed this or a similar situation:

Very often	73	12.2
Often	88	14.7
Sometimes	178	29.7
Almost never	202	33.7
Never	58	9.7
TOTAL	599	100.0

What percentage of your friends do you think would have behaved like the driver in the situation:

5% or fewer	171	31.6
6% - 25%	99	18.3
26% - 50%	78	14.4
51% - 75%	73	13.5
76% or more	120	22.2
TOTAL	599	100.0

If you were in a similar situation, how likely would you be to drive like the driver in the situation:

Not at all likely	92	15.9
Not very likely	50	8.7
Somewhat likely	81	14.0
Very likely	152	26.3
Highly likely	203	35.1
TOTAL	578	100.0

Table 6

Motorists/Bicyclists Scenarios (continued)

	n	%
<i>How fair would you say it was if the driver in the situation passed the bicyclist with a 2-foot clearance and received a traffic citation for improper passing?</i>		
Not fair at all	145	25.8
Somewhat unfair	148	26.3
Fair	160	28.5
Very fair	109	19.4
TOTAL	562	100.0
<i>How fair would you say it was if the bicyclist received a traffic citation for obstructing traffic:</i>		
Not fair at all	120	21.2
Somewhat unfair	143	25.3
Fair	185	32.7
Very fair	118	20.8
TOTAL	566	100.0

Attitudes Toward Motorists and Bicyclists

Thirteen items in the survey related to attitudes of respondents toward motorist/bicyclist interactions. Table 7 summarizes responses to these items. Seventy-two percent of respondents strongly agreed (30.0%) or agreed (52.4%) that both motorcyclists and bicyclists fared best when bicyclists are treated as drivers of vehicles. Only thirty-nine percent of respondents either strongly agreed (7.7%) or agreed (31.4%) that there was enough room in their town to accommodate bicycle lanes on public roads, but eighty-five percent of respondents either strongly agreed (29.6%) or agreed (55.4%) that groups of bicyclists should be required to ride single file.

Only twenty-one percent of respondents strongly agreed (3.4%) or agreed (17.6%) that most adults who ride bicycles to work cannot afford a car, and only thirty-three percent of respondents strongly agreed (7.8%) or agreed (25.4%) that drivers have a greater right than bicyclists to use roads because they pay fuel taxes and car tag fees.

Nearly seventy percent of respondents strongly agreed (12.3%) or agreed (57.4%) that most bicyclists are biking for recreation, but only thirty-seven percent of respondents strongly agreed (7.4%) or agreed (29.8%) that most bicyclists should not ride on major roads. Over forty-two percent of respondents strongly agreed (8.5%) or agreed (33.9%) that bicyclists should stay off of the road and ride on sidewalks, greenways, and bike trails. However, nearly seventy-nine percent of respondents strongly agreed (15.8%) or agreed (62.7%) that bicyclists have the same rights as drivers to safely access and travel on any public road except for interstate highways and limited access roads. Sixty-two percent of respondents strongly agreed (8.7%) or agreed (53.4%) that for bicyclists, sharing the roadway with motorists is unsafe and hazardous.

Forty-eight percent of respondents strongly agreed (11.5%) or agreed (36.9%) that bicyclists are more likely to break traffic laws than drivers, and forty-three percent either strongly agreed (6.1%) or agreed (37.0%) that bike lanes on roads are only safe for the most experienced bicyclists. Finally, nearly eighty-seven percent of respondents strongly agreed (26.6%) or agreed (59.9%) that if more people chose to use a bicycle instead of a car for transportation we would have cleaner air, healthier citizens, and lower healthcare costs.

Attitudes Toward Motorists and Bicyclists, by Demographic Variables:

- Females were significantly more likely than males (23.7% versus 16.7%) to believe that most adults who ride bicycles to work cannot afford a car. Males were significantly more likely than females (75.9% versus 65.8%) to believe that most bicyclists are biking for recreation. Females were significantly more likely than males (65.4% versus 57.0%) to

believe that sharing the roadway for bicyclists with motorists is unsafe and hazardous. [SEE TABLE 19]

- Respondents 18-24 years of age were significantly more likely (57.1%) to believe that in their town there is enough room to accommodate bicycle lanes on public roads. Respondents 18-24 years of age were significantly more likely (63.3%) to believe bicyclists should stay off of the road and ride on sidewalks, greenways, and bike trails than were those 25-44 (46.8%), those 45-64 (37.3%), and those 65 and older (35.7%).
- Non-white respondents were significantly less likely (81.1%) to agree that groups of bicyclists should be required to ride single file than were white respondents (87.6%), but significantly more likely (39.6%) to agree that drivers have a greater right than bicyclists to use roads because drivers pay fuel taxes and tag fees than were white respondents (28.6%). Non-white respondents were significantly more likely (49.3%) to agree that bicyclists should stay off the road and ride on sidewalks, greenways, and bike trails, and to agree (66.5% versus 58.6%) that sharing the road with motorists for a bicyclist is hazardous and dangerous. Non-white respondents were also significantly more likely (49.8%) to believe that bike lanes on roads are only safe for the most experienced bicyclists. [SEE TABLE 38]
- Respondents with a college degree or more were significantly more likely (66.6%) to disagree that there is enough room to accommodate bicycles lanes on public roads than were those with only some college (57.1%) or those with a high school education or fewer (51.3%). [SEE TABLE 48]
- Respondents making income less than \$35,000 (64.8%) were significantly less likely to agree that most adults who ride bicycles to work cannot afford a car than were those with incomes of \$35,000 - \$49,999 (75.6%), those with incomes of \$50,000 - \$74,999 (87.3%), or those making \$75,000 or more (87.6%). Respondents making income less than \$35,000 (57.3%) were significantly less likely to agree that most adults who ride bicycles to work cannot afford a car than were those with incomes of \$35,000 - \$49,999 (65.2%), those with incomes of \$50,000 - \$74,999 (60.2%), or those making \$75,000 or more (74.6%). [SEE TABLE 58]

Figure 9
Attitudes Toward Motorists and Bicyclists

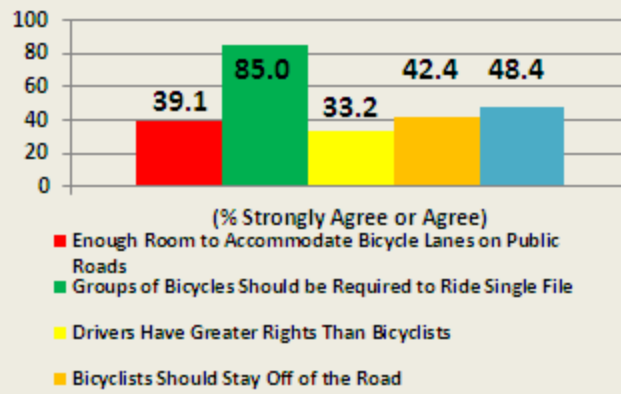


Figure 10
Likelihood of Sharing Lanes

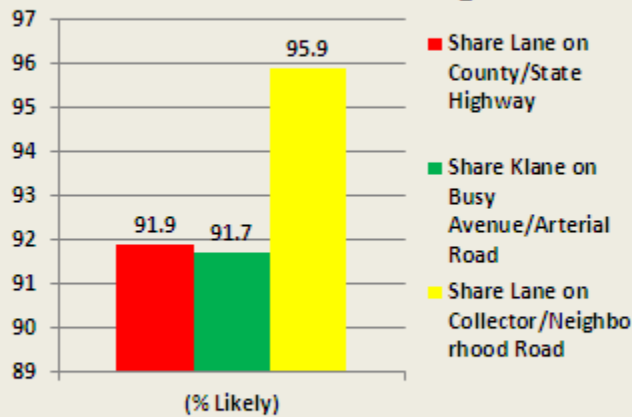


Table 7

Attitudes toward Motorists and Bicyclists

	n	%
<i>Both motorcyclists and bicyclists fare best on the road when bicyclists act and are treated as drivers of vehicles:</i>		
Strongly Agree	173	30.0
Agree	302	52.4
Disagree	81	14.1
Strongly Disagree	20	3.5
TOTAL	576	100.0
<i>In my town there is enough room to accommodate bicycle lanes on public roads, even on the most busy ones:</i>		
Strongly Agree	45	7.7
Agree	183	31.4
Disagree	255	43.8
Strongly Disagree	99	17.0
TOTAL	582	99.9
<i>Groups of bicyclists should be required to ride single file:</i>		
Strongly Agree	72	29.6
Agree	322	55.4
Disagree	73	12.6
Strongly Disagree	14	2.4
TOTAL	581	100.0
<i>Most adults who ride bicycles to work cannot afford a car:</i>		
Strongly Agree	19	3.4
Agree	99	17.6
Disagree	357	63.5
Strongly Disagree	87	15.5
TOTAL	562	100.0
<i>Drivers have a greater right than bicyclists to use roads because drivers pay fuel taxes and car tag fees:</i>		
Strongly Agree	445	7.8
Agree	146	25.4
Disagree	312	54.3
Strongly Disagree	72	12.5
TOTAL	575	100.0

Table 7

Attitudes toward Motorists and Bicyclists (continued)

	n	%
<i>Most bicyclists are biking for recreation:</i>		
Strongly Agree	70	12.3
Agree	326	57.4
Disagree	159	28.0
Strongly Disagree	13	2.3
TOTAL	568	100.0
<i>Most bicyclists don't need to be on major roads. They should only ride on neighborhood streets:</i>		
Strongly Agree	44	7.4
Agree	175	29.8
Disagree	312	53.1
Strongly Disagree	57	9.7
TOTAL	588	100.0
<i>Bicyclists should stay off the road and ride on sidewalks, greenways, and bike trails:</i>		
Strongly Agree	50	8.5
Agree	199	33.9
Disagree	283	48.2
Strongly Disagree	55	9.4
TOTAL	587	100.0
<i>Except for interstate highways and limited access roads, bicyclists have the same right as drivers to safely access and travel on any public road:</i>		
Strongly Agree	93	15.8
Agree	368	62.7
Disagree	104	17.7
Strongly Disagree	22	3.7
TOTAL	587	99.9
<i>For bicyclists, sharing the roadway with motorists is unsafe and hazardous:</i>		
Strongly Agree	51	8.7
Agree	312	53.4
Disagree	209	35.8
Strongly Disagree	12	2.1
TOTAL	584	100.0

Table 7

Attitudes toward Motorists and Bicyclists (continued)

	n	%
<i>Bicyclists are more likely to break traffic laws than drivers:</i>		
Strongly Agree	65	11.5
Agree	208	36.9
Disagree	259	46.0
Strongly Disagree	31	5.5
TOTAL	563	99.9
<i>Bike lanes on roads are only safe for the most experienced bicyclists:</i>		
Strongly Agree	35	6.1
Agree	213	37.0
Disagree	307	53.3
Strongly Disagree	21	3.6
TOTAL	576	100.0
<i>If more people chose to use a bicycle instead of a car for transportation we would have cleaner air, healthier citizens, and lower healthcare costs:</i>		
Strongly Agree	154	26.6
Agree	347	59.9
Disagree	66	11.4
Strongly Disagree	12	2.1
TOTAL	579	100.0

Likelihood of Sharing Lanes

Table eight presents results of three items regarding sharing lanes with bicyclists. Nearly ninety-two percent of respondents reported they would be very likely (69.6%) or somewhat likely (22.3%) to slow down to share their lane with bicyclists on a county or state highway, ninety-two percent of respondents they would be very likely (66.6%) or somewhat likely (25.1%) to slow down to share their lane bicyclists on a busy avenue or arterial road, and ninety-six percent they would be very likely (79.4%) or somewhat likely (16.5%) to slow down to share their lane with bicycles on a collector or neighborhood road.

Likelihood of Sharing Lanes, by Demographic Variables:

Gender

- Females were significantly more likely than males (97.3% versus 93.7%) to be likely to slow down to share their lane with bicycles on a collector or neighborhood road. [SEE TABLE 20]

Age

- Respondents age 18-24 were significantly less likely than their other age cohorts to report being likely to slow down to share their lane with a bicycle on a county road or state highway, on a busy avenue, or on a collector or neighborhood road. [SEE TABLE 29]

Education

- Respondents with a college degree or more were significantly more likely (94.6%) to be likely to slow down to share their lane with a bicycle on a county or state highway than were those with only some college (90.9%) or those with a high school diploma or fewer (12.3%). [SEE TABLE 49]

Table 8

Likelihood of Sharing Lanes

	n	%
<i>How likely are you to slow down to share your lane with bicycles on a county or state highway:</i>		
Not at all likely	23	3.9
Not very likely	25	4.2
Somewhat likely	132	22.3
Very Likely	412	69.6
TOTAL	592	100.0
<i>How likely are you to slow down to share your lane with bicycles on a busy avenue or arterial road:</i>		
Not at all likely	18	3.1
Not very likely	31	5.3
Somewhat likely	148	25.1
Very Likely	392	66.6
TOTAL	589	100.0
<i>How likely are you to slow down to share your lane with bicycles on a collector or neighborhood road:</i>		
Not at all likely	11	1.9
Not very likely	13	2.2
Somewhat likely	98	16.5
Very Likely	471	79.4
TOTAL	593	100.0

Frustration with Bicyclists

Tables 9 and 10 presents results of a series of items dealing with frustration with bicyclists and actions taken by drivers due to frustration with bicyclists. Seventy-four percent of respondents reported that it was highly frustrating (35.3%) or somewhat frustrating (38.5%) to slow down to share their lane with a bicyclist on a county or state road, and sixty-three percent of reported that it was highly frustrating (32.4) or somewhat frustrating (40.9%) to share their lane with bicyclists on a busy avenue or arterial road. Over fifty percent of respondents reported that it was highly frustrating (17.7%) or somewhat frustrating (32.8%) to slow down to share their lane with a bicyclist during rush hour on a collector or neighborhood road, and seventy-four percent reported that it was highly frustrating (42.1%) or somewhat frustrating (34.1%) to slow down to share their lane during rush hour with bicycles riding in a group on a two lane road.

Frustration with Bicyclists, by Demographic Variables:

- Non-white respondents were significantly less likely than white respondents to report being highly frustrated with slowing down to share their lane with bicycles on a county or state road (27.8% versus 39.8%), sharing their lane with bicycles on a busy avenue (24.8% versus 37.1%), sharing their lane with bicycles on a collector or neighborhood road (12.9% versus 20.5%), and sharing their lane with bicycles on a two-lane road with groups of bicycles (31.8% versus 49.0%). [SEE TABLE 40]
- Respondents with a high school diploma or less were significantly more likely (33.0% versus 27.8% versus 22.5%) to be not at all frustrated to slow down to share their lane with bicycles on a county or state road, with bicycles on a busy avenue (37.6% versus 26.2% versus 22.5%), and on a two-lane road with groups of bicycles (38.0% versus 25.1% versus 17.9%). [SEE TABLE 50]
- Respondents making income fewer than \$35,000 (66.2%) or making incomes of \$35,000 - \$49,999 (66.9%) were significantly less likely to be frustrated to slow down to share their lane with bicycles on a county or state highway than were those with incomes of \$50,000 - \$74,999 (73.9%), or those making \$75,000 or more (76.0%). Respondents making income fewer than \$35,000 (66.2%) were significantly less likely to be frustrated to slow down to share their lane with bicycles on a two-lane road with groups of bicycles than were those with incomes of \$35,000 - \$49,999 (78.3%), those with incomes of \$50,000 - \$74,999 (78.7%), or those making \$75,000 or more (81.2%). [SEE TABLE 59]

Figure 11
Frustration with Bicyclists

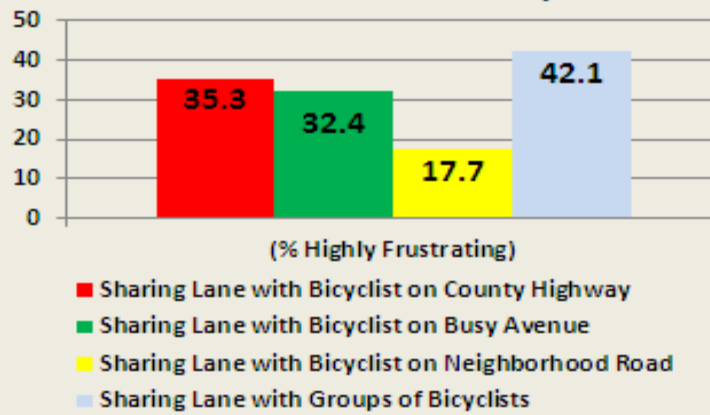


Table 9

Frustration with Bicyclists

	n	%
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a county or state highway:</i>		
Highly frustrating	200	35.3
Somewhat frustrating	218	38.5
Not at all frustrating	148	26.1
TOTAL	566	99.9
<i>During rush hour, how frustrating is it to share your lane with bicycles on a busy avenue or arterial road:</i>		
Highly frustrating	186	32.4
Somewhat frustrating	235	40.9
Not at all frustrating	153	26.7
TOTAL	574	100.0
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a collector or neighborhood road:</i>		
Highly frustrating	103	17.7
Somewhat frustrating	190	32.8
Not at all frustrating	287	49.5
TOTAL	580	100.0
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a two-lane road with groups of bicyclists:</i>		
Highly frustrating	243	42.1
Somewhat frustrating	197	34.1
Not at all frustrating	137	23.7
TOTAL	577	99.9

Actions Taken Due to Frustration with Bicyclists

Regarding actions a driver might take out of frustration with bicyclists, only twenty percent reported they would be very likely (6.4%) or somewhat likely (13.9%) to blow their horn or yell at a slow driver or bicyclist, only eleven percent very likely (2.9%) or somewhat likely (7.8%) to flash their lights or give the ‘finger’ to a slow driver or bicyclist, and only fourteen percent very likely (3.0%) or somewhat likely (10.7%) to tailgate a slow driver or bicyclist.

Actions Taken Due to Frustration with Bicyclists, by Demographic Variables:

- Males were significantly more likely than females (24.9% versus 17.6%) to blow their horn or yell at a slow driver or bicyclist, and significantly more likely (14.6% versus 8.4%) to flash their lights or give a ‘finger’ to a slow driver or bicyclist.
- Respondents 18-24 years of age were significantly more likely (33.3%) to report blowing a horn or yelling at a slow driver or bicyclist than were those age 25-44 (23.6%), those 45-64 (15.1%), or those 65 and older (20.7%). [SEE TABLE 31]
- Non-white respondents were significantly less likely to blow their horn or yell at a slow driver or bicyclist than were white respondents (74.3% versus 82.9%). [SEE TABLE 41]

Table 10

Actions Taken Due to Frustration with Bicyclists

	n	%
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to blow your horn or yell:</i>		
Not at all likely	368	62.4
Not very likely	102	17.3
Somewhat likely	82	13.9
Very likely	38	6.4
TOTAL	590	100.0
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to flash your lights or give them the 'finger':</i>		
Not at all likely	443	75.5
Not very likely	81	13.8
Somewhat likely	46	7.8
Very likely	17	2.9
TOTAL	587	100.0
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to tailgate:</i>		
Not at all likely	424	72.0
Not very likely	84	14.3
Somewhat likely	63	10.7
Very likely	18	3.0
TOTAL	589	100.0

Share the Road and Bicyclists Rights

The last set of items in the survey regarding seeing 'Share-the-Road' ads on TV or other media, respondent knowledge of the legal rights of bicyclists, and the number of traffic citations the respondent had received in the last three years. Slightly more than half of respondents (50.8%) reported having seen or heard 'Share-the-Road' ads, and sixty-four percent of respondents reported being very knowledgeable (9.9%) or somewhat knowledgeable (53.2%) on legal rights of bicyclists. Finally, over seventy-seven percent of respondents reported having no traffic citations in the last three years, 14.0% reported one citation, and 8.7% reported two or more citations.

