

National Survey of Bicyclist and Pedestrian  
Attitudes and Behavior

**VOLUME III**  
**METHODS REPORT**

Final Report

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16. Abstract <p>This report presents findings from the National Survey of Bicyclist and Pedestrian Attitudes and Behavior, jointly sponsored by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and the Bureau of Transportation Statistics (BTS) and administered by The Gallup Organization. The goals of the survey were to ascertain the scope and magnitude of bicycle and pedestrian activity and the public's behavior and attitudes regarding bicycling and walking.</p> <p>This report, Volume III: <i>Methods Report</i>, describes the methods used to conduct the interviews and analyze the data. It also contains a copy of the most recent questionnaire. Volume I: <i>Summary Report</i> presents a top line summary of key data results regarding the behaviors and attitudes on various topics related to walking and bicycling including reported frequency of walking and bicycling during the summer months, trip purpose and characteristics, perceptions of safety, safety practices, facilities available and community design. Volume II: <i>Findings Report</i> presents a detailed analysis on these topics. The data come from a survey conducted among a representative sample of 9,616 U.S. residents age 16 and older during the Summer of 2002.</p> <p>The survey findings show that slightly less than half (46%) of those 16 and older have regular access to a bicycle, with access increasing with increases in household income. About 43 percent ride a bicycle at least once in the summer months, making an estimated 2.484 billion trips during the summer of 2002. Bicycling declines with age, with those under 20 most likely to bicycle and doing so more frequently, while the majority over 45 did not bicycle during the summer months. The majority of bicycling trips were for recreation or for exercise, while just one in 5 trips were made to conduct errands (14%) or for commuting to work or school (5%). About half of all trips (48%) were made on paved roads. An additional 13 percent were on shoulders of paved roads, and 5 percent on bike lanes on roads. One in 7 was made on sidewalks (14%) or bike trails/paths (13%). Only half (50%) of bicyclists say bike paths are available in the area they ride, while 32 percent say bike lanes are available. However, over half of those who do not use available bicycle paths or lanes say they don't use them because they are not convenient, available, or go where they need to go. More than one in 10 bicyclists (13%) felt threatened for their personal safety on the most recent day they rode their bicycle in the past 30 days in the summer of 2002, with 88 percent of these feeling threatened by motorists. One in 5 bicyclists rode in the dark or near-dark for at least part of their trip, with 63 percent of these saying they took actions to make themselves more visible to motorists. About 4 percent of bicyclists or 2.04 million, were injured while riding in the past two years. About .5 million of these were hit by a motorist. Half (50%) of bicyclists wear a helmet for at least some trips, with 35 percent using them for all or most trips. Nine of 10 support helmet laws for children, while 62 percent support such laws for adults. Nearly half (48%) of those 16 and older are satisfied with how their local community is designed for making bicycle riding safer. About as many (47%) would like to see changes including more bike lanes (38%) and bike paths (30%).</p> <p>About 86 percent of people 16 or older walked, jogged or ran outdoors for 5 minutes or more during the summer months, with 78 percent doing so within the past 30 days. Walking in the past 30 days decreases to just 66 percent for those over 64. An estimated 13.33 billion walking trips were made in the summer months of 2002, with 74 percent of all trips being made by frequent walkers. Personal errands (38%), exercise (28%) and recreation (21%) are the most common reasons for trips. Nearly half (45%) of the trips were mostly made on sidewalks, and 25 percent were mostly on paved roads. Just 6 percent were made mostly on bike or walk paths or trails. About 6 percent of pedestrians felt their personal safety threatened on their most recent trip, with 62 percent saying they felt threatened by motorists. Almost three-quarters of people 16 and older (73%) are satisfied with how their local community is designed for walking, though one-third would like to see changes including more sidewalks (42%) and more lights (17%).</p>					
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# Methods

## Introduction

This section describes the survey methodology that was used for the 2002 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors:

- Sample design and sample frame construction (respondent universe and sampling methods)
- Data collection
- Sample execution
- Sample weighting, and
- Sampling tolerances

A telephone survey was used to reach the target population and to provide national estimates of attitudes and behaviors regarding walking and bicycling. The respondent universe theoretically consists of all people of driving age (16 or older as of their last birthday). However, since this survey was administered by telephone, the sampling universe is actually people 16 or older living in non-institutionalized dwellings with working telephones (approximately 200 million according to the U.S. Census Bureau estimates). Furthermore, since interviews were conducted only in English, any person who did not speak English was excluded from the study. The study sample was selected from all telephone households in the United States, including Alaska, Hawaii, and the District of Columbia, and included those who walk and/or bicycle as well as those who do not.

## Statistical Sampling Methods

The sampling objective of the study was to acquire a representative national sample of the general driving public (16 and older).

This study employed a multi-stage sampling procedure to achieve a random, representative sample of the driving public 16 or older. The design used by Gallup included a stratified, list-assisted random-digit-dial (RDD) sample design.

Gallup used a two-stage procedure to meet the sampling objective:

### *Stage 1*

1. The first step was to identify the universe of residential telephone listings. Gallup first identified the universe of residential telephone listings within each of the 50 States and DC.

A telephone number bank consists of the blocks of 100 sequential telephone numbers where only the last two digits of the 10-digit telephone number vary. For example, within the area code 202, exchange 366, one bank would be 202-366-12XX. This procedure provides for an equal probability of selection for each working residential

telephone number in the United States (both listed and unlisted residential telephone households). A random-digit-dial procedure was used to generate the last two numbers for a full ten-digit phone number within each selected 100-number bank.

Next, Gallup drew a systematic sample of telephone 100-number blocks within each State and DC.

2. Gallup then randomly generated the last two numbers for a full 10-digit phone number within each valid block selected in the previous stage. This procedure provides for an unequal, but known, probability of selection for each working residential phone number in the United States (both listed and unlisted residential telephone households).

### ***Stage 2***

The second stage of selection occurred at the household level. Once a telephone number had been selected for inclusion, one person 16 or older living in that household was randomly selected to participate. The household-level selection was made using the most recent birthday method, which represents a true random selection of household members, and is considered much less intrusive than the purely random selection method or grid selection that require enumeration of all household members in order to make a respondent selection. Once a person was selected for inclusion in the study, that person could not be replaced by another person in the household. If the selected person refused to participate, Gallup made additional attempts to gain cooperation from the selected person before moving on to another telephone household.

## **Survey Design**

The survey was jointly designed by NHTSA (the National Highway Transportation Safety Administration), BTS (Bureau of Transportation Statistics) and Gallup. Survey topics were presented by NHTSA and BTS, based on a 1999 survey of pedestrians and bicyclists as well as key issues offered by a number of interested Federal agencies, community groups and research groups. The key items of interest were vetted by BTS and NHTSA for importance, usability and timing in a series of meetings with key stakeholders. A draft survey was then reviewed by a group of stakeholder from academia, advocacy groups, transportation association, Federal and State governments and metropolitan planning agencies. Stakeholder comments were incorporated and a final draft was reviewed by NHTSA and BTS. A final list of the stakeholder reviewers is in Appendix A.

Gallup piloted the draft survey with a randomly selected sample of 54 people 16 or older. The interviews were reviewed for overall incidence in reaching the intended population, respondent understanding of the questions, their ability to answer, usefulness of responses, verbatim answers to open ended questions, general respondent comments and total survey length. Based on the results of the pilot study, the questionnaire was revised and a final survey prepared for fielding.



## **Data Collection**

A total of 9,616 telephone interviews with people 16 or older living in the United States, were conducted. Interviewing took place over a two-month period from June 11 through August 20, 2002.

All sample management, interview scheduling, conducting and monitoring of interviews, and progress reporting of data collection was handled by Gallup's state-of-the-art computer-assisted telephone interviewing (CATI) system. A comprehensive data collection plan was maintained to ensure that high response rates, high data quality and low respondent burden were achieved. The plan involved a call design scheme to optimize telephone coverage and contact with respondents, and to minimize no contacts and refusals (see below for more detail).

Gallup's internal interviewer recruitment, training and monitoring procedures are also designed to support these aims. Gallup selected a premier group of its total interviewer pool to work on this study. This group of interviewers had an average tenure at Gallup of at least 12 months and had experience on complex studies. NHTSA and BTS staff attended a special training session for these interviewers which covered the overall goals of the study, definitions of key study, pedestrian and bicycling terms and definitions, special instructions on collecting the origin-destination section of the survey, and a question by question review. After the first two weeks of interviewing, a series of interviewer debriefings were held to share experiences and collect interviewer feedbacks and comments on the survey. Based on interviewer feedback, additional adjustments and clarifications were made to the questionnaire and to the interviewer briefing notes.

The CATI programming process included identification of data locations, keying in question text, responses and corresponding codes, as well as acceptable response ranges, consistency checks, interviewer instructions, skip patterns, and help screens. Two kinds of range and consistency checks were programmed: hard checks and soft checks. Responses initially entered by interviewers that were outside the hard range were not accepted by CATI. These required the interviewer to clarify with the respondent their initial response (e.g., if the question asked in how many days of the past 30 they rode a bicycle, a response of 32 would not be accepted by the CATI system). Soft range checks prompt the interviewer to verify the response. The questionnaire design and layout pass through a strict internal hard copy "proofing review" before reaching the programming stage. The CATI program was once again proofed before interviewing began.

## **Interviewing Execution**

Once a telephone number was selected for inclusion, an interviewer made an initial call to reach the household. If no one answered, or no person 16 or older was available at the time of the first call, up to six additional calls (over different days and time periods as presented below) were made to reach the selected household and to randomly select a respondent. A total of up to seven calls were made to complete the interview with the designated respondent. This "seven plus seven" call design was used to attain a high response rate.

Because the number of contacts attempted and the not-at-home patterns of households are key factors in determining response rates, a strong call design is important. The following call

schedule, which applied to both the initial contacts for the selection of a designated respondent and subsequent calls for completion of the interview, was used:

	<b>Calling Period</b> <i>Respondent's Local Time</i>	<b>Number of Attempts</b>
Weeknights:	5 p.m. to 7:59 p.m.	2
Weeknights:	8 p.m. to 9:59 p.m.	2
Weekends:	Saturday 11 a.m. to 5:00 p.m.	3
	Sunday 1 p.m. to 4:00 p.m.	

All interviewers assigned to the project underwent a training specific to this project. Representatives from NHTSA were invited to participate in the training session. Remote monitoring of telephone interviewing was also available for external monitoring of interviews.

***Gallup's Assurance of Confidentiality to Respondents***

Respondents were informed at the onset of the interview that the data were strictly confidential and any identifying information would not be released outside of the organization. All interviewers signed statements of confidentiality stating that they would not reveal the results of any interview with anyone else. The name of the respondent was not collected during the course of the interview (though a first name might be collected in the sample notes if a call back for a specific respondent was needed), and the telephone number was separated from the survey data before any data was released to NHTSA or any other outside organization. All questionnaires, other records, and database entries were identified by case identification numbers only.

**Sample Execution/Response Rates**

Response rates are one measure of the extent to which a data set accurately reflects the characteristics and responses of a given population. Two factors whose underlying causes may be substantially different drive non-response rates: non-contacts and non-interviews (i.e., refusals). Each of these can lead to sample bias if a group or type of potential respondent is systematically missed (e.g., people who are not at home and are hard to reach, young people, males, etc.).

**No Contact:** The largest influence on non-contact non-response appears to be the number of call attempts. In an analysis of multiple data sets from a variety of research firms, it was found that the only methodological variable in a stepwise regression model predicting non-contact rate was number of call attempts. The manner in which sample is released into a carefully planned call design ensures multiple attempts for each sample unit.

The not-at-home patterns of a given population are also important to consider in order to maximize the probability of contact during repeated attempts. Gallup's call design maximizes the probability of reaching respondents over a variety of days of the week and times of day.

**Refusals:** Refusals appear to be increasing and tend to account for a major proportion of non-responders with the potential for non-response bias. Although the reasons are unclear, the immense expansion of telemarketing activities, a possible tendency toward greater resistance to

perceived intrusions into the privacy of one's home, and the increasing telephone saturation among certain market segments of the population, may all contribute. Because of the prominence of the Gallup name, and the skill of its interviewing staff its refusal rate remains below the industry average.

For this study, an interaction with a respondent is only coded as a refusal if an interviewer has encountered two soft refusals after a description of the study (e.g., "I am really not interested" or "I'm too busy to talk to you now") or a hard refusal (e.g., "I'm not interested, don't call again" or "No, I don't want to do it!"). Any case where the person hangs up before the interviewer can complete the introduction describing the project will be called back at least once.