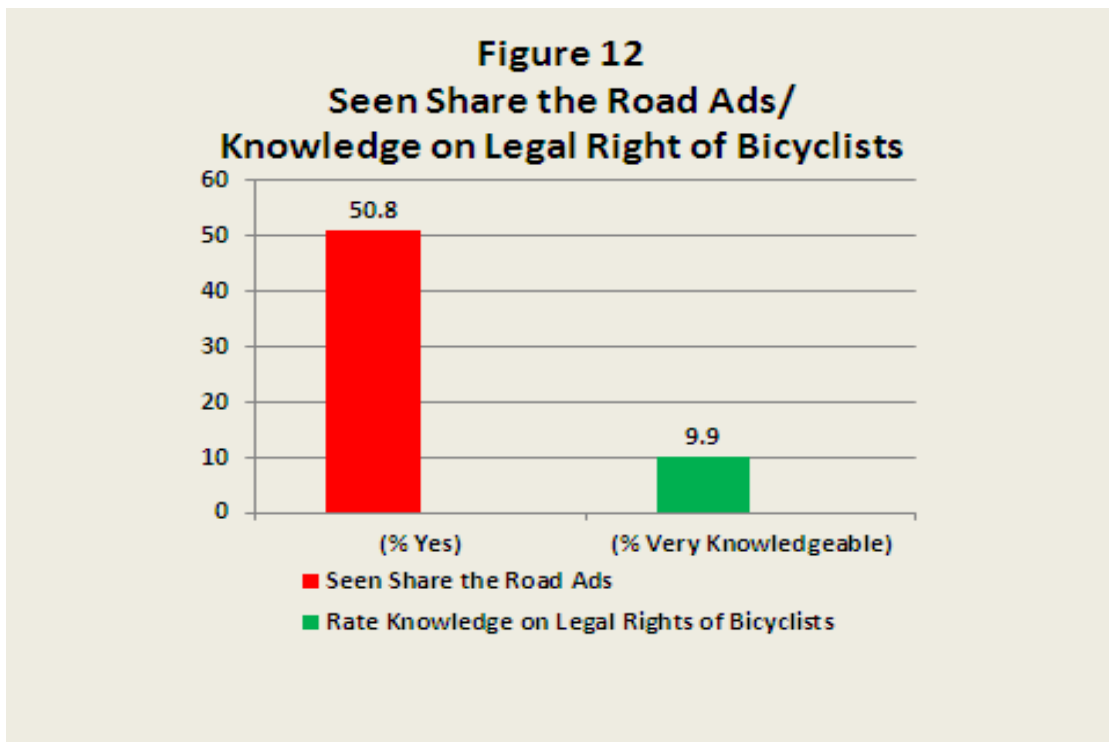


Table 11

Share the Road and Bicyclists Rights

	n	%
<i>Have you seen any Share-the-Road ads on TV or on other media:</i>		
Yes	297	50.8
No	288	49.2
TOTAL	585	100.0
<i>How would you rate your knowledge on the legal rights of bicyclists:</i>		
Very knowledgeable	59	9.9
Somewhat knowledgeable	316	53.2
Not knowledgeable	219	36.9
TOTAL	594	100.0
<i>About how many traffic citations, excluding parking tickets, did you receive in the last three years:</i>		
0 citations	463	77.3
1 citation	84	14.0
2 citations	28	4.7
3 or more citations	24	4.0
TOTAL	599	100.0

Table 12
Sample Demographics

	n	%
Age:		
18 – 24	49	8.5
25 – 44	174	30.0
45 – 64	242	41.8
65 +	114	19.7
TOTAL	579	100.0
Race:		
White	349	60.2
Black	189	32.6
Asian	13	2.2
Hispanic	14	2.4
Multi-racial/Other	15	2.6
TOTAL	580	100.0
Gender:		
Male	225	37.6
Female	374	62.4
TOTAL	599	100.0
Education:		
< HS Grad	24	4.1
HS Grad	94	16.1
Some College/Tech	177	30.3
College Degree +	289	49.5
TOTAL	584	100.0
Income:		
< \$24,999	48	11.3
\$25,000 - \$34,999	41	9.7
\$35,000 - \$44,999	48	11.4
\$45,000 - \$74,999	108	25.6
\$75,000 - \$99,999	76	18.0
\$100,000 +	101	23.9
TOTAL	422	99.9

Table 12
Sample Demographics

	n	%
<i>Landline or Cell Phone:</i>		
Landline	501	81.5
Cell Phone Only	114	18.5
TOTAL	615	100.0
<i>Location:</i>		
Chatham	80	13.0
Clarke	34	5.5
Clayton	25	4.1
Cobb	50	8.1
DeKalb	42	6.8
Fulton	166	27.0
Gwinnett	73	11.9
Muscogee	71	11.5
Richmond	74	12.0
TOTAL	615	99.9

Table 13
Characteristics of Travel,
By Gender

	Male	Female
<i>Currently Drive:</i>		
Yes	95.6	94.9
No	4.4	5.1
<i>Type Vehicle Drive Most Often:*</i>		
Car	56.8	64.1
SUV/Van	25.5	31.0
Pick-up Truck	15.5	3.8
Motorcycle	0.5	0.3
Bicycle	0.9	0.0
Other	0.9	0.8
<i>How Often Ride Bicycle:*</i>		
Once a month or fewer	86.2	93.6
Twice a month or more	13.8	6.4
<i>Typical Type of Bicycle Riding:*</i>		
Recreational	55.8	72.2
Exercise	31.2	23.3
Commuting/Transportation	3.9	3.3
Touring	0.0	1.1
Racing	2.6	0.0
Mountain Biking	6.5	0.0
* p ≤ .05		

Table 14
Attitudes Toward Bicycle Riding,
By Gender

	Male	Female
<i>I would feel safer knowing that the law required a 3-foot safe passing distance for cars passing bicycles:</i>		
Agree	90.9	95.5
Disagree	9.1	4.5
<i>I feel safe riding my bicycle in my community:*</i>		
Agree	85.3	66.7
Disagree	14.7	33.3
<i>Bicycles provide a reliable, efficient means of transportation for short distance trips and errands:*</i>		
Agree	90.8	86.7
Disagree	9.2	13.3
<i>I would ride a bicycle more frequently if my community had better bicycle facilities such as bike lanes or multi-use paths:</i>		
Agree	77.9	82.0
Disagree	22.1	18.0
<i>Encouraging bicycling is a long-term investment in a higher quality of life for my community:</i>		
Agree	89.2	96.6
Disagree	10.8	3.4
<i>In my community, children can safely bike or walk to and from school:*</i>		
Agree	40.8	24.1
Disagree	59.2	75.9
<i>A Safe Routes to School Program that encourages children to safely bike and walk to and from school would be a beneficial program for my community:</i>		
Agree	93.2	85.4
Disagree	6.8	14.6

* $p \leq .05$

Table 15
Normal Travel,
By Gender

	Male	Female
<i>How do you get around most of the time:</i>		
Drive self	88.0	88.2
Have someone drive	5.3	6.4
Carpool	1.3	1.3
Public Transit/taxi	3.1	2.7
Ride bicycle	1.3	0.3
Walk	0.9	0.8
Other	0.0	0.3
<i>In an average week, how many days per week do you normally drive:</i>		
0 – 2 days	9.0	12.9
3 -4 days	23.5	26.8
5 – 7 days	67.4	60.3

* p ≤ .05

Table 16

**Road Safety,
By Gender**

	Male	Female
<i>Do you consider the place you live as downtown, suburban, or rural:</i>		
Downtown	17.4	12.9
Suburban	69.2	70.2
Rural	13.4	16.9
<i>In the place where you live, how many bicyclists do you encounter on the street on a typical driving trip:</i>		
< 10	76.8	74.6
11 – 20	19.2	16.5
21 +	4.0	8.9
<i>Do you think drivers not sharing the road with bicyclists is a serious problem, a slight problem, or not a problem at all:</i>		
Serious/Moderate problem	62.1	65.5
Slight/Not a problem	37.9	34.5
<i>In your town, how much of a problem do you think there is with traffic crashes between motorists and bicyclists:</i>		
Serious/Moderate problem	34.3	32.5
Slight/Not a problem	65.7	67.5
<i>In your town, would you say the number of crashes per year between motorists and bicyclists is fewer than 5 per year, 5 – 10 per year, 11 – 20 per year, 21 – 50 per year, or more than 50 per year:</i>		
< 10 per year	85.6	87.3
11 – 20 per year	9.4	6.7
21 + per year	5.0	6.0

* p ≤ .05

Table 17
Factors to Reduce Crashes
Between Motorists and Bicyclists,
By Gender

	Male	Female
<i>More driver education about the rights of bicyclists:*</i>		
Important	57.3	68.6
Somewhat Important	30.3	25.7
Not Important	12.4	5.7
<i>More enforcement of traffic laws targeting bicyclists:*</i>		
Important	59.5	70.0
Somewhat Important	26.4	23.4
Not Important	14.1	6.6
<i>More enforcement of traffic law targeting drivers:*</i>		
Important	62.6	72.6
Somewhat Important	24.8	21.8
Not Important	12.6	5.6
<i>More bike lanes to accommodate bicyclists on roads:*</i>		
Important	74.0	81.3
Somewhat Important	17.5	14.6
Not Important	8.5	4.1

* $p \leq .05$

Table 18
Motorists/Bicyclists Scenarios,
By Gender

	Male	Female
<i>At an intersection with no stop sign or signal, how likely are you to yield when you plan to make a left turn and a bicyclist is approaching from the opposite side:*</i>		
Not likely	9.9	4.7
Somewhat likely	9.0	8.5
Likely	81.0	86.8
 Let's assume a motorist is driving along a narrow 2-lane road with no shoulder and no bike lanes. The road has constant traffic moving at 45 miles per hour in both directions. The driver is stuck behind a slower moving bicyclist riding in the center of the lane. The driver slows and does not attempt to pass the bicyclist.		
<i>As a driver, how often have you witnessed this or a similar situation:</i>		
Often	24.8	28.8
Sometimes	28.5	31.0
Never	46.6	40.2
 <i>What percentage of your friends do you think would have behaved like the driver in the situation:</i>		
< 5%	34.2	30.2
6% - 25%	19.7	17.7
26% - 50%	15.0	14.2
51% - 75%	12.4	13.7
75% or more	18.7	24.1
 <i>If you were in a similar situation, how likely would you be to drive like the driver in the situation:*</i>		
Not likely	32.4	19.9
Somewhat likely	13.0	14.6
Likely	54.6	65.5
 <i>How fair would you say it was if the driver in the situation passed the bicyclist with a 2-foot clearance and received a traffic citation for improper passing:*</i>		
Not Fair	58.7	48.5
Fair	41.3	51.5
 <i>How fair would you say it was if the bicyclist received a traffic citation for obstructing traffic:</i>		
Not Fair	47.9	45.5
Fair	52.1	54.5
 * p ≤ .05		

Table 19
Attitudes toward Motorists and Bicyclists,
By Gender

	Male	Female
<i>Both motorcyclists and bicyclists fare best on the road when bicyclists act and are treated as drivers of vehicles:</i>		
Agree	81.7	82.8
Disagree	18.3	17.2
<i>In my town there is enough room to accommodate bicycle lanes on public roads, even on the most busy ones:</i>		
Agree	40.7	38.2
Disagree	59.3	61.8
<i>Groups of bicyclists should be required to ride single file:</i>		
Agree	84.9	85.0
Disagree	15.1	15.0
<i>Most adults who ride bicycles to work cannot afford a car:*</i>		
Agree	16.7	23.7
Disagree	83.3	76.3
<i>Drivers have a greater right than bicyclists to use roads because drivers pay fuel taxes and car tag fees:</i>		
Agree	33.5	33.0
Disagree	66.5	67.0
<i>Most bicyclists are biking for recreation:*</i>		
Agree	75.9	65.8
Disagree	24.1	34.2
<i>Most bicyclists don't need to be on major roads. They should only ride on neighborhood streets:</i>		
Agree	40.7	35.3
Disagree	59.3	64.7

* $p \leq .05$

Table 19

**Attitudes toward Motorists and Bicyclists,
By Gender (continued)**

	Male	Female
<i>Bicyclists should stay off the road and ride on sidewalks, greenways, and bike trails:</i>		
Agree	40.3	44.0
Disagree	59.7	56.0
<i>Except for interstate highways and limited access roads, bicyclists have the same right as drivers to safely access and travel on any public road:</i>		
Agree	80.7	77.1
Disagree	19.3	22.9
<i>For bicyclists, sharing the roadway with motorists is unsafe and hazardous:*</i>		
Agree	57.0	65.4
Disagree	43.0	34.6
<i>Bicyclists are more likely to break traffic laws than drivers:</i>		
Agree	48.9	48.0
Disagree	51.1	52.0
<i>Bike lanes on roads are only safe for the most experienced bicyclists:</i>		
Agree	42.5	43.4
Disagree	57.5	56.6
<i>If more people chose to use a bicycle instead of a car for transportation we would have cleaner air, healthier citizens, and lower healthcare costs:</i>		
Agree	88.1	85.5
Disagree	11.9	14.5

* $p \leq .05$

Table 20
Likelihood of Sharing Lanes,
By Gender

	Male	Female
<i>How likely are you to slow down to share your lane with bicycles on a county or state highway:</i>		
Not likely	10.3	6.5
Likely	89.7	93.5
<i>How likely are you to slow down to share your lane with bicycles on a busy avenue or arterial road:</i>		
Not likely	10.4	6.8
Likely	89.6	93.2
<i>How likely are you to slow down to share your lane with bicycles on a collector or neighborhood road:*</i>		
Not likely	6.3	2.7
Likely	93.7	97.3
* p ≤ .05		

Table 21

**Frustration with Bicyclists,
By Gender**

	Male	Female
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a county or state highway:</i>		
Highly frustrating	35.5	35.0
Somewhat frustrating	34.6	41.0
Not at all frustrating	29.9	23.9
<i>During rush hour, how frustrating is it to share your lane with bicycles on a busy avenue or arterial road:</i>		
Highly frustrating	30.1	33.9
Somewhat frustrating	39.8	41.7
Not at all frustrating	30.1	24.4
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a collector or neighborhood road:</i>		
Highly frustrating	18.8	17.2
Somewhat frustrating	31.7	33.5
Not at all frustrating	49.5	49.3
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a two-lane road with groups of bicyclists:</i>		
Highly frustrating	37.9	44.8
Somewhat frustrating	38.4	31.7
Not at all frustrating	23.7	23.5
* p ≤ .05		

Table 22

**Actions Taken Due to Frustration with Bicyclists,
By Gender**

	Male	Female
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to blow your horn or yell:*</i>		
Not likely	75.1	82.4
Likely	24.9	17.6
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to flash your lights or give them the 'finger':*</i>		
Not likely	85.4	91.6
Likely	14.6	8.4
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to tailgate:</i>		
Not likely	83.2	88.1
Likely	16.8	11.9

* $p \leq .05$

Table 23
Characteristics of Travel,
By Age

	18-24	25-44	45-64	65+
<i>Currently Drive:*</i>				
Yes	89.8	98.9	93.0	96.5
No	10.2	1.1	7.0	3.5
TOTAL				
<i>Type Vehicle Drive Most Often:</i>				
Car	67.4	55.7	58.1	73.0
SUV/Van	17.4	31.6	32.9	22.5
Pick-up Truck	10.9	10.9	7.3	4.5
Motorcycle	0.0	0.6	0.4	0.0
Bicycle	2.2	0.6	0.0	0.0
Other	2.2	0.6	1.3	0.0
TOTAL				
<i>How Often Ride Bicycle:</i>				
Once a month or fewer	89.8	88.5	90.9	93.0
Twice a month or more	10.2	11.5	9.1	7.0
<i>Typical Type of Bicycle Riding:</i>				
Recreational	57.1	63.8	68.6	57.1
Exercise	14.3	31.0	21.4	42.9
Commuting/Transportation	14.3	3.4	2.9	0.0
Touring	0.0	0.0	1.4	0.0
Racing	7.1	1.7	0.0	0.0
Mountain Biking	7.1	0.0	5.7	0.0

* $p \leq .05$

Table 24
Attitudes Toward Bicycle Riding,
By Age

	18-24	25-44	45-64	65+
<i>I would feel safer knowing that the law required a 3-foot safe passing distance for cars passing bicycles:</i>				
Agree	92.9	94.7	91.4	95.2
Disagree	7.1	5.3	8.6	4.8
<i>I feel safe riding my bicycle in my community:</i>				
Agree	69.2	81.0	69.6	76.2
Disagree	30.8	19.0	30.4	23.8
<i>Bicycles provide a reliable, efficient means of transportation for short distance trips and errands:</i>				
Agree	85.7	87.7	88.6	95.2
Disagree	14.3	12.3	11.4	4.8
<i>I would ride a bicycle more frequently if my community had better bicycle facilities such as bike lanes or multi-use paths:</i>				
Agree	92.9	74.1	82.6	81.0
Disagree	7.1	25.9	17.4	19.0
<i>Encouraging bicycling is a long-term investment in a higher quality of life for my community:</i>				
Agree	81.8	93.1	95.7	89.5
Disagree	18.2	6.9	4.3	10.5
<i>In my community, children can safely bike or walk to and from school:</i>				
Agree	57.1	33.3	29.9	21.1
Disagree	42.9	66.7	70.1	78.9
<i>A Safe Routes to School Program that encourages children to safely bike and walk to and from school would be a beneficial program for my community:</i>				
Agree	100.0	90.9	85.7	94.7
Disagree	0.0	9.1	14.3	5.3

* p ≤ .05

Table 25

**Normal Travel,
By Age**

	18-24	25-44	45-64	65+
<i>How do you get around most of the time:*</i>				
Drive self	63.3	93.1	88.8	88.6
Have someone drive	14.3	2.3	6.2	7.9
Carpool	6.1	1.1	0.8	0.9
Public Transit/taxi	14.3	1.1	2.5	1.8
Ride bicycle	2.0	1.1	0.4	0.0
Walk	0.0	1.1	1.2	0.0
Other	0.0	0.0	0.0	0.9
<i>In average week, how many days per week do you normally drive:*</i>				
0 – 2 days	21.3	5.2	12.4	15.0
3 -4 days	17.0	24.9	25.3	28.3
5 – 7 days	61.7	69.9	62.2	56.6