All cases coded as initial refusals underwent at least one refusal conversion attempt. In this stage, the case was assigned to a different interviewer than the one who made the initial call. If the second interviewer encountered a second refusal, the case was assigned to a special refusal conversion team of interviewers. The initial and second refusal cases were monitored on a weekly basis to determine if special troubleshooting refusal conversion teams would be necessary.

In calculating response rates, Gallup followed the standard of the Council of Applied Survey Research Organizations (CASRO). The calculation of a CASRO response rate is equal to the number of completed interviews divided by the number of eligible households plus an estimated number of households that were likely eligible from the pool of sample cases for which eligibility could not be determined.

The CASRO response rate for the 2002 survey was 27%. CASRO response rates near 30% are generally standard for national RDD samples.

A total of more than 56,700 randomly generated telephone numbers were sampled for the study according to the parameters outlined above. About 17% of the numbers were nonresidential, and an additional 17% were confirmed nonworking or disconnected numbers.

## **Sample Weighting**

The sample data were weighted to reduce bias in the sample-based estimates. Sampling weights were attached to each survey record and the final weight was the product of the weights generated at several stages of the weighting process.

The first step was to construct the base weight, the inverse of the probability of selection. This was to correct for unequal selection probabilities of the different units in the sample. In this study, the sample of telephone numbers was chosen with equal probability and hence the selection probability at the very first stage of selection (of telephone numbers) was the same. However, the difference in the number of residential telephone lines reaching different telephone households created unequal selection probabilities at the household level. Within a household, the number of people 16 or older living in the household obviously varied resulting in different selection probabilities. The base weight ( $W_i$ ) assigned to the  $i^{\text{th}}$  ( $i=1, 2, \dots, n$ ) sampled unit was calculated as  $W_i = (a_i / t_i)$  where  $a_i$  was the number of eligible (16+) members living in respondent's household and  $t_i$  the number of residential telephone lines reaching that household. To reduce variability in the base weights, the values of  $a_i$  and  $t_i$  were truncated at 4 and 3 respectively after examining the distribution of these variables in the sample.

The next step was post-stratification weighting to make the sample reflect the population it is intended to represent. Post-stratification is a way of improving estimators by proper use of ancillary information. The post-stratification weighting was done within each census region - Northeast, Midwest, South, and West. Within each census region there were four dimensions. One dimension was obtained by crossing the different levels of the variables Age, Gender and Race. For Age, up to a maximum of 7 age groups (16-24, 25-34, 35-44, 45-54, 55-64, 65-74 and 75+) were used. For Race, up to 3 (White/Black/Other) categories were used. For some combination of Race and Gender (like Black and Male), some age-groups had to be combined.

For the Northeast and Midwest regions, two race groups (White & Others) & Black were used. For Black and Male group, all age groups were combined. For Black and Female group, two age groups (16-34 and 35+) were used. In general, cells were combined to ensure a minimum cell size of about 30. For the South region, three race groups (White, Black and Others) were used. For Black and Male group, three age-groups (16-34, 35-44, 45+) were used. For Black and Female, 5 age groups (16-24, 25-34, 35-44, 45-54, 55+) were created. For the Other race group, all age groups were combined for both Males and Females. For the West region, three race groups (White, Black and Others) were used. For Blacks, all age groups had to be combined for both Males and Females. For the Other race group, two age groups (16-34 and 35+) were used for both Males and Females.

Besides the Age\*Gender\*Race dimension, the other 3 dimensions within each region were Hispanic/non-Hispanic, Education (less than High School degree, High School graduate, Some college, College graduate) and Urbanicity (MSA/Non-MSA). A raking procedure was used to generate the post-stratified weights using the target numbers for these four dimensions. The target numbers for the purpose of post-stratification weighting were based on CPS (Current Population Survey) 2002 data.

After the post-stratification process, the distribution of the sampling weights were examined within each census region to see if any trimming of extreme weights was necessary. As mentioned before, the number of telephone lines and the number of adults were truncated for constructing base weights. There were very few relatively large or small weights after the post-stratification stage. Overall, only about 2 to 5 percent of weights were trimmed within each region. The trimming of weights, therefore, was minimal and had no significant effect on the overall distribution of weights. Finally, within each region, the trimmed weights were multiplied by a projection factor so that the sum of weights within each region equaled the total 16+ population for that region.

For this study, three different data sets (the person level, the bike-trip level and the walk-trip level) were created. The final weights generated following the procedure described above were assigned to each case (or record) in the person level dataset. For the trip level dataset, the final weight for respondents reporting more than six trips were multiplied by a factor equal to (number of reported biking or walking trips/6). This was done to correctly estimate the total number of trips undertaken by the target population (16+). It may be noted that during the interview, only up to six biking or walking trip details were recorded for each respondent even though the person might have reported more than six trips.

## Sampling Tolerances

All sample surveys are subject to various types of potential errors. Errors may occur due to non-response (where selected respondents are never reached or refuse to participate), interviewer administration error (where a response can be miskeyed or misinterpreted by the interviewer), incomplete or inaccurate answers from the respondent, or sampling less than the total population, among others.

The sampling design employed in this study was used to produce an unbiased estimate of the stated target population. An unbiased sample will have the same characteristics and behaviors as those of the total population from which it was drawn. In other words, with a properly drawn sample, we can make statements about the target population within a specific range of certainty. Sampling errors can be estimated and their measure used to help interpret the final data results. The size of such sampling errors depends largely on the number of interviews and the complexity of the sampling design.

The confidence interval for sample estimates of population proportions at a level of 95 percent confidence, assuming a simple random sample without replacement is calculated using the following formula:

$$= z \sqrt{p(q)/(n-1)}$$

Where:

p = the proportion of the sample that exhibits a particular behavior or characteristic

q = (1-p)

n = the unweighted sample size

z = the standardized variable for a specific confidence level (for 95% level of confidence z is 1.96)

The sample of telephone households in this study was drawn as a simple random sample within each state. However, the stratification by state and the disproportionate sampling of people within household introduces a design effect that could suggest that the sample is not a simple random sample.

To test the assertion that the resultant sample approximated one of a simple random sample, the sampling errors were calculated under a stratified design and were compared to the sampling errors for the same measures and sample sizes under the assumption of a simple random sample. These sample error comparisons were made for 23 of the key measures in the study. The net impact over the 23 measures was found to produce a 10 percent wider band of confidence around the estimates. For example, if an estimate from a study conducted under a pure simple random sample method had an error range of  $\pm 1.5$ , the more precise error range due to the more complex sampling method would be about  $\pm 1.65$  percent.