* $p \leq .05$

Table 26

**Road Safety,
By Age**

	18-24	25-44	45-64	65+
<i>Do you consider the place you live as downtown, suburban, or rural:</i>				
Downtown	16.7	16.7	12.4	16.7
Suburban	64.6	66.7	73.0	69.3
Rural	18.8	16.7	14.5	14.0
<i>In the place where you live, how many bicyclists do you encounter on the street on a typical driving trip:</i>				
< 10	59.2	77.6	75.0	77.7
11 – 20	30.6	16.1	17.1	16.1
21 +	10.2	6.3	7.9	6.3
<i>Do you think drivers not sharing the road with bicyclists is a serious problem, a moderate problem, a slight problem, or not a problem at all:</i>				
Serious/Moderate problem	65.3	66.3	64.7	58.3
Slight/Not a problem	34.7	33.7	35.3	41.7
<i>In your town, how much of a problem do you think there is with traffic crashes between motorists and bicyclists:</i>				
Serious/Moderate problem	34.0	32.1	33.0	36.3
Slight/Not a problem	66.0	67.9	67.0	63.7
<i>In your town, would you say the number of crashes per year between motorists and bicyclists is fewer than 5 per year, 5 – 10 per year, 11 – 20 per year, 21 – 50 per year, or more than 50 per year:*</i>				
< 10 per year	75.6	87.8	87.6	89.0
11 – 20 per year	19.5	6.1	8.4	3.3
21 + per year	4.9	6.1	4.0	7.7

* $p \leq .05$

Table 27
Factors to Reduce Crashes
Between Motorists and Bicyclists,
By Age

	18-24	25-44	45-64	65+
<i>More driver education about the rights of bicyclists:</i>				
Important	55.1	64.5	67.6	60.2
Somewhat Important	38.8	25.6	23.1	34.3
Not Important	6.1	9.9	9.2	5.6
<i>More enforcement of traffic laws targeting bicyclists:</i>				
Important	57.1	64.0	68.5	66.3
Somewhat Important	34.7	23.3	23.1	25.0
Not Important	8.2	12.8	8.4	8.7
<i>More enforcement of traffic law targeting drivers:</i>				
Important	65.3	68.2	69.4	68.6
Somewhat Important	28.6	23.1	22.1	22.9
Not Important	6.1	8.7	8.5	8.6
<i>More bike lanes to accommodate bicyclists on roads:*</i>				
Important	63.3	81.5	80.4	73.9
Somewhat Important	32.7	12.7	14.0	18.0
Not Important	4.1	5.8	5.5	8.1

* p ≤ .05

Table 28

Motorists/Bicyclists Scenarios,
By Age

	18-24	25-44	45-64	65+
<i>At an intersection with no stop sign or signal, how likely are you to yield when you plan to make a left turn and a bicyclist is approaching from the opposite side:*</i>				
Not likely	8.5	6.9	5.1	10.0
Somewhat likely	17.0	11.6	6.8	4.5
Likely	61.7	81.5	88.2	85.5
Let's assume a motorist is driving along a narrow 2-lane road with no shoulder and no bike lanes. The road has constant traffic moving at 45 miles per hour in both directions. The driver is stuck behind a slower moving bicyclist riding in the center of the lane. The driver slows and does not attempt to pass the bicyclist.				
<i>As a driver, how often have you witnessed this or a similar situation:</i>				
Often	32.6	22.5	31.8	23.4
Sometimes	32.6	34.7	26.4	32.4
Never	34.7	42.8	41.9	44.1
<i>What percentage of your friends do you think would have behaved like the driver in the situation:</i>				
< 5%	37.0	31.4	33.0	26.0
6% - 25%	23.9	21.4	12.8	22.9
26% - 50%	19.6	13.8	14.2	14.6
51% - 75%	8.7	13.2	15.6	11.5
75% or more	10.9	20.1	24.3	25.0
<i>If you were in a similar situation, how likely would you be to drive like the driver in the situation:*</i>				
Not likely	43.5	24.0	24.1	18.9
Somewhat likely	19.6	18.1	12.1	9.4
Likely	37.0	57.9	63.8	71.7
<i>How fair would you say it was if the driver in the situation passed the bicyclist with a 2-foot clearance and received a traffic citation for improper passing:</i>				
Not Fair	66.7	50.0	51.8	50.0
Fair	33.3	50.0	48.2	50.0
<i>How fair would you say it was if the bicyclist received a traffic citation for obstructing traffic:*</i>				
Not Fair	59.1	54.5	38.1	48.6
Fair	40.9	40.9	61.9	51.4
* p ≤ .05				

Table 29

**Attitudes toward Motorists and Bicyclists,
By Age**

	18-24	25-44	45-64	65+
<i>Both motorcyclists and bicyclists fare best on the road when bicyclists act and are treated as drivers of vehicles:</i>				
Agree	74.5	80.4	86.3	81.5
Disagree	25.5	19.6	13.7	18.5
<i>In my town there is enough room to accommodate bicycle lanes on public roads, even on the busiest ones:*</i>				
Agree	57.1	42.5	33.8	39.6
Disagree	42.9	57.5	66.2	60.4
<i>Groups of bicyclists should be required to ride single file:</i>				
Agree	76.6	83.3	85.6	87.0
Disagree	23.4	16.7	14.4	13.0
<i>Most adults who ride bicycles to work cannot afford a car:</i>				
Agree	29.8	17.8	20.3	21.4
Disagree	70.2	82.2	79.7	78.6
<i>Drivers have a greater right than bicyclists to use roads because drivers pay fuel taxes and car tag fees:</i>				
Agree	41.7	37.6	26.8	34.9
Disagree	58.3	62.4	73.2	65.1
<i>Most bicyclists are biking for recreation:</i>				
Agree	65.2	65.4	72.5	72.5
Disagree	34.8	34.6	27.5	27.5
<i>Most bicyclists don't need to be on major roads. They should only ride on neighborhood streets:</i>				
Agree	45.8	34.1	34.6	38.7
Disagree	54.2	65.9	65.4	61.3
<i>Bicyclists should stay off the road and ride on sidewalks, greenways, and bike trails:*</i>				
Agree	63.3	46.8	37.3	35.7
Disagree	36.7	53.2	62.7	64.3

* $p \leq .05$

Table 29

**Attitudes toward Motorists and Bicyclists,
By Age (continued)**

	18-24	25-44	45-64	65+
<i>Except for interstate highways and limited access roads, bicyclists have the same right as drivers to safely access and travel on any public road:</i>				
Agree	73.5	75.9	83.9	76.6
Disagree	26.5	24.1	16.1	23.4
<i>For bicyclists, sharing the roadway with motorists is unsafe and hazardous:</i>				
Agree	63.3	58.2	62.7	67.3
Disagree	36.7	41.8	37.3	32.7
<i>Bicyclists are more likely to break traffic laws than drivers:</i>				
Agree	43.5	46.7	53.2	44.0
Disagree	56.5	53.3	46.8	56.0
<i>Bike lanes on roads are only safe for the most experienced bicyclists:</i>				
Agree	53.3	38.7	41.7	46.8
Disagree	46.7	61.3	58.3	53.2
<i>If more people chose to use a bicycle instead of a car for transportation we would have cleaner air, healthier citizens, and lower healthcare costs:</i>				
Agree	93.6	86.1	88.5	82.0
Disagree	6.4	13.9	11.5	18.0

* $p \leq .05$

Table 30

**Likelihood of Sharing Lanes,
By Age**

	18-24	25-44	45-64	65+
<i>How likely are you to slow down to share your lane with bicycles on a county or state highway:*</i>				
Not likely	17.0	12.8	3.8	6.3
Likely	83.0	87.2	96.2	93.8
<i>How likely are you to slow down to share your lane with bicycles on a busy avenue or arterial road:*</i>				
Not likely	21.7	11.6	3.8	5.4
Likely	78.3	88.4	96.2	94.6
<i>How likely are you to slow down to share your lane with bicycles on a collector or neighborhood road:*</i>				
Not likely	18.7	5.8	1.3	0.9
Likely	81.3	94.2	98.8	99.1

* $p \leq .05$

Table 31

**Frustration with Bicyclists,
By Age**

	18-24	25-44	45-64	65+
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a county or state highway:</i>				
Highly frustrating	38.3	37.5	33.5	31.4
Somewhat frustrating	42.6	32.7	40.9	41.2
Not at all frustrating	19.1	29.8	25.7	27.5
<i>During rush hour, how frustrating is it to share your lane with bicycles on a busy avenue or arterial road:</i>				
Highly frustrating	31.9	33.9	32.2	27.7
Somewhat frustrating	42.6	36.8	41.1	47.5
Not at all frustrating	25.5	29.2	26.7	24.8
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a collector or neighborhood road:*</i>				
Highly frustrating	16.7	19.1	18.1	12.6
Somewhat frustrating	41.7	26.0	29.5	45.6
Not at all frustrating	41.7	54.9	52.3	41.7
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a two-lane road with groups of bicyclists:</i>				
Highly frustrating	42.6	39.2	43.6	42.5
Somewhat frustrating	34.0	35.7	32.5	34.9
Not at all frustrating	23.4	25.1	23.9	22.6
* p ≤ .05				

Table 32

**Actions Taken Due to Frustration with Bicyclists,
By Age**

	18-24	25-44	45-64	65+
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to blow your horn or yell:*</i>				
Not likely	66.7	76.4	84.9	79.3
Likely	33.3	23.6	15.1	20.7
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to flash your lights or give them the 'finger':</i>				
Not likely	80.9	87.8	90.3	91.0
Likely	19.1	12.2	9.7	9.0
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to tailgate:</i>				
Not likely	77.1	81.5	89.5	89.2
Likely	22.9	18.5	10.5	10.8

* $p \leq .05$

Table 33
Characteristics of Travel,
By Ethnicity

	White	Non-White
<i>Currently Drive:*</i>		
Yes	98.0	90.9
No	2.0	9.1
TOTAL		
<i>Type Vehicle Drive Most Often:*</i>		
Car	55.9	69.2
SUV/Van	34.2	21.3
Pick-up Truck	8.7	7.2
Motorcycle	0.6	0.0
Bicycle	0.3	0.5
Other	0.3	1.8
TOTAL		
<i>How Often Ride Bicycle:*</i>		
Once a month or fewer	87.4	95.2
Twice a month or more	12.6	4.8
<i>Typical Type of Bicycle Riding:</i>		
Recreational	66.9	60.9
Exercise	23.7	32.6
Commuting/Transportation	4.2	2.2
Touring	0.0	2.2
Racing	0.8	2.2
Mountain Biking	4.2	0.0

* $p \leq .05$

Table 34
Attitudes Toward Bicycle Riding,
By Ethnicity

	White	Non-White
<i>I would feel safer knowing that the law required a 3-foot safe passing distance for cars passing bicycles:</i>		
Agree	92.3	95.6
Disagree	7.7	4.4
<i>I feel safe riding my bicycle in my community:</i>		
Agree	70.9	84.4
Disagree	29.1	15.6
<i>Bicycles provide a reliable, efficient means of transportation for short distance trips and errands:</i>		
Agree	88.0	91.3
Disagree	12.0	8.7
<i>I would ride a bicycle more frequently if my community had better bicycle facilities such as bike lanes or multi-use paths:</i>		
Agree	78.8	84.4
Disagree	21.2	15.6
<i>Encouraging bicycling is a long-term investment in a higher quality of life for my community:</i>		
Agree	93.9	91.1
Disagree	6.1	8.9
<i>In my community, children can safely bike or walk to and from school:</i>		
Agree	28.4	41.3
Disagree	71.6	58.7
<i>A Safe Routes to School Program that encourages children to safely bike and walk to and from school would be a beneficial program for my community:</i>		
Agree	85.0	100.0
Disagree	15.0	0.0

* p ≤ .05

Table 35

**Normal Travel,
By Ethnicity**

	White	Non-White
<i>How do you get around most of the time:*</i>		
Drive self	92.8	80.5
Have someone drive	4.0	9.1
Carpool	0.3	3.0
Public Transit/taxi	1.1	5.6
Ride bicycle	0.9	0.4
Walk	0.9	0.9
Other	0.0	0.4
<i>In an average week, how many days per week do you normally drive:</i>		
0 – 2 days	9.7	14.2
3 -4 days	26.6	23.5
5 – 7 days	63.6	61.9

* $p \leq .05$

Table 36

**Road Safety,
By Ethnicity**

	White	Non-White
<i>Do you consider the place you live as downtown, suburban, or rural:</i>		
Downtown	14.4	15.7
Suburban	69.8	69.1
Rural	15.8	15.2
<i>In the place where you live, how many bicyclists do you encounter on the street on a typical driving trip:</i>		
< 10	74.9	76.0
11 – 20	19.1	15.3
21 +	6.1	8.7
<i>Do you think drivers not sharing the road with bicyclists is a serious problem, a slight problem, or not a problem at all:</i>		
Serious/Moderate problem	65.4	61.6
Slight/Not a problem	34.6	38.4
<i>In your town, how much of a problem do you think there is with traffic crashes between motorists and bicyclists:</i>		
Serious/Moderate problem	35.0	30.3
Slight/Not a problem	65.0	69.7
<i>In your town, would you say the number of crashes per year between motorists and bicyclists is fewer than 5 per year, 5 – 10 per year, 11 – 20 per year, 21 – 50 per year, or more than 50 per year:*</i>		
< 10 per year	83.3	91.3
11 – 20 per year	10.5	4.3
21 + per year	6.2	4.3
* p ≤ .05		

Table 37
Factors to Reduce Crashes
Between Motorists and Bicyclists,
By Ethnicity

	White	Non-White
<i>More driver education about the rights of bicyclists:</i>		
Important	60.5	69.0
Somewhat Important	30.1	23.9
Not Important	9.4	7.1
<i>More enforcement of traffic laws targeting bicyclists:</i>		
Important	64.9	67.1
Somewhat Important	25.9	23.2
Not Important	9.2	9.6
<i>More enforcement of traffic law targeting drivers:*</i>		
Important	65.7	73.3
Somewhat Important	26.3	17.3
Not Important	8.0	9.3
<i>More bike lanes to accommodate bicyclists on roads:</i>		
Important	77.6	79.0
Somewhat Important	15.7	16.5
Not Important	6.7	4.5
* p ≤ .05		

Table 38
Motorists/Bicyclists Scenarios,
By Ethnicity

	White	Non-White
<i>At an intersection with no stop sign or signal, how likely are you to yield when you plan to make a left turn and a bicyclist is approaching from the opposite side:</i>		
Not likely	6.1	8.1
Somewhat likely	8.1	9.9
Likely	85.8	82.0
 Let's assume a motorist is driving along a narrow 2-lane road with no shoulder and no bike lanes. The road has constant traffic moving at 45 miles per hour in both directions. The driver is stuck behind a slower moving bicyclist riding in the center of the lane. The driver slows and does not attempt to pass the bicyclist.		
<i>As a driver, how often have you witnessed this or a similar situation:</i>		
Often	27.5	27.1
Sometimes	28.3	35.1
Never	44.2	37.8
 <i>What percentage of your friends do you think would have behaved like the driver in the situation:</i>		
< 5%	27.6	37.0
6% - 25%	20.2	16.8
26% - 50%	16.0	12.5
51% - 75%	13.8	12.5
75% or more	22.4	21.2
 <i>If you were in a similar situation, how likely would you be to drive like the driver in the situation:</i>		
Not likely	25.9	22.8
Somewhat likely	11.9	17.8
Likely	62.2	59.4
 <i>How fair would you say it was if the driver in the situation passed the bicyclist with a 2-foot clearance and received a traffic citation for improper passing:</i>		
Not Fair	51.7	54.5
Fair	48.3	45.5
 <i>How fair would you say it was if the bicyclist received a traffic citation for obstructing traffic:</i>		
Not Fair	44.6	50.5
Fair	55.4	49.5

* p ≤ .05

Table 39
Attitudes toward Motorists and Bicyclists,
By Ethnicity

	White	Non-White
<i>Both motorcyclists and bicyclists fare best on the road when bicyclists act and are treated as drivers of vehicles:</i>		
Agree	85.3	79.8
Disagree	14.7	20.2
<i>In my town there is enough room to accommodate bicycle lanes on public roads, even on the busiest ones:</i>		
Agree	39.9	39.1
Disagree	60.1	60.9
<i>Groups of bicyclists should be required to ride single file:*</i>		
Agree	87.6	81.1
Disagree	12.4	18.9
<i>Most adults who ride bicycles to work cannot afford a car:</i>		
Agree	18.8	24.7
Disagree	81.2	18.9
<i>Drivers have a greater right than bicyclists to use roads because drivers pay fuel taxes and car tag fees:*</i>		
Agree	28.6	39.6
Disagree	31.4	60.4
<i>Most bicyclists are biking for recreation:</i>		
Agree	72.8	65.7
Disagree	27.2	34.3
<i>Most bicyclists don't need to be on major roads. They should only ride on neighborhood streets:</i>		
Agree	35.4	39.0
Disagree	64.6	61.0

* $p \leq .05$

Table 39

**Attitudes toward Motorists and Bicyclists,
By Ethnicity (continued)**

	White	Non-White
<i>Bicyclists should stay off the road and ride on sidewalks, greenways, and bike trails:*</i>		
Agree	36.7	49.3
Disagree	63.3	50.7
<i>Except for interstate highways and limited access roads, bicyclists have the same right as drivers to safely access and travel on any public road:</i>		
Agree	79.8	76.9
Disagree	20.2	23.1
<i>For bicyclists, sharing the roadway with motorists is unsafe and hazardous:*</i>		
Agree	58.6	66.5
Disagree	41.4	33.5
<i>Bicyclists are more likely to break traffic laws than drivers:</i>		
Agree	48.3	49.5
Disagree	51.7	50.5
<i>Bike lanes on roads are only safe for the most experienced bicyclists:*</i>		
Agree	38.5	49.8
Disagree	61.5	50.2
<i>If more people chose to use a bicycle instead of a car for transportation we would have cleaner air, healthier citizens, and lower healthcare costs:</i>		
Agree	85.2	88.3
Disagree	14.8	11.7

* p ≤ .05

Table 40
Likelihood of Sharing Lanes,
By Ethnicity

	White	Non-White
<i>How likely are you to slow down to share your lane with bicycles on a county or state highway:</i>		
Not likely	7.2	9.4
Likely	92.8	90.6
<i>How likely are you to slow down to share your lane with bicycles on a busy avenue or arterial road:</i>		
Not likely	7.5	8.6
Likely	92.5	91.4
<i>How likely are you to slow down to share your lane with bicycles on a collector or neighborhood road:</i>		
Not likely	4.3	3.6
Likely	95.7	96.4
* p ≤ .05		

Table 41

**Frustration with Bicyclists,
By Ethnicity**

	<i>White</i>	<i>Non-White</i>
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a county or state highway:*</i>		
Highly frustrating	39.8	27.8
Somewhat frustrating	37.7	40.3
Not at all frustrating	22.6	31.9
<i>During rush hour, how frustrating is it to share your lane with bicycles on a busy avenue or arterial road:*</i>		
Highly frustrating	37.1	24.8
Somewhat frustrating	40.4	42.3
Not at all frustrating	22.5	32.9
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a collector or neighborhood road:*</i>		
Highly frustrating	20.5	12.9
Somewhat frustrating	33.5	32.0
Not at all frustrating	46.0	55.1
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a two-lane road with groups of bicyclists:*</i>		
Highly frustrating	49.0	31.8
Somewhat frustrating	32.7	36.4
Not at all frustrating	18.3	31.8
* $p \leq .05$		

Table 42

**Actions Taken Due to Frustration with Bicyclists,
By Ethnicity**

	White	Non-White
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to blow your horn or yell:*</i>		
Not likely	82.9	74.3
Likely	17.1	25.7
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to flash your lights or give them the 'finger':</i>		
Not likely	90.4	86.7
Likely	9.6	13.3
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to tailgate:</i>		
Not likely	86.1	85.8
Likely	13.9	14.2
* $p \leq .05$		

Table 43
Characteristics of Travel,
By Education

	HS Grad of Fewer	Some College	College Grad+
<i>Currently Drive:</i>			
Yes	92.4	94.9	96.9
No	7.6	5.1	3.1
<i>Type Vehicle Drive Most Often:*</i>			
Car	49.5	66.5	62.9
SUV/Van	33.3	24.4	29.9
Pick-up Truck	13.5	8.5	6.2
Motorcycle	0.9	0.0	0.3
Bicycle	0.0	0.0	0.3
Other	2.7	0.6	0.3
<i>How Often Ride Bicycle:</i>			
Once a month or fewer	94.1	92.6	88.2
Twice a month or more	5.9	7.4	11.8
<i>Typical Type of Bicycle Riding:</i>			
Recreational	47.8	69.4	66.0
Exercise	43.5	24.5	24.5
Commuting/Transportation	0.0	2.0	5.3
Touring	4.3	0.0	0.0
Racing	4.3	0.0	1.1
Mountain Biking	0.0	4.1	3.2
* p ≤ .05			

Table 44
Attitudes Toward Bicycle Riding,
By Education

	White	Non-White	
<i>I would feel safer knowing that the law required a 3-foot safe passing distance for cars passing bicycles:</i>			
Agree	95.5	98.0	90.3
Disagree	4.5	2.0	9.7
<i>I feel safe riding my bicycle in my community:</i>			
Agree	77.3	81.3	71.3
Disagree	22.7	18.2	28.7
<i>Bicycles provide a reliable, efficient means of transportation for short distance trips and errands:</i>			
Agree	95.7	85.7	88.2
Disagree	4.3	14.3	11.8
<i>I would ride a bicycle more frequently if my community had better bicycle facilities such as bike lanes or multi-use paths:</i>			
Agree	91.3	81.6	76.6
Disagree	8.7	18.4	23.4
<i>Encouraging bicycling is a long-term investment in a higher quality of life for my community:</i>			
Agree	90.5	97.9	91.4
Disagree	9.5	2.1	8.6
<i>In my community, children can safely bike or walk to and from school:</i>			
Agree	34.8	31.9	29.9
Disagree	65.2	68.1	70.1
<i>A Safe Routes to School Program that encourages children to safely bike and walk to and from school would be a beneficial program for my community:</i>			
Agree	87.0	87.2	90.1
Disagree	13.0	12.8	9.9

* p ≤ .05

Table 45
Normal Travel,
By Education

	HS Grad	Some College	College Grad+
<i>How do you get around most of the time:*</i>			
Drive self	83.1	83.1	93.9
Have someone drive	9.3	8.5	2.4
Carpool	1.7	1.1	1.4
Public Transit/taxi	3.4	5.6	1.0
Ride bicycle	0.8	0.0	1.0
Walk	1.7	1.1	0.3
Other	0.0	0.6	0.0
<i>In an average week, how many days per week do you normally drive:*</i>			
0 – 2 days	25.0	10.3	6.1
3 -4 days	28.4	26.9	24.0
5 – 7 days	46.6	62.9	69.9

* $p \leq .05$

Table 46

**Road Safety,
By Education**

	HS Grad or Fewer	Some College	College Grad+
<i>Do you consider the place you live as downtown, suburban, or rural:*</i>			
Downtown	17.9	13.6	13.6
Suburban	54.7	69.5	76.3
Rural	27.4	16.9	10.2
<i>In the place where you live, how many bicyclists do you encounter on the street on a typical driving trip:</i>			
< 10	73.9	72.9	77.2
11 – 20	18.3	20.3	15.6
21 +	7.8	6.8	7.4
<i>Do you think drivers not sharing the road with bicyclists is a serious problem, a slight problem, or not a problem at all:</i>			
Serious/Moderate problem	62.1	64.9	64.7
Slight/Not a problem	37.9	35.1	35.3
<i>In your town, how much of a problem do you think there is with traffic crashes between motorists and bicyclists:</i>			
Serious/Moderate problem	38.4	33.3	31.1
Slight/Not a problem	61.6	66.7	68.9
<i>In your town, would you say the number of crashes per year between motorists and bicyclists is fewer than 5 per year, 5 – 10 per year, 11 – 20 per year, 21 – 50 per year, or more than 50 per year:</i>			
< 10 per year	91.9	89.2	82.4
11 – 20 per year	5.1	7.0	9.4
21 + per year	3.0	3.8	8.2

* $p \leq .05$

Table 47

**Factors to Reduce Crashes
Between Motorists and Bicyclists,
By Education**

	HS Grad or Fewer	Some College	College Grad+
<i>More driver education about the rights of bicyclists:</i>			
Important	69.6	66.9	61.3
Somewhat Important	25.0	26.3	29.1
Not Important	3.0	3.8	8.2
<i>More enforcement of traffic laws targeting bicyclists:*</i>			
Important	68.2	75.1	59.6
Somewhat Important	24.5	16.2	29.5
Not Important	7.3	8.7	11.0
<i>More enforcement of traffic law targeting drivers:</i>			
Important	67.3	73.3	66.0
Somewhat Important	24.5	18.6	25.4
Not Important	8.2	8.1	8.6
<i>More bike lanes to accommodate bicyclists on roads:</i>			
Important	78.9	78.7	79.0
Somewhat Important	16.7	14.9	14.8
Not Important	4.4	6.3	6.2

* $p \leq .05$

Table 48
Motorists/Bicyclists Scenarios,
By Education

	HS Grad or Fewer	Some College	College Grad +
<i>At an intersection with no stop sign or signal, how likely are you to yield when you plan to make a left turn and a bicyclist is approaching from the opposite side:</i>			
Not likely	9.0	6.3	6.1
Somewhat likely	12.6	9.2	7.2
Likely	78.4	84.5	86.7
Let's assume a motorist is driving along a narrow 2-lane road with no shoulder and no bike lanes. The road has constant traffic moving at 45 miles per hour in both directions. The driver is stuck behind a slower moving bicyclist riding in the center of the lane. The driver slows and does not attempt to pass the bicyclist.			
<i>As a driver, how often have you witnessed this or a similar situation:</i>			
Often	28.1	23.6	29.6
Sometimes	27.2	34.5	28.2
Never	44.7	42.0	42.2
<i>What percentage of your friends do you think would have behaved like the driver in the situation:</i>			
< 5%	41.7	31.1	28.5
6% - 25%	16.5	16.8	20.2
26% - 50%	14.6	12.4	15.7
51% - 75%	8.7	16.1	12.4
75% or more	18.4	23.6	23.2
<i>If you were in a similar situation, how likely would you be to drive like the driver in the situation:</i>			
Not likely	27.9	23.4	23.6
Somewhat likely	8.1	14.6	15.5
Likely	64.0	62.0	60.9
<i>How fair would you say it was if the driver in the situation passed the bicyclist with a 2-foot clearance and received a traffic citation for improper passing:</i>			
Not Fair	56.4	51.5	51.3
Fair	43.6	48.5	48.7
<i>How fair would you say it was if the bicyclist received a traffic citation for obstructing traffic:</i>			
Not Fair	44.4	47.3	46.0
Fair	55.6	52.7	54.0

* p ≤ .05

Table 49

**Attitudes toward Motorists and Bicyclists,
By Education**

	HS Grad or Fewer	Some College	College Grad+
<i>Both motorcyclists and bicyclists fare best on the road when bicyclists act and are treated as drivers of vehicles:</i>			
Agree	80.2	80.6	84.6
Disagree	19.8	19.4	19.4
<i>In my town there is enough room to accommodate bicycle lanes on public roads, even on the most busy ones:*</i>			
Agree	48.7	42.9	33.4
Disagree	51.3	57.1	66.6
<i>Groups of bicyclists should be required to ride single file:</i>			
Agree	87.8	85.4	84.6
Disagree	12.2	14.6	15.4
<i>Most adults who ride bicycles to work cannot afford a car:</i>			
Agree	36.3	20.9	15.2
Disagree	63.7	79.1	84.8
<i>Drivers have a greater right than bicyclists to use roads because drivers pay fuel taxes and car tag fees:</i>			
Agree	37.6	34.9	30.1
Disagree	62.4	65.1	69.9
<i>Most bicyclists are biking for recreation:</i>			
Agree	68.1	71.6	69.3
Disagree	31.9	28.4	30.7
<i>Most bicyclists don't need to be on major roads. They should only ride on neighborhood streets:</i>			
Agree	41.7	37.4	36.0
Disagree	58.3	62.6	64.0
<i>For bicyclists, sharing the roadway with motorists is unsafe and hazardous:</i>			
Agree	50.0	46.9	37.4
Disagree	50.0	53.1	62.6

* $p \leq .05$

Table 49

Attitudes toward Motorists and Bicyclists,
By Education (continued)

	HS Grad or Fewer	Some College	College Grad+
<i>Bicyclists have the same rights as motorists:</i>			
Agree	80.2	74.7	79.4
Disagree	19.8	25.3	20.6
<i>Sharing the Road is Unsafe:</i>			
Agree	67.0	63.6	60.2
Disagree	33.0	26.4	39.8
<i>Bicyclists are more likely to break traffic laws than drivers:</i>			
Agree	48.2	50.9	47.5
Disagree	51.8	49.1	52.5
<i>Bike lanes on roads are only safe for the most experienced bicyclists:</i>			
Agree	48.6	44.4	39.4
Disagree	51.4	55.6	60.6
<i>If more people chose to use a bicycle instead of a car for transportation we would have cleaner air, healthier citizens, and lower healthcare costs:</i>			
Agree	88.3	86.5	85.7
Disagree	11.7	13.5	14.3

* $p \leq .05$

Table 50
Likelihood of Sharing Lanes,
By Education

	HS Grad or Fewer	Some College	College Grad+
<i>How likely are you to slow down to share your lane with bicycles on a county or state highway:*</i>			
Not likely	12.3	9.1	5.4
Likely	87.7	90.9	94.6
<i>How likely are you to slow down to share your lane with bicycles on a busy avenue or arterial road:</i>			
Not likely	7.9	10.4	7.2
Likely	92.1	89.6	92.8
<i>How likely are you to slow down to share your lane with bicycles on a collector or neighborhood road:</i>			
Not likely	7.0	4.6	2.7
Likely	93.0	95.4	97.3
* p ≤ .05			

Table 51

**Frustration with Bicyclists,
By Education**

	HS Grad or Fewer	Some College	College Grad+
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a county or state highway:*</i>			
Highly frustrating	22.9	38.5	38.2
Somewhat frustrating	44.0	33.7	39.3
Not at all frustrating	33.0	27.8	22.5
<i>During rush hour, how frustrating is it to share your lane with bicycles on a busy avenue or arterial road:*</i>			
Highly frustrating	22.0	33.7	36.1
Somewhat frustrating	40.4	40.1	41.4
Not at all frustrating	37.6	26.2	22.5
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a collector or neighborhood road:</i>			
Highly frustrating	12.7	17.2	20.1
Somewhat frustrating	30.9	33.3	34.0
Not at all frustrating	56.4	49.4	45.8
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a two-lane road with groups of bicyclists:*</i>			
Highly frustrating	27.8	44.4	46.2
Somewhat frustrating	34.3	30.4	35.9
Not at all frustrating	38.0	25.1	17.9
* $p \leq .05$			

Table 52

**Actions Taken Due to Frustration with Bicyclists,
By Education**

	High School Grad or Fewer	Some College	College Grad+
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to blow your horn or yell:</i>			
Not likely	79.3	79.2	80.3
Likely	20.7	20.8	19.7
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to flash your lights or give them the 'finger':</i>			
Not likely	89.5	87.3	90.4
Likely	10.5	12.7	9.6
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to tailgate:</i>			
Not likely	89.6	83.8	86.1
Likely	10.4	16.2	13.9

* $p \leq .05$

Table 53
Characteristics of Travel,
By Income

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>Currently Drive:*</i>				
Yes	88.8	91.7	95.4	97.7
No	11.2	8.3	4.6	2.3
TOTAL				
<i>Type Vehicle Drive Most Often:</i>				
Car	67.1	63.0	59.8	60.8
SUV/Van	23.2	26.1	29.9	31.8
Pick-up Truck	7.3	4.3	9.3	6.3
Motorcycle	0.0	2.2	0.0	0.6
Bicycle	0.0	2.2	0.0	0.6
Other	2.4	2.2	0.9	0.0
TOTAL				
<i>How Often Ride Bicycle:</i>				
Once a month or fewer	91.0	93.8	87.9	88.7
Twice a month or more	9.0	6.3	12.1	11.3
<i>Typical Type of Bicycle Riding:</i>				
Recreational	50.0	88.9	82.4	58.9
Exercise	40.9	11.1	11.8	33.9
Commuting/Transportation	4.5	0.0	5.9	0.0
Touring	4.5	0.0	0.0	0.0
Racing	0.0	0.0	0.0	1.8
Mountain Biking	0.0	0.0	0.0	5.4

* p ≤ .05

Table 54
Attitudes Toward Bicycle Riding,
By Income

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>I would feel safer knowing that the law required a 3-foot safe passing distance for cars passing bicycles:</i>				
Agree	100.0	100.0	90.9	91.1
Disagree	0.0	0.0	9.1	8.9
<i>I feel safe riding my bicycle in my community:</i>				
Agree	71.4	66.7	73.5	76.8
Disagree	28.6	33.3	26.5	23.2
<i>Bicycles provide a reliable, efficient means of transportation for short distance trips and errands:</i>				
Agree	90.9	100.0	88.2	89.1
Disagree	9.1	0.0	11.8	10.9
<i>I would ride a bicycle more frequently if my community had better bicycle facilities such as bike lanes or multi-use paths:*</i>				
Agree	81.8	100.0	91.2	69.6
Disagree	18.2	0.0	8.8	30.4
<i>Encouraging bicycling is a long-term investment in a higher quality of life for my community:</i>				
Agree	90.9	100.0	91.2	92.7
Disagree	9.1	0.0	8.8	7.3
<i>In my community, children can safely bike or walk to and from school:</i>				
Agree	45.0	22.2	30.3	31.4
Disagree	55.0	77.8	69.7	68.4
<i>A Safe Routes to School Program that encourages children to safely bike and walk to and from school would be a beneficial program for my community:</i>				
Agree	90.9	100.0	82.4	88.7
Disagree	9.1	0.0	17.6	11.3

* p ≤ .05

Table 55
Normal Travel,
By Income

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>How do you get around most of the time:*</i>				
Drive self	74.2	89.6	89.8	95.5
Have someone drive	13.5	8.3	3.7	1.7
Carpool	1.1	0.0	2.8	1.1
Public Transit/taxi	9.0	2.1	0.9	1.1
Ride bicycle	0.0	0.0	1.9	0.6
Walk	2.2	0.0	0.9	0.0
Other				
<i>In average week, how many days per week do you normally drive:*</i>				
0 – 2 days	26.4	8.3	8.4	4.5
3 -4 days	21.8	31.3	26.2	29.4
5 – 7 days	51.7	60.4	65.4	66.1

* p ≤ .05

Table 56

Road Safety,
By Income

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>Do you consider the place you live as downtown, suburban, or rural:*</i>				
Downtown	22.7	18.8	9.3	12.4
Suburban	59.1	70.8	76.6	76.8
Rural	18.2	10.4	14.0	10.7
<i>In the place where you live, how many bicyclists do you encounter on the street on a typical driving trip:</i>				
< 10	72.4	68.1	73.1	83.1
11 – 20	19.5	21.3	14.8	13.6
21 +	8.0	10.6	12.0	3.4
<i>Do you think drivers not sharing the road with bicyclists is a serious problem, a moderate problem, a slight problem, or not a problem at all:</i>				
Serious/Moderate problem	60.2	68.1	60.7	62.8
Slight/Not a problem	39.8	31.9	39.3	37.2
<i>In your town, how much of a problem do you think there is with traffic crashes between motorists and bicyclists:*</i>				
Serious/Moderate problem	38.6	42.6	21.6	31.9
Slight/Not a problem	61.4	57.4	78.4	68.1
<i>In your town, would you say the number of crashes per year between motorists and bicyclists is fewer than 5 per year, 5 – 10 per year, 11 – 20 per year, 21 – 50 per year, or more than 50 per year:</i>				
< 10 per year	88.3	87.5	92.3	81.9
11 – 20 per year	7.8	7.5	6.6	9.4
21 + per year	3.9	5.0	1.1	8.7
* p ≤ .05				

Table 57
Factors to Reduce Crashes
Between Motorists and Bicyclists,
By Income

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>More driver education about the rights of bicyclists:*</i>				
Important	65.9	80.9	65.1	63.1
Somewhat Important	28.4	19.1	27.4	23.9
Not Important	5.7	0.0	7.5	13.1
<i>More enforcement of traffic laws targeting bicyclists:</i>				
Important	58.4	65.2	74.0	64.6
Somewhat Important	30.3	21.7	20.2	24.6
Not Important	11.2	13.0	5.8	10.9
<i>More enforcement of traffic law targeting drivers:</i>				
Important	74.2	65.2	69.2	63.8
Somewhat Important	22.5	30.4	17.3	27.6
Not Important	3.4	4.3	13.5	8.6
<i>More bike lanes to accommodate bicyclists on roads:</i>				
Important	80.7	82.6	76.4	77.6
Somewhat Important	18.2	15.2	16.0	16.1
Not Important	1.1	2.2	7.5	6.3
* p ≤ .05				

Table 58
Motorists/Bicyclists Scenarios,
By Income

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>At an intersection with no stop sign or signal, how likely are you to yield when you plan to make a left turn and a bicyclist is approaching from the opposite side:</i>				
Not likely	9.5	2.1	4.7	7.5
Somewhat likely	8.3	12.8	7.5	6.9
Likely	82.1	85.1	87.9	85.5
Let's assume a motorist is driving along a narrow 2-lane road with no shoulder and no bike lanes. The road has constant traffic moving at 45 miles per hour in both directions. The driver is stuck behind a slower moving bicyclist riding in the center of the lane. The driver slows and does not attempt to pass the bicyclist.				
<i>As a driver, how often have you witnessed this or a similar situation:*</i>				
Often	29.1	21.3	27.1	30.9
Sometimes	23.3	46.8	35.5	24.6
Never	47.7	31.9	37.4	44.6
<i>What percentage of your friends do you think would have behaved like the driver in the situation:</i>				
< 5%	37.0	30.4	31.6	30.2
6% - 25%	13.6	28.3	27.6	14.8
26% - 50%	12.3	4.3	13.3	14.2
51% - 75%	16.0	13.0	12.2	17.3
75% or more	21.0	23.9	15.3	23.5
<i>If you were in a similar situation, how likely would you be to drive like the driver in the situation:</i>				
Not likely	28.6	19.1	24.5	26.0
Somewhat likely	11.9	17.0	17.6	12.1
Likely	59.5	63.8	57.8	61.8
<i>How fair would you say it was if the driver in the situation passed the bicyclist with a 2-foot clearance and received a traffic citation for improper passing:</i>				
Not Fair	63.3	56.5	46.7	52.4
Fair	36.7	43.5	53.3	47.6
<i>How fair would you say it was if the bicyclist received a traffic citation for obstructing traffic:</i>				
Not Fair	49.4	55.3	55.9	47.9
Fair	50.6	44.7	44.1	52.1
* p ≤ .05				