Since the data presented in this report are rounded to whole numbers, the incremental increase in the sampling error range generally did not translate into a wider band around the estimate. Given the relatively small average design effect, the table of expected sampling error ranges based on a simple random sample is a useful approximation of the precision of the sample estimates.

The following tables may be used in estimating the sampling error in any percentage in this report. They may be interpreted as indicating the approximate range (plus or minus the figure shown) within which the results of repeated sampling in the same time period could be expected to vary 95 percent of the time, assuming the same sampling procedures, the same interviewers, and the same questionnaire.

Table A shows how much allowance should be made for the sampling error around a single percentage estimate in the study.

**Table A: Recommended Allowance for Sampling Error of a Percentage**  
*In percentage points (at 95 in 100 confidence level)\**

For percentages near:

Sample Sizes Near:	5/95%	10/90%	20/80%	30/70%	40/60%	50/50%
	±	±	±	±	±	±
100	4.3	5.9	7.9	9.0	9.7	9.8
200	3.0	4.2	5.6	6.4	6.8	6.9
300	2.5	3.4	4.5	5.2	5.6	5.7
400	2.1	2.9	3.9	4.5	4.8	4.9
500	1.9	2.6	3.5	4.0	4.3	4.4
600	1.7	2.4	3.2	3.7	3.9	4.0
800	1.5	2.1	2.8	3.2	3.4	3.5
1,000	1.4	1.9	2.5	2.8	3.0	3.1
1,500	1.1	1.5	2.0	2.3	2.5	2.5
2,000	.96	1.3	1.8	2.0	2.1	2.2
2,500	.85	1.2	1.6	1.8	2.0	2.0
3,000	.78	1.1	1.4	1.6	1.8	1.8
4,000	.68	.90	1.2	1.4	1.5	1.5
5,000	.60	.80	1.2	1.3	1.3	1.4
6,000	.55	.76	1.0	1.2	1.2	1.3
7,000	.51	.70	.94	1.1	1.1	1.2
8,000	.48	.66	.88	1.0	1.1	1.1
9,000	.45	.62	.83	.95	1.0	1.0
10,000	.43	.59	.78	.90	.96	.98

\* The chances are 95 in 100 that the sampling error is not larger than the figures shown.

The table would be used in the following manner: Let us say a reported percentage is 30 for a group that includes about 300 respondents. Then we go to the column labeled “Percentages near 30/70%” in the table and go down to the row labeled “300.” The number at this point is 5.2, which means that the 30 percent obtained in the sample is subject to a sampling error of approximately ±5 points. Another way of saying this is that 95 times out of 100 the true figure in the population would be somewhere between 25 percent and 35 percent.

Table A can give a rough estimate of the variance for percentages given in this report. However, more precise estimates of variance for other kinds of statistics can be generated through use of special statistical computer software. Because this survey used a complex sample design, software such as STATA, SUDAAN or WesVar can be used.

If SUDAAN is used to compute estimates of variance using a Taylor series linear approximation, the following keywords should be used:

DESIGN = STRWR. Specifying STRWR option indicates a single-stage sample design where SUDAAN computes variances more efficiently by taking into account that each observation (each record) in the input data file corresponds to a primary sampling unit (PSU).

NEST region. The keyword NEST denotes which variable identifies the PSUs. For this survey, the variable “region” is used.

WEIGHT finalwt. The keyword WEIGHT lists which final weight to use in the analysis. For this survey the final sample weigh “finalwgt” would be specified.

The following example of a SUDAAN program computes column and row percentages and their associated standard errors for the respondent’s gender as denoted by the variable name “qnd7”.

```
PROC CROSSTAB DATA = bikeped FILETYPE= SPSS DESIGN = STRWR;
WEIGHT finalwt;
NEST region;
SUBGROUP qnd7;
LEVELS 2;
SETENV COLWIDTH=14 DECWIDTH=3 COLSPCE=2 LINESIZE=120;
PRINT WSUM NSUM COPLER SECOL ROWPER SEROW/STYLE=BOX;
```

The output for this SUDAAN example is listed in Table B.

**Table B: SUDAAN Output from Example Program**

Variance Estimation Method: Taylor Series (STRNR)			
	QND7		
	Total	Male	Female
Weighted Size	20828571.600	968604210.000	109681661.600
Sample Size	9616.000	3936.000	5680.000
Col Percent	100.000	47.341	52.659
SE Col Percent	0.000	0.593	0.693
Row Percent	100.000	47.341	52.659
SE Row Percent	0.000	0.593	0.693





# **APPENDIX A**

## **Stakeholder Reviewers of the 2002 NHTSA/BTS Bicycle and Pedestrian Survey**



## Reviewers of the 2002 NHTSA/BTS Bicycle and Pedestrian Survey

<u>Name</u>	<u>Affiliation</u>
Bill Wilkinson	National Center for Bicycling and Walking
Richard Blomberg	Dunlap, Inc.
Mike Klasmeier	League of American Bicyclists
Patrick McCormick	League of American Bicyclists
Andy Clark	Association of Pedestrian and Bicycle Professionals
Michael Ronkin	Oregon DOT
Richard Waring	Oregon DOT
Mary Meletiou	North Carolina DOT
Richard Knoblauch	Center for Applied Research, Inc.
Bill Hunter	UNC's Highway Safety Research Center
David Harkey	UNC's Highway Safety Research Center
Jane Stutts	UNC's Highway Safety Research Center
Gregory Rogers	Consumer Product Safety Commission
Richard Scheiber	Centers for Disease Control and Prevention
John Fegan	OST/FHWA (U.S. DOT's Bike/Ped Coordinator)
Susan Liss	FHWA
Tamara Broyhill	FHWA
Carra Schoene	NHTSA
Marietta Bowen	NHTSA
Sarah Campbell	Surface Transportation Policy Project
John Bailey	Smart Growth America
Marya Morris	American Planning Association
Chris Zeilinger	Community Transportation Association of America
Ken Kobetsky	AASHTO
Jim McDonnell	AASHTO
Rick Olken	Bikes Belong Coalition
Ellen Vanderslice	America WALKs
Jack Wells	BTS
Anne Vernez Moudon	University of Washington, Seattle
William Schwartz	MIT
Bruce W. Landis	Sprinkle Consulting
Charles Purvis	Metropolitan Transportation Commission (MTC) for San Francisco Bay Area
Gordon Shunk	Texas A&M University
Shawn Turner	Texas A&M University
Lisa Aultman-Hall	University of Connecticut
Chris Porter	Cambridge Systematics
Marlon G. Boarnet	University of California, Irvine
Tom Schmid	Centers for Disease Control and Prevention
Michael G. Mc Nally	University of California, Irvine
Pat Mokhatarian	University of California, Davis
Reid Ewing	Rutgers University
Marya Morris	American Planning Association