Table 59

Attitudes toward Motorists and Bicyclists,
By Income

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>Both motorcyclists and bicyclists fare best on the road when bicyclists act and are treated as drivers of vehicles:</i>				
Agree	82.4	84.8	75.2	87.6
Disagree	17.6	15.2	24.8	12.4
<i>In my town there is enough room to accommodate bicycle lanes on public roads, even on the most busy ones:</i>				
Agree	48.8	38.3	38.3	34.5
Disagree	51.2	61.7	61.7	65.5
<i>Groups of bicyclists should be required to ride single file:</i>				
Agree	83.5	80.4	84.9	89.0
Disagree	16.5	19.6	15.1	11.0
<i>Most adults who ride bicycles to work cannot afford a car:*</i>				
Agree	35.2	24.4	12.7	12.4
Disagree	64.8	75.6	87.3	87.6
<i>Drivers have a greater right than bicyclists to use roads because drivers pay fuel taxes and car tag fees:*</i>				
Agree	42.7	34.8	39.8	25.4
Disagree	57.3	65.2	60.2	74.6
<i>Most bicyclists are biking for recreation:</i>				
Agree	60.0	69.6	68.3	73.8
Disagree	40.0	30.4	31.7	26.2
<i>Most bicyclists don't need to be on major roads. They should only ride on neighborhood streets:</i>				
Agree	29.2	38.3	35.8	36.0
Disagree	70.8	61.7	64.2	64.0
<i>Bicyclists should stay off the road and ride on sidewalks, greenways, and bike trails:</i>				
Agree	43.7	39.1	43.0	33.3
Disagree	56.3	60.9	57.0	66.7

* p ≤ .05

Table 59

Attitudes toward Motorists and Bicyclists,
By Income (continued)

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>Except for interstate highways and limited access roads, bicyclists have the same right as drivers to safely access and travel on any public road:</i>				
Agree	78.7	87.2	76.9	83.3
Disagree	21.3	12.8	23.1	16.7
<i>For bicyclists, sharing the roadway with motorists is unsafe and hazardous:</i>				
Agree	59.1	56.5	63.8	59.5
Disagree	40.9	43.5	36.2	40.5
<i>Bicyclists are more likely to break traffic laws than drivers:*</i>				
Agree	51.2	43.8	35.9	57.4
Disagree	48.8	56.3	64.1	42.6
<i>Bike lanes on roads are only safe for the most experienced bicyclists:</i>				
Agree	41.4	57.8	46.2	42.9
Disagree	58.6	42.2	53.8	57.1
<i>If more people chose to use a bicycle instead of a car for transportation we would have cleaner air, healthier citizens, and lower healthcare costs:</i>				
Agree	92.0	83.0	86.7	86.5
Disagree	8.0	17.0	13.3	13.5

* p ≤ .05

Table 60
Likelihood of Sharing Lanes,
By Income

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>How likely are you to slow down to share your lane with bicycles on a county or state highway:</i>				
Not likely	11.8	2.1	6.5	8.5
Likely	88.2	97.9	93.5	91.5
<i>How likely are you to slow down to share your lane with bicycles on a busy avenue or arterial road:*</i>				
Not likely	14.1	0.0	7.5	6.9
Likely	85.9	100.0	92.5	93.1
<i>How likely are you to slow down to share your lane with bicycles on a collector or neighborhood road:</i>				
Not likely	5.9	0.0	3.7	2.3
Likely	94.1	100.0	96.3	97.7
* p ≤ .05				

Table 61

Frustration with Bicyclists,
By Income

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a county or state highway:*</i>				
Highly frustrating	27.2	15.9	31.8	41.3
Somewhat frustrating	40.7	50.0	42.1	34.7
Not at all frustrating	32.1	34.1	26.2	24.0
<i>During rush hour, how frustrating is it to share your lane with bicycles on a busy avenue or arterial road:</i>				
Highly frustrating	24.1	15.6	34.3	35.3
Somewhat frustrating	43.4	55.6	38.9	40.6
Not at all frustrating	32.5	28.9	26.9	24.1
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a collector or neighborhood road:</i>				
Highly frustrating	18.1	8.9	11.1	20.1
Somewhat frustrating	28.9	31.1	38.0	29.3
Not at all frustrating	53.0	60.0	50.9	50.6
<i>During rush hour, how frustrating is it to slow down to share your lane with bicycles on a two-lane road with groups of bicyclists:*</i>				
Highly frustrating	30.1	37.0	39.8	49.4
Somewhat frustrating	36.1	41.3	38.9	31.8
Not at all frustrating	33.7	21.7	21.3	18.8

* p ≤ .05

Table 62

**Actions Taken Due to Frustration with Bicyclists,
By Income**

	< \$35,000	\$35,000- \$49,999	\$50,000- \$74,999	\$75,000+
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to blow your horn or yell:</i>				
Not likely	75.6	76.6	84.3	82.2
Likely	24.4	23.4	15.7	17.8
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to flash your lights or give them the 'finger':</i>				
Not likely	87.2	87.2	88.0	93.6
Likely	12.8	12.8	12.0	6.4
<i>When you are frustrated by a slow driver or bicyclist, how likely are you to tailgate:</i>				
Not likely	86.0	85.1	84.3	87.9
Likely	14.0	14.9	15.7	12.1
* p ≤ .05				

Table 63
Characteristics of Travel,
By County

	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
<i>How Often Ride Bike:</i>									
Once a Month or Fewer	85.0	91.2	96.0	93.9	92.9	85.5	94.5	94.4	93.2
Twice a Month or More	15.0	8.8	4.0	6.1	7.1	14.5	5.5	5.6	6.8
<i>Type Bike Riding:</i>									
Recreation	58.6	50.0	85.7	71.4	66.7	51.0	60.0	70.6	79.2
Exercise	34.5	25.0	14.3	14.3	33.3	36.7	30.0	29.4	8.3
Commuting	3.4	25.0	0.0	0.0	0.0	4.1	0.0	0.0	4.2
Touring	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2
Racing	0.0	0.0	0.0	0.0	0.0	4.1	5.0	0.0	0.0
Mountain	3.4	0.0	0.0	14.3	0.0	4.1	5.0	0.0	4.2

Table 64

**Attitudes Toward Bicycle Riding,
By County (% Agree)**

	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
<i>Feel Safer Knowing Law Required 3-foot Safe Passing Distance for Cars Passing Bicycles:</i>	96.1	100.0	100.0	92.3	83.3	87.8	90.0	100.0	91.7
<i>Feel Safe Riding Bicycle in Community:</i>	82.8	100.0	85.7	53.8	83.3	71.4	75.0	94.1	66.7
<i>Bicycles Provide Reliable, Efficient Means of Transportation for Short Distance Trips/Errands:</i>	89.7	100.0	71.4	84.6	66.7	87.8	85.0	100.0	91.7
<i>Would Ride Bicycle More Frequently If Community Had Better Bicycle Facilities Such as Bike Lanes or Multi-Use Paths:</i>	65.5	100.0	57.1	92.9	66.7	89.8	80.0	81.3	79.2
<i>Encouraging Bicycling is a Long-Term Investment in a Higher Quality of Life for Community:</i>	92.6	75.0	71.4	100.0	100.0	95.7	100.0	88.2	87.5
<i>In My Community Children Can Safely Bike or Walk To and From School:</i>	40.0	50.0	14.3	14.3	66.7	31.1	15.0	37.5	30.4
<i>A Safe Routes School Program that Encourages Children to Safely Bike and Walk to School Would Be Beneficial For Community:</i>	74.1	100.0	71.4	84.6	100.0	88.9	100.0	100.0	91.7

Table 65
Normal Travel,
By County

	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
<i>How Do You Get Around Most if the Time:</i>									
Driver Self	86.3	82.4	88.0	88.0	85.7	86.5	87.7	93.0	91.9
Have Someone Drive	7.5	5.9	12.0	8.0	7.1	3.1	9.6	5.6	5.4
Carpool	0.0	2.9	0.0	0.0	4.8	2.5	0.0	1.4	0.0
Public Transit/taxi	3.8	5.9	0.0	4.0	2.4	4.3	2.7	0.0	1.4
Ride Bicycle	1.3	2.9	0.0	0.0	0.0	1.2	0.0	0.0	0.0
Walk	1.3	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
<i>In An Average Week, How Many Days Per Week Do You Normally Drive:</i>									
0 – 2 days	11.4	15.2	16.0	10.0	7.1	13.0	8.2	11.4	12.7
3 – 4 days	26.6	18.2	28.0	22.0	21.4	27.8	27.4	28.6	21.1
5 – 7 days	62.0	66.7	56.0	68.0	71.4	59.3	64.4	60.0	66.2

Table 66
Road Safety,
By County

	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
<i>In The Place Where You Live, How Many Bicyclists Do You Encounter on the Street in a Typical Driving Trip:</i>									
< 10	64.1	64.7	80.0	68.0	81.0	75.5	82.2	80.0	79.7
11 – 20	25.6	26.5	12.0	24.0	9.5	13.8	13.3	18.6	18.9
21 +	10.3	8.8	8.0	8.0	9.5	10.7	5.5	1.4	1.4
<i>Think Drivers Not Sharing Road With Bicyclists Serious Problem: (% Serious or Moderate Problem)</i>									
	60.0	64.7	66.7	72.9	57.1	66.0	56.1	66.2	66.7
<i>How Much of a Problem Do You Think There is With Traffic Crashes Between Motorists and Bicyclists: (% Serious or Moderate Problem)</i>									
	33.8	29.0	8.7	27.7	26.3	38.8	20.3	26.5	57.1
<i>Number of Crashes Between Motorists and Bicyclists Per Year:</i>									
< 10 per year	89.2	74.1	100.0	88.6	89.5	79.4	92.3	91.7	88.1
11 – 20 per year	6.2	7.4	0.0	8.6	5.3	10.3	4.6	5.0	11.9
21 + per year	4.6	18.5	0.0	2.9	5.3	10.3	3.1	3.3	0.0

Table 67
Factors to Reduce Crashes Between Motorists and Bicyclists,
By County

	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
<i>More driver education about the rights of bicyclists: (% Important or Somewhat Important)</i>	92.4	96.9	96.0	95.9	92.9	92.5	78.6	92.7	94.5
<i>More enforcement of traffic laws targeting bicyclists:</i>	89.7	100.0	95.7	91.7	95.2	86.8	84.7	92.5	91.8
<i>More enforcement of traffic law targeting drivers:</i>	91.0	97.0	90.9	93.6	95.1	89.7	88.9	91.1	91.8
<i>More bike lanes to accommodate bicyclists on roads:</i>	92.2	88.2	100.0	95.9	92.9	94.2	94.3	91.5	97.3

Table 68
Motorists/Bicyclists Scenarios,
By County

	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
<i>At an intersection with no stop sign or signal, how likely are you to yield when you plan to make a left turn and a bicyclist is approaching from the opposite side: (% Likely)</i>	84.0	94.1	82.0	90.0	85.4	79.9	90.3	85.7	78.6
Let's assume a motorist is driving along a narrow 2-lane road with no shoulder and no bike lanes. The road has constant traffic moving at 45 miles per hour in both directions. The driver is stuck behind a slower moving bicyclist riding in the center of the lane. The driver slows and does not attempt to pass the bicyclist.									
<i>As a driver, how often have you witnessed this or a similar situation: (% Often or Sometimes)</i>	53.3	78.8	44.0	57.2	62.5	56.6	64.4	52.1	47.2
<i>What percentage of your friends do you think would have behaved like the driver in the situation: (% > 25%)</i>	34.3	48.5	58.3	50.0	58.9	56.7	55.2	36.1	53.2
<i>If you were in a similar situation, how likely would you be to drive like the driver in the situation: (% Likely)</i>	56.2	69.7	66.7	77.1	85.0	78.4	78.5	70.2	79.7
<i>How fair would you say it was if the driver in the situation passed the bicyclist with a 2-foot clearance and received a traffic citation for improper passing: (% Fair)</i>	56.2	53.1	57.1	54.5	52.5	51.3	51.4	51.6	47.1
<i>How fair would you say it was if the bicyclist received a traffic citation for obstructing traffic: (% Fair)</i>	36.0	50.0	50.0	49.0	48.7	50.0	42.6	50.0	44.9

Table 69
Attitudes Toward Motorists/Bicyclists,
By County

<i>% Agree</i>	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
<i>Both motorcyclists and bicyclists fare best on the road when bicyclists act and are treated as drivers of vehicles:</i>									
	84.0	90.6	78.3	75.5	73.8	81.8	86.1	81.5	87.1
<i>In my town there is enough room to accommodate bicycle lanes on public roads, even on the most busy ones:</i>									
	51.3	35.3	32.0	36.7	45.0	37.3	38.6	34.3	38.0
<i>Groups of bicyclists should be required to ride single file:</i>									
	90.9	82.4	92.0	85.7	85.0	82.4	84.3	82.1	85.9
<i>Most adults who ride bicycles to work cannot afford a car:</i>									
	22.4	18.2	12.5	19.6	7.9	21.0	20.6	30.2	23.9
<i>Drivers have a greater right than bicyclists to use roads because drivers pay fuel taxes and car tag fees:</i>									
	37.7	35.5	25.0	28.6	41.5	32.2	29.4	34.8	32.9
<i>Most bicyclists are biking for recreation:</i>									
	67.1	48.5	72.0	66.0	70.0	68.5	82.4	78.3	65.7
<i>Most bicyclists don't need to be on major roads. They should only ride on neighborhood streets:</i>									
	35.4	35.3	20.0	41.7	55.0	34.2	49.3	34.3	30.6

Table 69

**Attitudes Toward Motorists and Bicyclists
By County (continued)**

<i>% Agree</i>	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
<i>Bicyclists should stay off the road and ride on sidewalks, greenways, and bike trails:</i>	34.2	26.5	29.2	45.7	53.7	45.3	58.3	47.1	28.8
<i>Except for interstate highways and limited access roads, bicyclists have the same right as drivers to safely access and travel on any public road:</i>	79.2	85.3	76.0	68.8	78.6	77.8	82.4	78.3	80.3
<i>For bicyclists, sharing the roadway with motorists is unsafe and hazardous:</i>	50.6	52.9	72.0	50.0	72.5	62.9	67.1	67.6	66.2
<i>Bicyclists are more likely to break traffic laws than drivers:</i>	69.2	56.3	45.0	40.4	51.2	41.1	50.7	44.6	43.1
<i>Bike lanes on roads are only safe for the most experienced bicyclists:</i>	34.2	41.2	50.0	47.8	61.0	44.9	46.5	31.8	41.2
<i>If more people chose to use a bicycle instead of a car for transportation we would have cleaner air, healthier citizens, and lower healthcare costs:</i>	87.3	88.2	91.7	82.6	87.5	86.1	77.9	86.6	94.3

Table 70

**Likelihood of Sharing Lanes,
By County**

<i>% Likely</i>	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
<i>How likely are you to slow down to share your lane with bicycles on a county or state highway:</i>	84.2	100.0	96.0	89.8	97.6	88.9	90.3	98.6	94.5
<i>How likely are you to slow down to share your lane with bicycles on a busy avenue or arterial road:</i>	86.8	97.0	96.0	90.0	92.7	90.6	87.7	97.1	94.4
<i>How likely are you to slow down to share your lane with bicycles on a collector or neighborhood road:</i>	94.7	94.1	100.0	92.0	100.0	93.4	95.9	98.6	100.0

Table 71

**Frustration with Bicyclists,
By County**

	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
% Highly/Somewhat Frustrating									
<i>During Rush Hour, How Frustrating is it to Slow Down to Share Your Lane With Bicycles on a County of State Highway:</i>									
	76.0	68.8	75.0	85.2	82.5	67.9	79.4	74.7	67.1
<i>During Rush Hours, How Frustrating is it to Share Your Lane With Bicycles on a Busy Avenue or Arterial Road:</i>									
	78.3	75.8	66.7	80.9	77.5	68.5	83.1	67.2	68.0
<i>During Rush Hour, How Frustrating is it to Slow Down to Share Your Lane With Bicycles on a Collector or Neighborhood Road:</i>									
	60.5	48.5	32.0	57.5	60.0	44.3	53.4	55.2	43.0
<i>During Rush Hour, How Frustrating is it to Slow Down to Share Your Lane With Bicycles on a Two-lane Road with Groups of Bicyclists:</i>									
	85.6	78.8	65.2	82.6	73.2	70.2	85.9	68.6	76.4

Table 72

**Actions Taken Due to Frustration with Bicyclists,
By County**

	Chatham	Clarke	Clayton	Cobb	DeKalb	Fulton	Gwinnett	Muscogee	Richmond
% Likely									
<i>When You Are Frustrated By a Slow Driver or Bicyclist, How Likely Are You to Blow Your Horn or Yell:</i>									
	15.8	14.7	24.0	30.0	14.6	19.3	17.8	24.6	23.6
<i>When You Are Frustrated By a Slow Driver or Bicyclist, How Likely Are You to Flash Your Lights or Give Them the 'Finger':</i>									
	13.0	8.8	20.0	10.0	14.6	7.4	8.2	14.7	10.0
<i>When You Are Frustrated By a Slow Driver or Bicyclist, How Likely Are You to Tailgate:</i>									
	16.9	14.7	20.0	14.0	12.2	12.0	11.0	8.7	20.0

APPENDIX A

RESPONSES TO OPEN END ITEMS

Q5 – Where do you typically ride your bike?

Coded Responses to Q5:

Responses clustered around five basic themes. One common theme was bike trails and paths, a second neighborhoods, a third parks, a fourth at a lake, the beach, or on vacation, and a fifth on city or county streets. The final category was an ‘other’ category for responses not able to coded into one of the five main themes. The most mentioned place people typically ride their bike was in their neighborhoods (36.4%), while 20.2% indicated they rode on bike trails or bike paths. Fifteen percent of respondents reported riding on city or county streets, and 13.9% indicated they rode in parks. Just under seven percent reported riding at lakes, beaches, or on vacation. Seven and one half percent provided responses that could not be coded into any of the existing categories.

	N	%
Bike Trails/Paths	35	20.2
Neighborhoods	63	36.4
Parks	24	13.9
Lakes/Beaches/Vacations	12	6.9
City/County Streets	26	15.0
‘Other’	13	7.5
TOTAL	173	99.9

Transcribed Responses, By County

Chatham County:

14	AROUND NEIGHBORHOOD
26	NEIGHBORHOOD AND BEACH
30	STREETS AS WELL AS TRAILS.
57	AROUND THE NEIGHBORHOOD
62	NEIGHBORHOOD
70	ON THE ISLANDS
77	ON THE STREET
93	AROUND THE LAKE
94	IN THE CITY OF SAVANNAH
121	JUST AROUND THE APARTMENT COMPLEX
146	NEIGHBORHOOD
180	AROUND THE NEIGHBORHOOD
196	IN MY SURBURBS.
221	STREET
227	IN MY COMMUNITY
233	ON MY PROPEWRYTY AT HOME
238	NEIGHBORHOOD
252	SOME SMALL TRAILS AND ON THE ROAD
287	NEIGHBORHOOD
359	NEIGHBORHOOD

383 NEIGHBORHOOD
413 WHERE I LIVE
444 IN MY NEIGHBORHOOD
483 BEACH
507 WINTHIN MY COMMUNITY
515 IN THE COMMUNITY
541 ON STREETS
542 IN QUIET NEIGHBORHOODS WITH VERY LITTLE TRAFFIC.
554 ROAD
83c IN THE GYM
113c NEIGHBORHOOD

Clarke County:

51 FROM HOME TO SCHOOL.
58 DOWNTOWN
131 IN THE GYM
176 WHEN IM USUALLY OFF DUTY DOWNTOWN IN THE DOWNTOWN AREA
195 ON THE ROAD
234 EASTSIDE OF ATHENS
367 ON THE STREETS
427 ON THE ROAD

Clayton County

111 IN MY NEIGHBORHOOD
136 ON GOLF CART PATHS
194 BIKE PATH
203 THE SUBDIVISION
218 IN THE PARK
366 NEIGHBORHOOD
494 CALLOWAY GARDENS AND MY NEIGHBORHOOD

Cobb County

44 SILVER COMET TRAIL
52 ON MOUNTIANS IN KENNASAW
54 trails
85 EITHER IN THE NEIGHBORHOOD OR ON A BIKE TRAIL
133 IN A VACATION SETTING
251 SILVER COMET TRAILS (WE USED TO RIDE OF THE ROADS)
306 BIKE TRIAL.
309 THROUGH NEIGHBORHOODS AND STUFF
329 NEIGHBORHOOD STREETS
398 THE SILVER COMER TRAIL.
435 NEIGHBORHOOD
512 ON BIKE TRAILS
525 SIVLER COMET TRAIL
552 BIKE TRAIL

DeKalb County

- 61 AROUND CAMPUS
- 249 ON A BIKE TRAIL
- 372 ON NEIGHBORHOOD STREETS.
- 397 THE PATH IN DECATUR TO STONE MT.
- 470 NEIGHBORHOOD PARKS
- 527 AROUND THE NEIGHBORHOOD

Fulton County

- 24 A BIKE TRAIL.
- 38 MY SUBDIVISON
- 47 SILVER COMET TRAIL
- 49 PARK
- 64 IN THE STORE
- 132 ON THE ROAD AND SIDEWALKS
- 159 NEIGHBORHOOD
- 174 city streets
- 255 NEIGHBORHOOD
- 266 MY NEIGHBORHOOD
- 270 AROUND THE STREET
- 289 THE PARK
- 320 MULTI USE RECREATIONAL PATHS, GREENBELTWAY AND SILVER COMET TRAIL
- 322 ON THE STREET OR AT THE SCHOOL
- 338 BIKE TRAIL
- 442 NEIGHBORHOOD
- 491 PARK
- 523 BEACH ON VACATION
- 529 IN THE CITY EVERYDAY IN THE MOUNTAINS ONCE A MONTH
- 563 WHEREVER ABLE TO
- 6c THE NEIGHBORHOOD
- 15c IN THE COUNTRY
- 16c IN A PARK
- 18c ON THE STREET, NEVER ON THE SIDEWALK
- 25c HOME
- 28c IN MY NEIGHBORHOOD
- 29c ALL OVER THE WORLD. IN GEORGIA, I RODE ON ATLANTA ROADS FOR 20 YEARS UNTIL I WAS HIT BY A CAR. I LOST CONFIDENCE IN GA DRIVERS. SO NOW I STICK TO TRAILS.
- 35c AROUND THE NEIGHBORHOOD
- 37c NEIGHBORHOOD
- 38c on the street, the park
- 42c TRACK
- 58c AT THE BEACH
- 59c IN OUR NEIGHBORHOOD.
- 60c IN THE SUBDIVISION
- 62c DIFFERENT PLACES
- 64c DOWNTOWN
- 66c PARKS.
- 68c ON PUBLIC GREENWAYS

74c AROUND THE NEIGHBORHOOD
76c TRACK
78c COUNTRY
82c ROADS
93c PARK
94c EVERYWHERE
98c AT THE PARK
101c IN THE PARK
105c CLAXTON ON THE SIDEWALK
108c NEIGHBORHOOD
111c BIKE TRAILS.
112c ROAD

Gwinnett County

16 WE GO OVER TO A BUSINESS PARK AFTER WORK.
50 A NEARBY PARK WITH A TRAIL
56 AROUND MY SUBDIVISION
130 ANYWHERE I NEED TO GO THAT'S IN BIKE RIDING RANGE
154 A RIDE THROUGH THE NEIGHBORHOOD OR TO THE LOCAL HIGH SCHOOL
AND TO THE TRACK. IT'S EXERCISING LOCAL AND BACK
160 NEIGHBORHOOD
172 NEIGHBORHOOD
260 STONE MOUNTAIN PARK
263 IN THE PARK
283 IN THE NEIGHBORHOOD
310 BIKE TRAILS
316 GREATER ATLANTA ARE, ALL OVER GEORGIA
370 TRAILS.
380 ON A TRAIL
421 NEAR MY HOME
422 IN THE PARKS
468 IN PARKS
472 OFF ROAD ON TRAILS
477 TRAILS ON VACATION
509 AT A LOCAL PARK.
526 AROUND NEIGHBORHOOD OR LOCAL PARKS

Muscogee County

11 RIVER WALK HERE IN COLUMBUS
84 IN THE NEIGHBORHOOD
138 ON VACATION
213 AT A BICYCLE PARK SORT OF PLACE
232 DOWN RIVERWALK
237 ON A BIKE PATH
245 IN OUR NEIGHBORHOOD
246 NEIGHBORHOOD
247 BIKE TRAIL
303 PARK
319 PARK

401 AT THE PARK
403 AROUND THE NEIGHBORHOOD
450 NEIGHBORHOOD
488 THE PARK
497 A TRACK
72c VARIES

Richmond County

10 AROUND THE NEIGHBORHOOD
12 LAKE ARMSTEAD PARK
15 MY NEIGHBORHOOD
45 TRAILS AND ROADS.
53 IN MY NEIGHBORHOOD
68 ON A 10 MILE ROUTE9
109 NEIGHBORHOODS OR THE PARK, TRAILS
155 IN THE NEIGHBORHOODWHEN DRIVING ON THE ROAD. PAY MORE
ATTENTION WHEN DRIVING
188 ON CAMPING TRIPS
228 IN MY NEIGHBORHOOD
248 AROUND THE NEIGHBORHOOD
281 HILTON HEAD AT THE BEACHRIDE BIKES, ESPECIALLY COLLEGE
STUDENTS. MAKE IT CONVENIENT.
312 WE HAVE A GREEN SPACE TYPE THING SO WE GO OUT THERE
317 IN NEIGHBORHOODSAFER.
407 IN THE NEIGHBORHOOD
420 WHEN WE GO CAMPINGSAFETY.
430 AUGUSTA AREA BIKE TRAILS.
441 NEIGHBORHOOD OR LAKE. WHERE THERE IS NOT MUCH TRAFFIC. OF
ROAD RAGE
464 ON A TRAIL
473 BIKE PATHRIGHTS AS CARS AND BOTH NEED TO REALIZE THAT.
564 PARK
10c ON A GREENWAY
34c NEIGHBORHOOD
52c TO SOUTH CAROLINA
99c BIKE TRAIL AROUND THE AUGUSTA CANAL.
104c WHEN I AM ON VACATION.

Q56 – Are there any additional comments you would like to make about bicyclists and motorists?

Coded Responses to Q56:

Twelve main themes emerged in responses to this item. One overriding theme was the need for more bike paths or bike lanes. A second broad theme was the need for both bicyclists and motorists to be safe around one another and to share the road. A third theme that emerged was the idea that bicyclists should not be on main roads with motorists. Contrasting that theme was the idea that bicyclists have as much right to the road as a motorist does. A fifth theme was a notion that more education and awareness regarding bicyclists and motorists was needed. A sixth theme was that bicyclists should follow the rules of the road. A seventh theme was a general notion dealing with the safety of riding bicycles. An eighth theme centered around the idea of being aware of others and that a car will win against a bike in a crash every time. A ninth theme centered around the idea that drivers should be more careful around bicyclists. The last three themes were mentioned by only a few people. One was that devices such as cell phones, texting, or listening to music while riding a bicycle or in a car is dangerous and should not be done. Another suggested that bicyclists should be required to get a permit to ride. The last was mention of bike helmets. The final category was a catch all ‘other’ category for any responses unable to be coded.

	N	%
More bike lanes/paths	37	18.1
Be Safe/Share the Road	33	16.2
Bikes On Roads/Neighborhoods Only	23	11.3
Education/Awareness	22	10.8
Bikes Have Right to Road	21	10.3
Safety Concerns	15	7.4
Bikes Should Follow Rules	14	6.9
Be Aware of Others	9	4.4
Drivers More Careful	6	2.9
Permit to Ride	3	1.5
Mention of Helmets	3	1.5
Cell Phones/Texting	2	1.0
Other	16	7.8
TOTAL	204	100.0

Chatham

- 14 EVERYONE SHOULD BE MORE CAREFUL AND RESPECT EACH OTHER
- 30 WE NEED TO LEARN TO COEXIST.
- 55 I THINK THEY DESERVE THE SAME RIGHTS AS OTHERS
- 62 IT WOULD BE REALLY NICE IF THEY DID THINGS FOR PEOPLE THAT
- 70 FROM A LOCAL PRESPECTIVE I WOULD RIDE MY BIKE IF IT WAS
- 74 BE SAFE, TRY AND STAY OFF PEAK TRAFFIC HOURS FOR THEIR OWN
- 94 BIKERS DO NEED TO BE WARY OF NOT BLOCKING TRAFFIC BECAUSE BIKE TRAILS.
- 95 THEY HAVE A RIGHT TO THE STREETS IF THEY CAN'T AFFORD A CAR
- 152 I THINK BOTH SIDES NEED TO BE EDUCATED. BIKES HAVE THE SAME

180 I'M HOPING THAT PEOPLE WILL BECOME MORE EDUCATED, AND THAT WE
WILL SE MORE BIKE PATHS
222 THEY NEED MORE EDUCATION ON THE RIGHTS OF BIKES
238 IT IS A LAW THAT KIDS SHOULD WEAR BIKE HELMETS, ISNT IT?
244 THE WORST THING IS THE KIDS THEY DONT PAY ATTENTION TO WHAT
THEYRE DOING. THE ADULT BICYCLISTS ARENT AS BAD THE KIDS NEED
MORE EDUCATION ABOUT BIKING.
252 I WOULD HOPE MOTORISTS WOULD SHARE MORE AND BICYCLIST WOULD
FOLLOW THE RULES CLOSER TO MAKE THE ROADS A SAFER PLACE
364 NO, I WISH THEY WOULD CONSIDER ONE ANOTHER
389 GUY ON A BIKE IS UNPROTECTED
402 PEOPLE SHOULD JUST BE MORE POLITE. I'VE SEEN TOURISTS IN THE CITY
THAT SLOW UP IN THE CITY TO FIND THEIR WAY AROUND BECAUSE THEY
ARE UNFAMILIAR AND PEOPLE SHOULD BE MORE PATIENT AND KIND.
PEOPLE SHOULD HAVE A GODLIER JESUS-SPIRIT.
413 I HEAR A LOT ABOUT BIKES RIGHTS BUT THEY DON'T SEEM TO OBEY THE
LAWS OR PAY ATTENTION TO THEM
490 NO I THINK SOMETHING HAS TO BE DONE ITS VERY UNSAFE
507 I THINK BIKEERS SHOULD HAVE EQUAL RIGHTS AS CARS AND IF WE
RESPECT ONE ANOTHER LIFE WILL BE MUCH MORE PLEASANT
519 BICYCLISTS SHOULD OFF THE ROAD AND RIDE ON THE DIRT SOMEWHERE.
542 THE ROAD SHOULD BE USED EXCLUSIVELY BY CARS AND MOTORCYCLES.
BICYCLISTS SHOULD USE EXISTING SIDEWALKS AND DIRT ROADS. IT'S
TOO DANGEROUS.
550 NEED MORE BIKE LANES
11c WE NEED MORE BIKE TRAILS, BIKE PATHS FOR HIGHWAYS AS WELL AND
OFF ROAD

Clarke

39 PEOPLE OUGHT TO SHOW EACH OTHER MORE RESPECT
58 I LIKE RIDING BIKES I WISH IT FELT SAFER ON BUSY ROADS
110 I BELIEVE THE ROAD IS THE RIGHT OF THE BICYCLISTS ALSO
127 I PAY ATTENTION TO POLITICAL NEWS AND I WAS HORRIFIED THAT THEY
HAD A BIKE INITIATIVE IN COLORADO AND THE REPUBLICAN CANDIDATE
SAID THAT IT WAS A COMMUNIST PLOT BY THE UN.
131 BE SAFE AND SHARE THE ROAD
161 BICYCLISTS SHOULD HAVE TO OBEY THE LIGHTS
176 WE NEED TO HAVE OUR ATTENTION BROUGHT TO BICYCLES AND SHARE
THE ROAD WITH THEM. THIS IS A GREAT SURVEY.
234 AT 58 YEARS OLD, I JUST LEARNED THAT STATE LAW SAID THEAT IT WAS
OKAT=Y FOR 2 BICYCLISTS TO RIDE SIDE BY SIDE. SO UF THERE WAS
INFORMATION PROVIDED ABOUT WHAT BIKES CAN LEGALLLY DO ON THE
ROAD WAY THEN PEOPLE WOULD HAVE A BETTERE IDEA OF WHAT THE
RULES WERE
288 WHEN BICYCLISTS CAN MAINTAIN MINIMAL CAR SPEED, PAY TAG FEES,
AND BE TAKEN ACCOUNTABLE FOR ACTIONS ON ROAD I WILL BE HAPPY
TO SHARE THE ROAD
308 WE NEED MORE BICYCLE AND SCOOTER LANES.

388 BICYCLISTS NEED TO FOLLOW THE RULES, AND THEY DONT GENERALLY
DO THAT AROUND ATHENS. THEY DONT STOP AT STOP SIGNS, THEY PASS
AND PULL IN FRONT OF CARS

Clayton

102 *****IF GEORGIA WANTS TO RAISE MONEY THEY SHOULD GIVE \$1000
TICKETS FOR TEXTING AND DRIVING!!!*****
135 WE NEED MORE ROAD SIGNS AND BIKE PATHS
136 WE SHOULD ALL SLOW DOWN A LITTLE BIT AND TAKE OUR TIME.
218 THE GOVERNMENT SHOULD GIVE A FREE BIKE TO GET EVERYONE
HEALTHY.
429 HAVE NOT SEEN BICYCLISTS CAUSING MANY PROBLEMS.
432 DO NOT THINK BICYCLISTS SHOULD BE ALLOWED ON ROADS WITH
MOTORISTS.BICYCLISTS SHOULD BE RESTRICTED TO BIKE PATHS AND
TRAILS LARGELY. DO NOT THINK BICYCLES ARE COMPATIBLE WITH
MOTORIZED VEHICLES AS THE DANGER IS TOO GREAT TO BICYCLISTS.
44 I THINK THAT BICYCLISTS NEED TO BE RESPECTFUL OF DRIVERS BECAUSE
THEY'RE SMALLER. ALSO VICE VERSA. I HAVE NO PROBLEM WITH
CYCLISTS, BUT THEY NEED TO NOT BE IN THE MIDDLE OF THE ROAD AND
HOLD UP TRAFFIC. MORE TRAILS AND BIKE LANES
52 I THINK IT'S VERY DANGEROUS AND THE ROAD SHOULD BE JUST FOR
CARS
65 NO, EACH ONE NEEDS TO BE CONSIDERATE OF THE OTHER
96 YES, VERY UNFORTUNATE THAT LAWS DO NOT ALLOW BIKES ON
SIDEWALKS. NEED TO LEGALIZE BIKES ON SIDEWALKS FOR THEIR SAFETY
114 I'M GRATIFIED THAT YOU ALL ARE GIVING THE SURVEY BECAUSE IT
GIVES CITIZENS INFORMATION, AND THAT'S WHAT PEOPLE NEED,
INFORMATION ABOUT THINGS THAT MIGHT HARM THEM.
118 EVERYONE SHOULD SLOW DOWN AND ENJOY LIFE
139 WE SHOULD SHARE THE ROAD
167 PEOPLE DRIVE TOO FAST
309 I THINK THAT PEOPLE SHOULD HAVE TO REPLY FOR A DRIVERS LICENSE
AFTER 60
311 BICYCLISTS HAVE TO OBEY THE LAW AND USE COMMON SENSE. WHAT
THEY WOULDNT WANT DONE TO THEM THEY SHOULDN'T DO TO
OTHERS.WE HAVE TO HAVE BIKE AND WALKING TRAILS ON EVERY
STREET.
314 I WORRY ABOUT MY TEENAGE CHILDREN WHO RIDE BICYCLES BECAUSE
IT CAN BE DANGEROUS ON THE ROADS. I DO BELIEVE THAT BICYCLISTS
DO NEED TO AHDERE TO THE RULES OF THE ROAD
318 NO SHARE THE ROAD
323 WE NEED MORE BIKE LANES IN GA
329 BIKES ARE TOO SLOW TO BE ON THE ROAD, "SHARE THE ROAD" SOUNDS
NICE IN THEORY BUT IT DOESNT WORK
334 MORE BIKE LANES.
339 IT DOESN'T SEEM LIKE WE HAVE A GOOD SYSTEM TO ACCOMODATE
BOTH. WE LACK EDUCATION ON RIGHTS AND RESPONSIBILITIES.
358 PEOPLE NEED TO BE MORE OBSERVANT OF THEM
398 I JUST WISH WE COULD BIKE MORE BUT I CAN ONLY BIKE ON THE TRAILS.
I WANT TO GO MORE PLACES BECAUSE THERE NO SAFE WAY TO DO SO.

409 I WOULD LIKE TO SEE A LAW THAT MAKES IT ILLEGAL FOR BICYCLISTS
TO BE ON HIGHWAYS DURING RUSH HOUR
423 ITS IMPORTANT THAT THEY ARE ABLE TO BE ON THE ROAD BUT IT IS
REALLY FRUSTRATING AND THEY NEED BIKE LANES
434 BYCYCLIST ARE UP AGAINST A BIG MACHINE
435 I THINK THEY SHOULD HAVE MORE BIKE LANES
446 WE ALL SHOULD BE AWARE OF EACH OTHER
475 NO BECAUSE I DON'T KNOW THAT MUCH ABOUT IT AND I'VE NEVER
RIDDEN A BICYCLE OR NOTHING LIKE THAT. MY HOUSE IS CLOSE TO THE
ROAD AND SIDEWALK ON BOTH SIDES AND SOMETIMES I SEE 12, 13 OR 20
MOSTLY BOYS RIDING BICYCLES AND I LOVE SITTING ON MY PORCH AND
WALCHING THEM.
525 ITS A TOTALLY DIFFERENT EXPERIENCE BIKING VS DRIVING. BIKING JUST
ISNT AS CONVENIENT OR SAFE.
533 I LIKE THE FACT THAT PEOPLE ARE GETTING OUT AND RIDING BICYCLES
BUT WE DO NEED A GREATER AVAILABILITY OF BIKE LANES
548 I DON'T THINK THEY SHOULD SHARE THE ROAD. I THINK IT'S VERY
DANGEROUS.