# **APPENDIX B**

## **Survey Instrument**





**\*\*STATE:**      (Code from fone file)

01	Alabama - SC	30	Montana - W
02	Alaska - W	31	Nebraska - NC
04	Arizona - W	32	Nevada - W
05	Arkansas - SC	33	New Hampshire - NE
06	California - W	34	New Jersey - NE
08	Colorado - W	35	New Mexico - W
09	Connecticut - NE	36	New York - NE
10	Delaware - SC	37	North Carolina - SC
11	Washington D.C. - SC	38	North Dakota - NC
12	Florida - SC	39	Ohio - NC
13	Georgia - SC	40	Oklahoma - SC
15	Hawaii - W	41	Oregon - W
16	Idaho - W	42	Pennsylvania - NE
17	Illinois - NC	44	Rhode Island - NE
18	Indiana - NC	45	South Carolina - SC
19	Iowa - NC	46	South Dakota - NC
20	Kansas - NC	47	Tennessee - SC
21	Kentucky - SC	48	Texas - SC
22	Louisiana - SC	49	Utah - W
23	Maine - NE	50	Vermont - NE
24	Maryland - SC	51	Virginia - SC
25	Massachusetts - NE	53	Washington - W
26	Michigan - NC	54	West Virginia - SC
27	Minnesota - NC	55	Wisconsin - NC
28	Mississippi - SC	56	Wyoming - W
29	Missouri - NC		

\_\_\_\_\_ (54)      (55)      \_\_\_\_\_

**\*\*REGION:**      (Code from fone file)

1	NE	(n=1920)	
2	NC	(n=2208)	
3	SC	(n=3360)	
4	W	(n=2112)	_____ (72)

**\*\*ZIP CODE:**      (Code from fone file)

\_\_\_\_\_ (59 - 63)      \_\_\_\_\_



---

Hello, this is \_\_\_\_\_, from The Gallup Poll, calling on behalf of the U.S. Department of Transportation. We are conducting a study of American's opinions about pedestrian and bicyclist behavior. The interview is completely confidential and no identifying information will be released outside The Gallup Organization. It only takes about fifteen minutes. \_\_\_\_\_(1001)

---

S1. Including yourself, how many members of this household are age 16 or older? (Open ended and code actual number)

00 None - (Thank and Terminate)

01 One - (If other than respondent, ask to speak to that person, and Skip to S3)

02-

96 96+ (Continue)

97 Not available - (Set time to call back)

98 (DK) (Thank and Terminate)

99 (Refused) (Thank and Terminate)

---

(1002) (1003)

S2. Of those (response in S1) adults age 16 and older, I need to speak to the one who had the most recent birthday.

1 Respondent available - (Continue)

7 Respondent not available - (Set time to call back)

8 (Refused) - (Thank and Terminate) \_\_\_\_\_(1004)

S3. (When respondent is on the line: say) I need to confirm that you are 16 years of age or older. Is that correct?

- 1 Yes - (Continue)
- 2 No - (Reset to S1)
- 3 (DK) (Thank and Terminate)
- 4 (Refused) (Thank and Terminate) \_\_\_\_\_ (1005)

S4. Are you a permanent resident at this household where I've reached you, and not a visitor or guest?

- 1 Yes, permanent resident - (Continue)
- 2 No - (Ask to speak with permanent resident, 16 or older, and Reset to Introduction)
- 3 (DK) - (Ask to speak with permanent resident, 16 or older, and Reset to Introduction)
- 4 (Refused) - (Ask to speak with permanent resident, 16 or older, and Reset to Introduction) \_\_\_\_\_ (1006)

**BICYCLISTS:**

**GENERAL**

CLOCK:

\_\_\_\_\_  
(2801 - 2804)

(READ:) First, I will ask you some questions about biking, then about walking.

1. Do you have a bicycle available for your use on a regular basis?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused) \_\_\_\_\_ (1301)

2. On average during the summer months, how often do you use a bicycle? (Read 1-4) (If necessary, read:) Summer months are May through September.

- 1 At least once a week
- 2 At least once a month, but not weekly
- 3 Less than once a month, but at least once during the summer
- 4 Never
  
- 5 (DK)
- 6 (Refused)

\_\_\_\_\_ (1302)

(If code 1 in #2, Continue;  
If code 2 in #2, Skip to #2b;  
If code 3 in #2, Skip to #2c;  
If code 4 in #2, Skip to #2e;  
Otherwise, Skip to #49)

2a. On average during the summer months, how many days per week do you use a bicycle? (Open ended and code)

- 1 1 day a week
- 2 2 days a week
- 3 3 days a week
- 4 4 days a week
- 5 5 days a week
- 6 6 days a week
- 7 7 days a week/every day
- 8 (DK)
- 9 (Refused)

\_\_\_\_\_ (2160)

(All in #2a, Skip to #2c)

2b. (If code 2 in #2, ask:) On average during the summer months, how many days per month do you use a bicycle? (Open ended and code actual number)

- 01-
- 31
  
- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (2161) \_\_\_\_\_ (2162)

2c. Thinking about the past 30 days, about how many of those days did you ride a bicycle? (Open ended and code actual number)

- 00 None
- 01-
- 31
- 98 (DK)
- 99 (Refused)

---

(2163) (2164)

(If code 00 in #2c, Continue;  
Otherwise, Skip to "Read" before #4)

(There is no #2d)

2e. What is the primary reason you [(If code 4 in #2, read:) never ride a bike in the summer/(If code 00 in #2c, read:) have not ridden a bike more recently]? (Open ended and code) (Probe to make sure response is coded accurately)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Bad weather/wrong season
- 07 Too busy/no opportunity
- 08 Bike is broken
- 09 No safe place to ride
- 10 Disability/other health impairment
- 11 Don't have access to a bike
- 12 Other transportation is faster
- 13 Don't know how to ride a bike

---

(1310) (1311)

(ALL in #2e, Skip to #42, Ask #42, Skip to #44,  
Ask #44, then Skip to #48a)

(There is no question #3)

**LAST BICYCLE TRIP**

**(READ:)** For this next series of questions, I would like you to think of the LAST day you rode a bike (not a stationary bike), for any reason, in the past 30 days.

4. How many days ago was the last day you rode a bike? (Open ended **and code actual number of days**)

00 None/Today

1-  
30

31 31 or more days ago - (Skip to #48a)

32 (DK)

33 (Refused)

---

(1314) (1315)

**(INTERVIEWER NOTE: READ SLOWLY:)**

I would now like to know about EACH of the individual trips that you made on this day. A TRIP is defined as going from a starting point to a destination for a specific purpose without any stops along the way. If you left your house to go on a bike ride with no real destination and returned to your house that would be considered ONE trip. If you rode from your house to a friend's house for a visit, then rode back home, that would be TWO trips. If you rode from your home to a friend's house, then to a store, and then back home again, that would count as THREE trips. I am going to ask about these individual trips one at a time.

5. How many trips did you make on this most recent day you rode your bike? (Open ended and code actual number)

01-  
30

31 31 or more  
32 (DK)  
33 (Refused)

\_\_\_\_\_  
(1316) (1317)

**BICYCLE TRIP ORIGIN-DESTINATION INFORMATION**

CLOCK:

\_\_\_\_\_  
(2805 - 2808)

6. Thinking of this last day that you rode your bike, what was your starting point for [(If code 01 in #5, read:) this trip/(If code 02-33 in #5, read:) your first trip of the day]? (Open ended and code)

01 Other (list)  
02 (DK)  
03 (Refused)  
04 HOLD  
05 HOLD  
  
**06 Home**  
**07 Friend or relative's home**  
08 Work  
09 School/Campus  
10 Park/field  
11 Grocery store/Drug store/Convenience store  
12 Mall/Strip mall/Shopping center  
13 Restaurant  
14 Train/subway/bus station

\_\_\_\_\_  
(1318) (1319)

7. What time did you begin [(If code 01 in #5, read:) this trip/(If code 02-33 in #5, read:) your first trip of the day]? (Open ended and code hour and minutes and a.m./p.m.)

HOUR:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
(1320) (1321)

MINUTE:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
(1322) (1323)

- 1 a.m.
- 2 p.m.
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_  
(1324)

(If code 06 in #6, Skip to #9a;  
If code 09 in #6, Autocode as 09 in #8  
AND Skip to #9;  
If code 10 in #6, Autocode as 12 in #8  
AND Skip to #9;  
Otherwise, Continue)

8. Was the area within 1/4 mile of where you started your trip (read 06-12, as appropriate, then 01)?

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Residential
- 07 Commercial (If necessary, read:) such as shopping, retail or service business
- 08 HOLD
- 09 Public buildings (If necessary, read:) schools, hospital, government
- 10 Industrial (If necessary, read:) manufacturing or factory
- 11 Agricultural (If necessary, read:) or farm
- 12 Recreational (If necessary, read:) Parklands

\_\_\_\_\_ (1325) (1326) \_\_\_\_\_

9. Was the starting point in a (read 06-08)?

- 01 Or something else (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Downtown city area (If necessary, read:) like a central business district
- 07 Urban or suburban area
- 08 Rural town or farm

\_\_\_\_\_ (1327) (1328)



9a. What was the main purpose of this trip? (Do not read categories)  
(Open ended and code)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Commuting to work or school
- 07 Recreation
- 08 Exercise/for my health
- 09 Personal errands (to the store, post office,  
and so on)
- 10 Required for my job
- 11 Drop off/Pick up someone
- 12 Visit a friend or relative
- 13 HOLD

---

(1349) (1350)

10. Where did this trip end? (Open ended and code)

- 01 Other (list)
- 02 (DK)/A location you cannot remember
- 03 (Refused)/A location you prefer not to share
- 04 HOLD
- 05 HOLD
  
- 06 Home
- 07 Friend or relative's home
- 08 Work
- 09 School/Campus
- 10 Park/field
- 11 Grocery store/Drug store/Convenience store
- 12 Mall/Strip mall/Shopping center
- 13 Restaurant
- 14 Train/subway/bus station

---

(1329) (1330)

11. About what time did you get to your [(If code 02-33 in #5, read:) first] destination? [(If 02-33 in #5, read:) Remember this is your first stop of the day.] (Open ended and code hour and minutes and a.m./p.m.)

HOUR:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
(1331) (1332)

MINUTE:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
(1333) (1334)

- 1 a.m.
- 2 p.m.
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_  
(1335)

(If code 06 in #10, Skip to #14;  
If code 09 in #10, Autocode as 09 in #12  
AND Skip to #13;  
If code 10 in #10, Autocode as 12 in #12  
AND Skip to #13;  
Otherwise, Continue)

12. Was the area within 1/4 mile of where you ended this trip (read 06-12, as appropriate, then 01)?

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Residential
- 07 Commercial (If necessary, read:) such as shopping, retail or service business
- 08 HOLD
- 09 Public buildings (If necessary, read:) schools, hospital, government
- 10 Industrial (If necessary, read:) manufacturing or factory
- 11 Agricultural (If necessary, read:) or farm
- 12 Recreational (If necessary, read:) Parklands

---

(1336) (1337)

13. Was the ending point in a (read 06-08)?

- 01 Or something else (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Downtown city area (If necessary, read:) like a central business district
- 07 Urban or suburban area
- 08 Rural town or farm

---

(1338) (1339)

14. How far did you bike on this trip? (If necessary, read:) What was the distance from where you started to your first destination? (Open ended and code actual number of blocks, miles, kilometers, etc.) (INTERVIEWER NOTE: Probe to get an actual number, not a range)

a. UNITS  
01 Other (list)

02 (DK) (Skip to #16)

03 (Refused) (Skip to #16)

04 HOLD

05 HOLD

06 Blocks

07 Miles

08 Kilometers

\_\_\_\_\_  
(2165) (2166)

b. RECORD WHOLE NUMBER HERE: (NOTE: Record fraction of a number on next screen)

00 Less than 1

97 97+

98 (DK)

99 (Refused)

\_\_\_\_\_  
(2175) (2176)

14a. RECORD FRACTION:

1 1/8 (response in #14)

2 1/4 (response in #14)

3 1/3 (response in #14)

4 1/2 (response in #14)

5 2/3 (response in #14)

6 3/4 (response in #14)

7 (DK)

8 (Refused)

0 (No fraction or portion of block/mile/kilometer/etc.)