DeKalb

82 I THINK THAT WE SHOULD TRY AND ACCOMIDATE BIKES ON OUR ROADS.
106 TRY TO SHARE THE ROAD BECAUSE EVERYBODY CANNOT DRIVE A CAR
126 I THINK THAT I DON'T THING THE STREETS ARE ADEQUATE FOR A LOT OF
THE BICYCLES I SEE AND THEY ARE NOT VERY KNOWLEDGEABLE ABOUT
THEIR LAWS. I DON'T THINK THAT THE BIKERS ARE NOT
KNOWLEDGEABLE ABOUT HOW TO RIDE THEIR BIKES ON THE ROAD
179 MOTORISTS NEED TO SHARE THE ROAD WITH BICYCLISTS
189 IN MY NEIGHBORHOOD THERE NEEDS TO BE AN INCREASE BIKE LANES,
SIMILAR TO EUROPE.
200 NO OTHER THAN DRIVERS SHOULD PAY ATTENTION TO THE ROAD
242 WELL I THINK THEY NEED TO HAVE THEIR OWN TRAIL TO GO ON.
249 IF BICYCLISTS WOULD TRULY OBEY THE TRAFFIC LAWS, I THINK WE'D BE
MORE OPEN TO SHARING OUR ROADWAYS WITH THEM. ROADS WERE
CREATED FOR AUTOMOBILES, NOT BICYCLES.
313 ONLY THAT I FEEL SOMETIMES THAT THE BICYCLISTS ARE NOT AS
KNOWLEDGABLE ABOUT THE DRIVING LAWS AS THE DRIVERS OF
VEHICLES- THEY TAKE ADVANTAGE BECAUSE THEY KNOW THAT THE
DRIVERS ARE NOT AS AGGRESSIVE AROUND THEM
331 WE NEED TO GET ALONG. MOTORISTS NEED TO HAVE A LITTLE MORE
EDUCATION ABOUT THE RIGHTS OF BICYCLISTS.
353 MAKE THEM USE THE SIDEWALKS
372 JUST BE SAFE AND CARS LOOK OUT FOR BIKES
374 SHARE THE ROAD AND WORK TOGETHER.
456 SEND ME A NEW BIKE
508 NEED MORE BIKE LANES
555 BICYCLISTS ARE FRUSTRATING BECAUSE WHEN YOU COME TO A TRAFFIC
LIGHT THEY PASS ALL THE CARS THAT WORKED TO PASS THEM BY
RIDING ON THE SIDEWALK AND THERY RUN THE RED LIGHTS. THEY
SHOULD STAY IN THEIR LIKE AND STAY BEHIND THE PEOPLE THAT HAVE
PASSED THEM

Fulton

2 NO, I JUST THINK THAT MORE BICYCLISTS NEED TO OBSERVE MORE
TRAFFIC LAWS. I DONT THINK THEY NEED TO PASS CARS WAITING ON A
LIGHT ON THE RIGHT. I DONT THINK THEY NEED TO RUN RED LIGHTS
BECAUSE NO CARS ARE COMING. YES, THEY HAVE RIGHTS, BUT THEY
DONT OBSERVE THE TRAFFIC LAWS AND THAT IS VERY FRUSTRATING.
24 NOPE. YOU GUYS HAVE ASKED PRETTY MUCH ALL OF THE QUESTIONS.
47 NEED TO MAKE EVERY POSSIBILITY TO SHARE THE ROAD WITH BYCICLES.
NOT JUST TRAFFIC LAWS, BUT EVERY CATEGORY OF IMPROVEMENT IN
SAFETY.
79 WE NEED MORE BIKE LANES AND MORE PUBLICATION OF BICK RIGHTS
83 MORE INTERESTED IN BIKER RIGHTS NOW
87 THERE SHOULD BE A DESIGNATED AREA OF THE ROAD TO BICYCLISTS
AND THE REST TO MOTORISTS SO DECREASE FATALITY RATES
115 WELL I THINK THAT THEY SHOULD HAVE MORE ROADS FOR BICYCLES SO
THAT IT CAN BE SAFE FOR EVERYONE
128 WE NEED MORE EDUCATION ON THE SUBJECT, AND THERE SHOULD BE
BIKE LANES EVERYWHERE
132 I THINK THAT WHAT THEY SHOULD DO IS PUT IN LANES FOR BICYCLES
AND MOTORIZED BICYCLES.
141 ANYONE WHO IS LISTENING TO RADIO OR ANY OTHER DEVICE WHILE
DRIVING OR RIDING A BICYCLE SHOULD BE FINED.
212 JUST THINK THERE NEEDS TO BE MORE AWARENESS
274 JUST WISH TO GOD THEY HAVE A PATH SO THEY WON'T GET HURT
282 PLEASE LET THE BICYCLISTS RIDE ON SIDEWALKS. I DON'T UNDERSTAND
WHY THEY DON'T
289 BE SAFE
320 I THINK IT WOULD BE OF GREAT BENEFIT TO THE HEALTH AND
WELLBEING OF THE COMMUNITY TO ENCOURAGE AND ENHANCE THE
ABILITY TO USE BICYCLES . HOWEVER, THE ROADS ARE
EXTRAORDINARILY DANGEROUS , WITH LITTLE OR NO SHOULDER TO
RIDE ON. THEREFORE I NEVER RIDE ON THE ROAD AND I THINK RIDERS
THAT DO ARE CRAZY. I'VE WRITTEN E-MAILS TO ADDRESS THIS BUT I
DONT THINK WE CAN LEGISLATE SAFETY.THAT DO
322 DRIVERS SHOULD BE MORE CAREFUL.
338 WE NEED TO BE MORE EDUCATED ON IT
373 WELL I THINK BOTH SIDES NEED TO LEARN MORE ABOUT EACH OTHER.
385 I THINK THAT THERE NEEDS TO BE EDUCATION ON BOTH ENDS (FOR
BIKERS AND CAR RIDERS)
424 BICYCLISTS SHOULD HAVE A DESIGNATED AREA TO RIDE. SHARING THE
ROAD IS JUST NOT SAFE FOR THEM.
442 I JUST WANT EVERYBODY TO BE SAFE
476 THE LANES SHOULD BE CONTINUOUS. NO SEGMENTS.
491 MAKE MORE BIKE LANES FOR THEM
517 I THINK BICYCLING SHOULD BE ENCOURAGED
523 WOULD LIKE TO SEE MORE PUBLIC SERVICE ANNOUNCEMENTS ABOUT
BICYCLE RELATED ISSUES IN ORDER TO BE BETTER INFORMED ABOUT
SUCH ISSUES.

529 I'D LIKE TO KNOW HOW I COULD GET IN TOUCH WITH SOMEONE WHO
COULD TELL ME HOW I COULD DO MORE TO HELP BICYCLISTS.
537 FLAT OUT AGAINST BIKERS
2c WEAR A HELMET.
3c NO, HOPE EVERYBODY BE SAFE ON THE ROAD
15c NO ONE THING THAT'S VERY FRUSTRATING IS NEW ROADS BEING BUILT
AND NO BIKE LANES. THAT'S VERY FRUSTRATING AND IT HAPPENS ALL
THE TIME
16c THEY NEED TO GET ALONG TOGETHER
18c HIPSTERS ON BIKES SHOULD GET MORE TICKETS
29c I'M VERY GLAD YALL ARE DOING THIS. IT'S A PROBLEM THAT NEEDS TO
BE SOLVED.
51c WISH THAT GA ROADS WERE FRIENDLIER TO BICYCLISTS
53c I THINK THE STATE SHOULD HAVE MORE PATHS FOR BIKERS
59c I THINK THEY NEED TO BE ON THE SIDEWALK BECAUSE THERE ARE NOT
THAT MANY PEOPLE WALKING.
60c THEY NEED TO BUILD MORE BIKE TRAILS WITH THE HIGHER PRICE OF
GAS. WE NEED MORE FORMS OF TRANSPORTATION.
70c BOTH SHOULD BE ABLE TO SHARE THE ROADS BUT IT IS DIFFICULT WHEN
THERE ARE NO BIKE LANES. JUST SHOULD BE SAFE FOR EVERYBODY.
79c THEY SHOULD HAVE LICENCES TO RIDE BICYCLES BECAUSE IT IS
DANGEROUS
93c PEOPLE SHOULD BE MORE CONCERNED ABOUT BIKES AND DRIVE
CAREFULLY BECAUSE HER BROTHER WAS JUST IN AN ACCIDENT FROM
BEING HIT ON A BIKE. SHE SAID MORE LAWS SHOULD BE PASSED TO MAKE
IT MORE SAFE FOR BICYCLISTS/MOTORISTS.
106c BICYCLISTS DON'T SHARE THE ROAD WITH DRIVERS. THAT'S A COMMON
THING WITH EVERYONE I SPEAK TO. WE SHARE THE ROAD BUT THEY
DON'T SHARE THE ROAD AND THAT'S NOT FAIR.
115c BE FINE SHARING ROAD WITH BICYCLISTS AND THEY SHOULD SHARE THE
SAME ROAD WITH MOTORISTS - THEY JUST NEED TO OBEY THE SAME
TRAFFIC LAWS. THEY ACT AS PEDESTRIANS WHEN IT'S TO THEIR
ADVANTAGE AND ACT AS MOTORISTS WHEN IT'S TO THEIR ADVANTAGE.

Gwinnett

16 SURE WOULD LIKE TO SEE BIKE LANES IN ALL COMMUNITIES.
18 OUR AREA IS REALLY HILLY SO IT'S KIND OF HARD TO BIKE AROUND
HERE. ESPECIALLY ON SUNDAYS WE SEE LOTS OF BIKERS ON 2 LANE
ROADS AND THERE OUGHT TO BE BIKE LANES, ESPECIALLY AROUND THE
COLLEGES
23 IT IS TOO BAD DRIVERS DON'T HAVE MORE CONSIDERATION FOR
BICYCLISTS
31 THEY NEED THEIR OWN LANE
59 PRAY FOR THE ONES THAT DIED
125 THEY HAVE ALL THE RIGHTS AS ANYONE ELSE
142 GEORGIA SHOULD ENCOURAGE THE USE OF BICYCLES AS AN
ALTERNATIVE TO VEHICLES ON SOME TRIPS, FOR ENVIRONMENTAL AND
ECONOMIC PURPOSES. SUBJECT WOULD LIKE TO RIDE BICYCLES ON THE
ROAD BUT IS SCARED HE WOULD BE KILLED.
154 NO NOT AT ALL

172 I HELPED START A BIKE CLUB AND I THINK THAT THEY HAVE AS MUCH
RIGHT TO THE ROAD AS MOTORISTS.

205 BYCYCLIST NEED TO KEEP IN MIND IF A MISTAKE IS MADE THEY ARE THE
ONES THAT PAY

211 WE NEED TO BE MORE INFORMED ABOUT BYCYCLIST'S RIGHTS. AS A
DRIVER SINCE THEY CANT GO AS FAST AS ME IN A CAR IT CAN BE
FRUSTRATING AT TIMES. I DONT THINK THEY SHOULD BE LIMITED TO
CERTAIN TIMES OF DAY, BUT IT IS FRUSTRATING. I GUESS MORE BIKE
LANES WOULD BE BETTER. BIKE LANES ON MAIN ROADS

224 I WISH THERE WERE MORE INFORMATION ABOUT THE LAWS AND SUCH
FOR BICYCLISTS.

260 I HOPE THEY DO SOMETHING ABOUT SHARING THE ROAD. IT WOULD
MAKE IT SAFER

272 ONLY THAT MOST OF THE TIME I SEE BIKES IS ON THE WEEKEND BUT I DO
SEE BIKE PATHS SOMETIMES BUT WE NEED MORE ON THE LARGER
STREETS

316 SHARE THE ROAD. GIVE US 3 FEET, PLEASE!

324 BIKERS SHOULD WEAR BRIGHT CLOTHES SO WE CAN SEE THEM

342 THE RONALD REAGAN PARKWAY HAS BIKE LANES ON BOTH SIDES AND I
THINK THAT IS BETTER SAFER AND MORE CONVENIENT FOR CYCLISTS
AND MOTORISTS.1

346 BICYCLISTS SHOULD BE EDUCATED MORE ABOUT THE RIGHTS OF
MOTORISTS BECUASE MANY TIME BICYCLISTS ARE IN THW WIDDLE OF
THE ROAD AND DO NOT PAY MORE ATTENTION TO DRIVERS RIGHTS

349 IT WOULD BE NICE TO KNOW WHATS EXPECTED OF THEM. YOU ALWAYS
HERE SHARE THE ROAD BUT WHEN YOU SEE THEM RUN TRAFFIC LIGHTS
IT GETS FRUSTRATING.

351 WE NEED MORE BIKE TRAILS

370 I WAS HIT BY A CAR TWICE. YOU'RE NOT GONNA GET DRIVERS TO
CHANGE, THERE SHOULD BE A SAFE INFRASTRUCTURE FOR BICYLISTS.

378 MORE PUBLICITY ABOUT THE RIGHTS OF BICYCLISTS

380 LOOK INTO THE STATISTICS FROM DENMARK. PEOPLE GET AROUND
USING BIKES THERE

404 BICYCLISTS SHOULD STAY OFF THE ROAD AT ALL TIMES. THEY SHOULD
ONLY RIDE AROUND NEIGHBORHOODS OR IN THE PARK.

431 IN ROSWELL THINGS WORK BETWEEN BIKERS AND DRIVERS

477 HAVING BIKE LANES WOULD MAKE THINGS SAFER AND MORE
FUNCTIONAL.

509 ANYTHING OUTSIDE OF A NEIGHBORHOOD ROAD IS FOR VEHICLES ONLY.
BICYCLISTS SHOULD ABIDE BY THE SAME LAWS AS DRIVERS. BICYCLISTS
SHOULD STAY TO THE FAR RIGHT ALLOWING VEHICLES TO PASS
WITHOUT TROUBLE.

510 RIDING BIKES ARE GREAT BUT NOT IN CITIES WITH FEW BIKE LANES, LIKE
ATLANTA. IT'S JUST TOO DANGEROUS.

546 PEOPLE SHOULD SHARE THE ROAD AND MAKE IT SAFE FOR EVERYO

557 THOUGHT BICYCLISTS ARE SUBJECT TO THE SAME RULES AS MOTORISTS
HE SEES THEM RUNNING RED LIGHTS. SEES BICYCLISTS RIDING BETWEEN
LANES ON 4 LANE ROADS AND THEY SHOULD NOT BE. PEOPLE THAT RIDE
TOGETHER ARE WORSE THAN SINGLE RIDERS.

75 THERE SHOULD BE MORE BIKE PATHS
81 JUST WATCH OUT FOR THEM
84 SHOULD RESPECT BICYCLISTS
138 WE NEED MORE PLACES TO RIDE BIKES HERE
147 I'M HAPPY THAT SOME PPL RIDE BICYCLES WE JUST NEED MORE PATHS
157 I WOULD LIKE TO SEE MORE BIKE PATHS
186 BICYCLISTS SHOULD WEAR A HELMET
207 THE BOTH BELONG ON THE ROAD AND THEY SHOULD RESPECT EACH
OTHER. IT IS POSSIBLE BECAUSE THEY DO IT IN EUROPE.
216 GIVE AND TAKE THE SITUATION, IF EVERYBODY RESPECTS EACH OTHER
ON THE ROADS, IT WILL BE FINE
230 MORE AWARENESS FOR BICYCLIST AND BIKE SAFETY
268 I WANT THEM TO RIDE BUT ALOT OF THE TIMES IT IS UNSAFE FOR THEM.
347 I THINK BICYLING IS COMMENDABLE, I WISH IT WAS SAFER SO MORE
PEOPLE INCLUDING MYSELF COULD PARTICPATE
362 I'VE LIVED IN 2 COUNTRIES AND I'VE SEEN BOTH SIDES AND I HAVE VERY
MUCH A RESPECT FOR BICYCLISTS
417 I HATE BIKE RIDERS WHO THINK THEY OWN THE STREET. IT'S REALLY THE
KIDS NOT THE ADULTS.
436 PUT UP THE BIKE, RIDE IN THE PARK, AND STAY OFF THE STREETS
499 I THINK BIKES SHOULD HAVE THEIR OWN ROADS INSTEAD OF HAVING TO
RIDE WITH CARS
532 BIKES SHOULDS WATCH OUT FOR TRAFFIC
540 WE DONT HAVE ANY BIKE ACCESS ON THE MAIN STREET FOR BIKES. I'M
NOT FAMILIAR WITH THAT. WE JUST DON'T HAVE ACCESS TO THAT HERE.
IF WE HAD BIKES ON THE STREET IT WOULD BE DIFFERENT. IF THERE WAS
ACCESS FOR CYCLISTS I DON'T THINK THERED BE A PROBLEM AT ALL.
549 YEAH I WAS READING THE PAPER AND WITH REGARDS TO
MOTORCYCLISTS ABOUT THE STATE OF GA OR NATIONAL OR WHERE
THEY DON'T HAVE TO STOP TO MAKE A LEFT TURN. I THINK IT MAY JUST
APPLY TO THE STATE OF GA.
566 I WISH THERE WERE MORE BIKE TRAILS. IT WOULD BE SAFER FOR THE
DRIVER AND THE BICYCLISTS. I HAVE BEEN AROUND THE COUNTRY
WHERE THERE WERE MANY BIKE LANES AND PEOPLE WERE SAFER.
80c I DON'T REALLY CARE EITHER WAY.

Richmond

67 FORMERLY LIVE IN GAINSEVILLE FL, WITH A SHARE THE ROAD PROGRAM
68 I THINK THE FACT THAT WE JUST HAD A CYCLIST DIE BECAUSE SOME
IDIOT WAS DOING SOMETHING HE SHOULDN'T HAVE BEEN WHILE DRIVING
AND HE HASN'T BEEN CHARGED YET, I WOULD THINK THAT WAS
ATROCIOUS EVEN IF I DIDN'T RIDE BIKES.
69 IF YOU CHANGE THE LAW FOR BICYCLISTS IT NEEDS TO BE GIVEN TO
DRIVERS AS WELL.
88 I JUST THINK THERE SHOULD BE MORE TRAILS FOR THEM. IT'S A
WONDERFUL MEANS FOR RECREATION AND TRANSPORTATION.
99 BICYCLISTS SHOULD HAVE PERMITS TO RIDE BIKES
105 SHARE THE ROAD

109 "STAY OUT OF MY WAY."
116 IF WE ARE GOING TO ENCOURAGE MORE PEOPLE TO RIDE BICYCLES, WE
NEED TO HAVE SITUATIONS WHERE THEY CAN RIDE SAFELY. I DONT FEEL
LIKE MIXING MOTORISTS AND BICYLCISTS IN LARGE QUANTATIES ON
BUSY STREETS IS SAFE. IF THERE WAS A WAY TO HAVE BICYLCE LANES,
THAT WOULD CERTAINLY MAKE IT SAFER, PROVIDED THEYRE
COMPETENT DRIVERS. THERE SHOULD BE AN AGE LIMIT (16) FOR PUBLIC
BICYCLE USE ON BUSY STREETS.
155 WE NEED TO DO SOMETHING TO MAKE ROADWAYS SAFER FOR BICYLISTS
187 EVERYBODY NEEDS TO BE MORE CAREFUL AND PATIENT.
204 I LIKE THE FACT THAT PEOPLE ARE RIDING BIKES MORE BUT IF THEY ARE
THEN WE NEED MORE BIKE LANES FOR SAFTEY
217 FEELS THAT THE STATE SHOULD GIVE BICYCLIST MORE OF A RIGHT TO BE
ON ROADS
250 PEOPLE SHOULD BE MORE CONSIDERATE OF BICYCLES
280 I THINK THAT BICYCLISTS SHOULD GET MORE ATTENTION BECAUSE THEY
ARE IN NON-MOTORIZED VEHICLES BUT THEY STILL SHOULD HAVE TO
ADHERE TO THE SAME TRAFFIC RULES THAT CARS DO.
284 YOU HAVE TO LOOK FOR EVERYBODY. SHARE THE ROAD.
285 THEY NEED A SPECIAL HIGHWAY FOR BIKES
312 WELL I DON'T KNOW WHY Y'ALL ARE DOING THE SURVERY BUT IN
AUGUSTA WE HAVE A LOT OF PROBLEMS WITH BIKE ACCIDENTS AND
THINGS JUST AREN'T RIGHT WITH IT. I JUST THINK IT IS SO INTERESTING
THAT YOU ALL ARE CONDUCTING THIS SURVEY AND PEOPLE REALLY
DON'T REALLY KNOW WHAT THE RIGHTS OF BICYCLES ARE ON ROADS,
AND THEY NEED TO LEARN THESE RIGHTS SO THAT EVERYONE CAN BE
SAFE
340 ITS SAD THAT WE CANT SHARE THE ROAD, I ENJOY RIDING MY BIKE SO I
WISH IT WAS SAFER.
368 EVERYONE NEEDS TO BE MORE AWARE
407 THERE SHOULD BE MORE BIKE LANES IN THE AREA BECAUSE IT IS UNSAFE
IN THIS AREA
420 IF THERE ARE LAWS THAT I DONT KONW ABOUT THEN I WOULD LIKE TO
KNOW ABOUT THEM. THERE IS NOTHING OUT THERE ACCEPT FOR
MOTORCYCLISTS
430 WE NEED TO SHARE THE ROAD TOGETHER.
441 MORE EDUCATION FOR BIKERS. MORE LAWS TO ENFORCE TRAFFIC LAWS
TO PROTECT BOTH DRIVERS AND BIKERS. WE NEED TO LOOK TO IMPROVE
TRAILS AND SPECIFIC AREAS FOR BIKES, EVEN ON ROADWAYS. IF THEY
HAVE TO RIDE ON THE ROAD, IT GETS A LITTLE RISKY. PROVIDE MORE
SAFTEY.
451 DO IT LIKE THEY DO IT IN GERMANY WHERE BICYCLISTS HAVE THE SAME
RIGHTS AS MOTORISTS ON SOME STREETS, BUT NOT ON THE AUTOBAHN.
461 THEY NEED TO MAKE SURE THEY'RE WEARING THOSE CLOTHES THAT
REFLECT AT NIGHT TO MAKE SURE THEY CAN BE SEEN. BLACK AT NIGHT
DOESN'T WORK.
473 I THINK IF THINGS WERE BUILT FOR A PLACE FOR RIDERS TO RIDE, IT
WOULD BE WONDERFUL. I DON'T FEEL SAFE RIDING THE WAY THINGS
ARE NOW.
7c THEY NEED TO MAKE PEOPLE MORE AWARE OF BICYLISTS' RIGHTS AND
VICE VERSA

24c SHARE THE ROAD

77c I THINK THERE NEEDS TO BE MORE PUBLICATIONS EDUCATING THE PUBLIC ON THE ISSUES RELATED TO SHARING THE ROADS. I ALSO THINK THAT THERE NEEDS TO BE MORE BIKE LANES SPECIFICALLY IN THE METRO-ATLANTA AREA.

APPENDIX B

SURVEY INSTRUMENT

2011 Georgia Bikes! Survey

Hello, my name is [NAME], and I'm calling from the University of Georgia in Athens. The Survey Research Center is conducting a short survey this evening about issues involving drivers of vehicles and bicyclists, and I'd like to interview a member of your household. Would you be willing to help us out for a few minutes this evening?

[INTERVIEWER: THE SURVEY SHOULD LAST ABOUT 12 MINUTES; THE SURVEY IS BEING CONDUCTED FOR GEORGIA BIKES!, A STATEWIDE NONPROFIT ORGANIZATION WORKING TO IMPROVE BICYCLING CONDITIONS IN GEORGIA]

In order for the results of the survey to be representative of the state's population, I need to speak to the adult aged 18 or older in the household who last celebrated a birthday. Would that be you?

1. Yes [CONTINUE]
2. No [WHEN WOULD BE A GOOD TIME TO REACH THAT PERSON?]

[REINTRODUCE YOURSELF AND THE STUDY OR ARRANGE TIME FOR CALL-BACK AND GET THE RESPONDENT'S FIRST NAME]

Great! Before I start, I need to let you know that any information you provide for me will be kept strictly confidential and your participation is completely voluntary. You can skip any questions you don't want to answer, and you may discontinue participation at any time. No risk or discomfort is anticipated from participation in this study, and you will benefit by providing information that will make the roads safer for bicyclists and motorists alike. Also, my supervisor may listen to part of the interview for quality control purposes.

First, we'd like to ask you some questions about the way you get around.

Q1. Do you currently drive?

1. Yes
2. No
3. Refused
4. Don't Know

Q2 – What type of vehicle do you drive the most? Is it a car, an SUV or Van, a pick-up truck, a motorcycle, a bicycle, or something else?

1. Car
2. SUV/Van
3. Pick-up Truck
4. Motorcycle
5. Bicycle
6. Other [SPECIFY _____]
7. Refused
8. Don't Know

Q3 – Which of the following best describes how often you ride a bicycle? Never, 3 to 5 times a year, once a month, twice a month, once a week, 3 – 5 times a week, or more than 5 times a week?

1. Never [SKIP TO Q11]
2. 3 – 5 times a year
3. Once a month
4. Twice a month
5. Once a week
6. 3 – 5 times a week
7. More than 5 times a week
8. Refused
9. Don't Know

Q4 – Which of the following best describes your typical type of bike riding. Would you say recreational, exercise, commuting or transportation, touring, racing, mountain biking, or something else?

1. Recreational
2. Exercise
3. Commuting/Transportation
4. Touring
5. Racing
6. Mountain biking
7. Something Else [SPECIFY _____]
8. Refused
9. Don't Know

Q5 – Where do you typically ride your bicycle?

Now I am going to read you a few statements about riding bikes, and for each one please tell me if you strongly agree, agree, disagree, or strongly disagree with each one.

Q6 – I would feel safer knowing that the law required a 3-foot safe passing distance for cars passing bicycles.

1. Strongly agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q7 – I feel safe riding my bicycle in my community.

1. Strongly agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q8 – Bicycles provide a reliable, efficient means of transportation for short distance trips and errands.

1. Strongly agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q9 – I would ride a bicycle more frequently if my community had better bicycle facilities such as bike lanes or multi-use paths.

1. Strongly agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q10 – Encouraging bicycling is a long-term investment in a higher quality of life for my community.

1. Strongly agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q10.1 – In my community, children can safely bike or walk to and from school.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q10.2 – A Safe Routes to School program that encourages children to safely bike and walk to and from school would be a beneficial program for my community.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q11 – How do you get around most of the time? Do you drive yourself, have someone drive you, carpool, use public transit or a taxi, ride a bicycle, walk, or some other way?

1. Drive self
2. Have someone drive
3. Carpool
4. Public transit/taxi
5. Ride bicycle
6. Walk
7. Other [SPECIFY _____]

Q12 – In an average week, how many days per week do you normally drive?

_____ days

[Refused = 8, Don't Know = 9]

Now I'd like to ask you some questions about road safety in the city or town where you live.

Q13 – Do you consider the place you live as downtown, suburban, or rural?

1. Downtown
2. Suburban
3. Rural
4. Refused
5. Don't Know

Q14 – In the place where you live, how many bicyclists do you encounter on the street on a typical driving trip. Do you encounter fewer than 5 bicyclists, 5 – 10 bicyclists, 11 – 20 bicyclists, 21 – 50 bicyclists, or more than 50 bicyclists when you go shopping?

1. Fewer than 5
2. 5 – 10
3. 11 – 20
4. 21 – 50
5. More than 50
6. Refused
7. Don't Know

Q15 – Do you think drivers not sharing the road with bicyclists is a serious problem, a moderate problem, a slight problem, or not a problem at all?

1. Serious problem
2. Moderate problem
3. Slight Problem
4. Not a Problem
5. Refused
6. Don't Know

Q16 – In your town, how much of a problem do you think there is with traffic crashes between motorists and bicyclists? Would you say a serious problem, a moderate problem, a slight problem, or not a problem at all?

1. Serious problem
2. Moderate problem
3. Slight Problem
4. Not a Problem
5. Refused
6. Don't Know

Q17 – In your town, would say the number of crashes per year between motorists and bicyclists is fewer than 5 per year, 5 – 10 per year, 11 – 20 per year, 21 – 50 per year, or more than 50 per year?

1. Fewer than 5 per year
2. 5 – 10 per year
3. 11 – 20 per year
4. 21 – 50 per year
5. More than 50 per year
6. Refused
7. Don't Know

I am going to read you a list of factors that might reduce the number of crashes between motorists and bicyclists. Please tell me if you believe each one is extremely important, very important, somewhat important, not important, or not important at all.

Q18.1 – More driver education about the rights of bicyclists.

1. Extremely important
2. Very important
3. Somewhat important
4. Not important
5. Not Important at all
6. Refused
7. Don't Know

Q18.2 – More enforcement of traffic law targeting bicyclists.

1. Extremely important
2. Very important
3. Somewhat important
4. Not important
5. Not Important at all
6. Refused
7. Don't Know

Q18.3 – More enforcement of traffic law targeting drivers.

1. Extremely important
2. Very important
3. Somewhat important
4. Not important
5. Not Important at all
6. Refused
7. Don't Know

Q18.4 – More bike lanes to safely accommodate bicyclists on roads.

1. Extremely important
2. Very important
3. Somewhat important
4. Not important
5. Not Important at all
6. Refused
7. Don't Know

Q19 – At an intersection with no stop sign or signal, how likely are you to yield when you plan to make a left turn and a bicyclist is approaching from the opposite side? Would you say not at all likely, not very likely, somewhat likely, very likely, or highly likely?

1. Not at all Likely
2. Not Very Likely
3. Somewhat Likely
4. Very Likely
5. Highly Likely
6. Refused
7. Don't Know

Let's assume a motorist is driving along a narrow 2-lane road with no shoulder and no bike lanes. The road has constant traffic moving at 45 mph in both directions. The driver is stuck behind a slower moving bicyclist riding in the center of the lane. The driver slows and does not attempt to pass the bicyclist.

Q20 – As a driver, how often have you witnessed this or a similar situation? Would you say very often, often, sometimes, or almost never?

1. Very often
2. Often
3. Sometimes
4. Almost Never
5. Never
6. Refused
7. Don't Know

Q21 – What percentage of your friends do you think would have behaved like the driver in the situation? Would you say fewer than 5%, 6% – 25%, 26% - 50%, 51% - 75%, or more than 75%?

1. Fewer than 5%
2. 6% - 25%
3. 26% - 50%
4. 51% - 75%
5. More than 75%
6. Refused
7. Don't Know

Q22 – If you were in a similar situation, how likely would you be to drive like the driver in the situation?

1. Not at all Likely
2. Not Very Likely
3. Somewhat Likely
4. Very Likely
5. Highly Likely
6. Refused
7. Don't Know

Q23 – How fair would you say it was if the driver in the situation passed the bicyclist with a 2-foot clearance and received a traffic citation for improper passing? Would you say not fair at all, somewhat unfair, fair, or very fair?

1. Not Fair at All
2. Somewhat Unfair
3. Fair
4. Very Fair
5. Refused
6. Don't Know

Q24 – How fair would you say it was if the bicyclist received a traffic citation for obstructing traffic? Would you say not fair at all, somewhat unfair, fair, or very fair?

1. Not Fair at All
2. Somewhat Unfair
3. Fair
4. Very Fair
5. Refused
6. Don't Know

Now I am going to read you a list of statements regarding motorists and bicyclists. Please tell me if you strongly agree, agree, disagree, or strongly disagree with each statement.

Q25 – Both motorists and bicyclists fare best on the road when bicyclists act and are treated as drivers of vehicles.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q26 – In my town there is enough room to accommodate bicycle lanes on public roads, even on the most busy ones.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q27 – Groups of bicyclists should be required to ride single file.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q28 – Most adults who ride bicycles to work cannot afford a car.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q29 – Drivers have a greater right than bicyclists to use roads because drivers pay fuel taxes and car tag fees.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q30 – Most bicyclists are biking for recreation.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q31 – Most bicyclists don't need to be on major roads. They should only ride on neighborhood streets.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q32 – Bicyclists should stay off the road and ride on sidewalks, greenways, and bike trails.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q33 – Except for interstate highways and limited access roads, bicyclists have the same right as drivers to safely access and travel on any public road.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q34 – For bicyclists, sharing the roadway with motorists is unsafe and hazardous.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q35 – Bicyclists are more likely to break traffic laws than drivers.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q36 – Bike lanes on roads are only safe for the most experienced bicyclists.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q37 – If more people chose to use a bicycle instead of a car for transportation we would have cleaner air, healthier citizens, and lower healthcare costs.

1. Strongly Agree
2. Agree
3. Disagree
4. Strongly Disagree
5. Refused
6. Don't Know

Q38 – How likely are you to slow down to share your lane with bicycles on a county or state highway? Would you say not at all likely, not very likely, somewhat likely, or very likely?

1. Not at all Likely
2. Not Very Likely
3. Somewhat Likely
4. Very Likely
5. Refused
6. Don't Know

Q39 – How likely are you to slow down to share your lane with bicycles on a busy avenue or arterial road? Would you say not at all likely, not very likely, somewhat likely, or very likely?

1. Not at all Likely
2. Not Very Likely
3. Somewhat Likely
4. Very Likely
5. Refused
6. Don't Know

Q40 – How likely are you to slow down to share your lane with bicycles on a collector or neighborhood road? Would you say not at all likely, not very likely, somewhat likely, or very likely?

1. Not at all Likely
2. Not Very Likely
3. Somewhat Likely
4. Very Likely
5. Refused
6. Don't Know

Q41 – During rush hour, how frustrating is it to slow down to share your lane with bicycles on a county or state highway? Would you say highly frustrating, somewhat frustrating, or not at all frustrating?

1. Highly Frustrating
2. Somewhat Frustrating
3. Not at all Frustrating
4. Refused
5. Don't Know

Q42 – During rush hour, how frustrating is it to slow down to share your lane with bicycles on a busy avenue or arterial road? Would you say highly frustrating, somewhat frustrating, or not at all frustrating?

1. Highly Frustrating
2. Somewhat Frustrating
3. Not at all Frustrating
4. Refused
5. Don't Know

Q43 - During rush hour, how frustrating is it to slow down to share your lane with bicycles on a collector or neighborhood road? Would you say highly frustrating, somewhat frustrating, or not at all frustrating?

1. Highly Frustrating
2. Somewhat Frustrating
3. Not at all Frustrating
4. Refused
5. Don't Know

Q44 – During rush hour, how frustrating is it to slow down to share your lane with bicycles on a two-lane road with groups of bicyclists? Would you say highly frustrating, somewhat frustrating, or not at all frustrating?

1. Highly Frustrating
2. Somewhat Frustrating
3. Not at all Frustrating
4. Refused
5. Don't Know

Q45 – When you are frustrated by a slow driver or bicyclist, how likely are you to blow your horn or yell? Would you say not likely at all, not very likely, somewhat likely, or very likely?

1. Not Likely at All
2. Not Very Likely
3. Somewhat Likely
4. Very Likely
5. Refused
6. Don't Know

Q46 – When you are frustrated by a slow driver or bicyclist, how likely are you to flash your lights or give them the 'finger'? Would you say not likely at all, not very likely, somewhat likely, or very likely?

1. Not Likely at All
2. Not Very Likely
3. Somewhat Likely
4. Very Likely
5. Refused
6. Don't Know

Q47 – When you are frustrated by a slow driver or bicyclist, how likely are you to tailgate? Would you say not likely at all, not very likely, somewhat likely, or very likely?

1. Not Likely at All
2. Not Very Likely
3. Somewhat Likely
4. Very Likely
5. Refused
6. Don't Know

Q48 – Have you seen any Share-the-Road ads on TV or on other media?

1. Yes
2. No
3. Refused
4. Don't Know

Q49 – How would you rate your knowledge on the legal rights of bicyclists? Would you say very knowledgeable, somewhat knowledgeable, or not knowledgeable?

1. Very Knowledgeable
2. Somewhat Knowledgeable
3. Not Knowledgeable
4. Refused
5. Don't Know

Q50 – About how many traffic citations, excluding parking tickets, did you receive in the last three years?

_____ citations

Q51 – Now we're almost finished with the interview and I appreciate your patience, but for statistical purposes, I need to ask you a few questions about yourself. Again, all of the information is confidential. What is your age?

_____ years old

- 95 – 95 or older
- 97 - Refused
- 98 Don't Know
- 99- Not Ascertained
- [RANGE: 18 – 99]

Q52 - What race do you consider yourself to be?

[INTERVIEWER: DO NOT READ RESPONSES; CODE RESPONSE]

- | | |
|---------------------------------|---------------------|
| 1. White | 7 - Refused |
| 2. Black (African-American) | 8 - Don't Know |
| 3. Asian | 9 - Not Ascertained |
| 4. Hispanic | |
| 5. Multi-racial [SPECIFY] _____ | |

Q53 - GENDER [ask only if unsure]

- | | |
|-----------|---------------------|
| 1. Male | 9 - Not Ascertained |
| 2. Female | |

Q54 - What is the highest grade of school or year of college you have completed?

[INTERVIEWER: DO NOT READ RESPONSES; PROBE FOR EXACT YEARS]

- | | |
|---|----------------------|
| 1. None | 10 - Refused |
| 2. 1 - 8 years | 11 - Don't Know |
| 3. 9 - 11 years | 12 - Not Ascertained |
| 4. High School Diploma/GED | |
| 5. Some college/technical school, no degree | |
| 6. 2 year degree | |
| 7. Bachelors Degree | |
| 8. Some graduate work | |
| 9. Advanced Degree, Professional Degree | |

Q55 - What was your total household income (before taxes) last year. I don't need an exact figure, just an approximate category, so could you tell me whether your total family income for last year was.....

- | | | |
|---------------------|------------------------|----------------------|
| Above or below..... | 1. \$14,999 or fewer | 97 - Refused |
| | 2. \$15,000 - \$24,999 | 98 - Don't Know |
| | 3. \$25,000 - \$34,999 | 99 - Not Ascertained |
| <START HERE> | 4. \$35,000 - \$44,999 | |
| | 5. \$45,000 - \$74,999 | |
| | 6. \$75,000 - \$99,999 | |
| | 7. \$100,000 or more | |

Q56 - Are there any additional comments you would like to make about bicyclists and motorists?

That completes the Georgia Bikes survey. You have been very helpful and we thank you for your time and your participation.

[READ ONLY IF ASKED FOR INFORMATION ABOUT THE SURVEY OR THE CENTER]
You can call Dr. James Bason at the University of Georgia at 706-542-9082 with any questions about this research study. All research at the University of Georgia is governed by an Institutional Review Board to protect your rights as a participant. If you have any questions about your rights

as a research participant you may contact the Institutional Review Board at 706-542-3199 or email at IRB@uga.edu. [IRB Project Number: 2011-10455-0]

[CATI PROGRAMMER: IMPORT MSA CODE, FIPS, and COUNTY as study variables]