\_\_\_\_\_(2301)

(Question #15 moved to #9a)

16. Did you ride mostly on (read 06-11, then 01)?

- 01 Or some other surface (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Paved roads, not on shoulder
- 07 Shoulders of paved roads
- 08 Bike lanes on roads
- 09 Sidewalks
- 10 Bike paths, walking paths or trails
- 11 Unpaved roads (for example dirt, gravel, sand)
- 12 HOLD
- 13 (Grass or fields)
- 14 (Running/Walking track)

---

(1351) (1352)

17. On this trip, did you ride on a surface that was mainly (read 06-08, then 01)?

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Flat
- 07 Flat with a hill or two
- 08 Mostly hills

---

(1353) (1354)

18. How many other people were with you on this trip? (Open ended **and code actual number of people**)

00 Traveled alone

01-

30

31 31+

32 (DK)

33 (Refused)

---

(1355) (1356)

**(If code 01 in #5, Continue;**  
**Otherwise, Skip to #21)**

19. Did you take any more bike trips on this day?

1 Yes - (Continue)

2 No (Skip to Clock before #35)

3 (DK) (Skip to Clock before #35)

4 (Refused) (Skip to Clock before #35) \_\_\_\_\_ (1357)

20. How many more bike trips did you take on this day? (Open ended **and code actual number**)

01-

30

31 31 or more

32 (DK)

33 (Refused)

---

(1358) (1359)

(SURVENT NOTE: Ask #21-#34 for each trip before going to the next trip, if applicable)

21. Now, I'll ask you about your (read A-E, as appropriate) trip. You just mentioned you ended your last trip at (a) (response in #10 or #26 A-D, as appropriate). Is this where you started your (read A-E) trip of the day?

- 1 Yes
- 2 No
- 3 (No more trips) - (Skip to Clock before #35)
- 4 (DK)
- 5 (Refused)

- (#10) A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second \_\_\_\_\_ (1360)
- (#26-A) B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third \_\_\_\_\_ (1361)
- (#26-B) C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth \_\_\_\_\_ (1362)
- (#26-C) D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth \_\_\_\_\_ (1363)
- (#26-D) E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth \_\_\_\_\_ (1364)

(For each code 1 in #21 A-E,  
Autocode response from #10 or #26 A-D, as appropriate  
into #22 A-E, as appropriate AND Skip to #23;  
Otherwise, Continue)

22. What was your starting point for this trip? (Display A-E, as appropriate) (Open ended and code)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Home
- 07 Friend or relative's home
- 08 Work
- 09 School/Campus
- 10 Park/field
- 11 Grocery store/Drug store/Convenience store
- 12 Mall/Strip mall/Shopping center
- 13 Restaurant
- 14 Train/subway/bus station

(#10) A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_  
 (1365) (1366)

(#26-A) B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_  
 (1367) (1368)

(#26-B) C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_  
 (1369) (1370)

(#26-C) D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_  
 (1371) (1372)

(#26-D) E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_  
 (1373) (1374)



23. (If code 02-33 in #5 OR code 1 in #19, ask:) About what time did you begin this trip? (Display A-E, as appropriate) (Open ended **and code hour and minutes and a.m./p.m.**)

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

HOUR:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (1401) (1402)

MINUTE:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (1403) (1404)

- 1 a.m.
- 2 p.m.
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (1405)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

HOUR:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (1406) (1407)

MINUTE:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (1408) (1409)

- 1 a.m.
- 2 p.m.
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (1410)

23. (Continued:)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

HOURL:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1411) (1412)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1413) (1414)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_(1415)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

HOURL:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1416) (1417)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1418) (1419)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_(1420)

23. (Continued:)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

HOURL:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
\_\_\_\_\_  
(1421) (1422)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
\_\_\_\_\_  
(1423) (1424)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_  
(1425)

(For each code 1 in #21 A-E,  
Autocode response from #12 or #28 A-D, as appropriate  
into #24 A-E, as appropriate AND  
Autocode response from #13 or #29 A-E, as appropriate  
into #25 A-E, as appropriate AND Skip to #25a;  
Otherwise, Continue)

(If code 06 in #22 A-E, as appropriate, Skip to #25a;  
If code 09 in #22, Autocode as 09 in #24  
AND Skip to #25;  
If code 10 in #22, Autocode as 12 in #24  
AND Skip to #25;  
Otherwise, Continue)

24. Was the area within 1/4 mile of where you started this trip **(read 06-12, as appropriate, then 01)?**

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Residential
- 07 Commercial **(If necessary, read:)** such as shopping, retail or service business
- 08 HOLD
- 09 Public buildings **(If necessary, read:)** schools, hospital, government
- 10 Industrial **(If necessary, read:)** manufacturing or factory
- 11 Agricultural **(If necessary, read:)** or farm
- 12 Recreational **(If necessary, read:)** Parklands

(#12) A. **(If code 02-33 in #5 OR code 1 in #19, ask:)** Second

\_\_\_\_\_  
(1426) (1427)

(#28-A) B. **(If code 03-33 in #5 OR code 1 in #19, ask:)** Third

\_\_\_\_\_  
(1428) (1429)

(#28-B) C. **(If code 04-33 in #5 OR code 1 in #19, ask:)** Fourth

\_\_\_\_\_  
(1430) (1431)

(#28-C) D. **(If code 05-33 in #5 OR code 1 in #19, ask:)** Fifth

\_\_\_\_\_  
(1432) (1433)

(#28-D) E. **(If code 06-33 in #5 OR code 1 in #19, ask:)** Sixth

\_\_\_\_\_  
(1434) (1435)

25. Did this trip begin in an area that was in a (read 06-08)?

- 01 Or something else (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD

- 06 Downtown city area (If necessary, read:) like a central business district
- 07 Urban or suburban area
- 08 Rural town or farm

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_ (1436) (1437)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_ (1438) (1439)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_ (1440) (1441)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_ (1442) (1443)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_ (1444) (1445)

25a. What was the main purpose of this trip? (Display A-E, as appropriate) (Open ended and code) (Do not read categories)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD

- 06 Commuting to work or school
- 07 Recreation
- 08 Exercise/for my health
- 09 Personal errands (to the store, post office, and so on)
- 10 Required for my job
- 11 Drop off/Pick up someone
- 12 Visit a friend or relative
- 13 HOLD

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_  
(1566) (1567)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_  
(1568) (1569)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_  
(1570) (1571)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_  
(1572) (1573)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_  
(1574) (1575)

26. Where did this trip end? (Display A-E, as appropriate) (Open ended and code)

- 01 Other (list)
- 02 (DK)/A location you cannot remember
- 03 (Refused)/A location you prefer not to share
- 04 HOLD
- 05 HOLD

- 06 Home**
- 07 Friend or relative's home**
- 08 Work
- 09 School/Campus
- 10 Park/field
- 11 Grocery store/Drug store/Convenience store
- 12 Mall/Strip mall/Shopping center
- 13 Restaurant
- 14 Train/subway/bus station

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_  
(1446) (1447)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_  
(1448) (1449)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_  
(1450) (1451)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_  
(1452) (1453)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_  
(1454) (1455)

27. About what time did you get to your destination for this trip?  
(Display A-E, as appropriate) (Open ended and code hour and minutes and a.m./p.m.)

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

HOUR:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1456) (1457)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1458) (1459)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_  
(1460)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

HOUR:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1461) (1462)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1463) (1464)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_  
(1465)



27. (Continued:)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

HOURL:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1466) (1467)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1468) (1469)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_(1470)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

HOURL:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1471) (1472)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1473) (1474)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_(1475)

27. (Continued:)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

HOUR:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1476) (1477)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1478) (1479)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_(1480)

(If code 06 in #26, Skip to #30;  
If code 09 in #26, Autocode as 09 in #28  
AND Skip to #29;  
If code 10 in #26, Autocode as 12 in #28  
AND Skip to #29;  
Otherwise, Continue)

28. Was the area within 1/4 mile of where you ended this trip (read 06-12, as appropriate, then 01)? (Display A-E, as appropriate)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD

- 06 Residential
- 07 Commercial (If necessary, read:) such as shopping, retail or service business
- 08 HOLD
- 09 Public buildings (If necessary, read:) schools, hospital, government
- 10 Industrial (If necessary, read:) manufacturing or factory
- 11 Agricultural (If necessary, read:) or farm
- 12 Recreational (If necessary, read:) Parklands

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_  
(1501) (1502)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_  
(1503) (1504)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_  
(1505) (1506)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_  
(1507) (1508)

28. (Continued:)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_  
(1509) (1510)

29. Was the ending point in a (read 06-08)? (Display A-E, as appropriate)

- 01 Or something else (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD

- 06 Downtown city area (If necessary, read:) like a central business district
- 07 Urban or suburban area
- 08 Rural town or farm

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_  
(1511) (1512)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_  
(1513) (1514)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_  
(1515) (1516)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_  
(1517) (1518)

29. (Continued:)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_  
(1519) (1520)

30. How far did you bike on this trip? (Open ended and code actual number of blocks, miles, kilometers, etc.) (INTERVIEWER NOTE: Probe to get an actual number, not a range)

a. UNITS

01 Other (list)

02 (DK) (Skip to #32)

03 (Refused) (Skip to #32)

04 HOLD

05 HOLD

06 Blocks

07 Miles

08 Kilometers

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_  
(1521) (1522)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_  
(1523) (1524)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_  
(1525) (1526)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_  
(1527) (1528)

30. (Continued:)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_  
(1529) (1530)

b. RECORD WHOLE NUMBER HERE: (NOTE: Record fraction of a number on next screen)

- 00 Less than 1
- 97 97+
- 98 (DK)
- 99 (Refused)

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_  
(2201) (2202)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_  
(2203) (2204)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_  
(2205) (2206)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_  
(2207) (2208)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_  
(2209) (2210)

30a. RECORD FRACTION:

- 1 1/8 (response in #30 A-E, as appropriate)
- 2 1/4 (response in #30-A-E, as appropriate)
- 3 1/3 (response in #30-A-E, as appropriate)
- 4 1/2 (response in #30-A-E, as appropriate)
- 5 2/3 (response in #30-A-E, as appropriate)
- 6 3/4 (response in #30-A-E, as appropriate)
- 7 (DK)
- 8 (Refused)
- 0 (No fraction or portion of block/mile/kilometer, etc.)

- A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second \_\_\_\_\_ (1536)
- B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third \_\_\_\_\_ (1537)
- C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth \_\_\_\_\_ (1538)
- D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth \_\_\_\_\_ (1539)
- E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth \_\_\_\_\_ (1540)

(Question #31 moved to #25a)

32. On this trip, did you ride mostly on (read 06-11, then 01)?  
(Display A-E, as appropriate)

- 01 Or some other surface (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Paved roads, not on shoulder
- 07 Shoulders of paved roads
- 08 Bike lanes on roads
- 09 Sidewalks
- 10 Bike paths, walking paths or trails
- 11 Unpaved roads (for example dirt, gravel, sand)
- 12 HOLD
- 13 (Grass or field)
- 14 (Running/walking track)

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_  
(1601) (1602)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_  
(1603) (1604)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_  
(1605) (1606)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_  
(1607) (1608)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_  
(1609) (1610)



33. On this trip, did you ride on a surface that was mainly (read 06-08, then 01)? (Display A-E, as appropriate)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Flat
- 07 Flat with a hill or two
- 08 Mostly hills

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_  
(1611) (1612)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_  
(1613) (1614)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_  
(1615) (1616)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_  
(1617) (1618)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_  
(1619) (1620)

34. How many other people were with you on this trip? (Display A-E, as appropriate) (Open ended and code actual number of people)

00 Traveled alone

01-

30

31 31+

32 (DK)

33 (Refused)

A. (If code 02-33 in #5 OR code 1 in #19, ask:) Second

\_\_\_\_\_  
(1621) (1622)

B. (If code 03-33 in #5 OR code 1 in #19, ask:) Third

\_\_\_\_\_  
(1623) (1624)

C. (If code 04-33 in #5 OR code 1 in #19, ask:) Fourth

\_\_\_\_\_  
(1625) (1626)

D. (If code 05-33 in #5 OR code 1 in #19, ask:) Fifth

\_\_\_\_\_  
(1627) (1628)

E. (If code 06-33 in #5 OR code 1 in #19, ask:) Sixth

\_\_\_\_\_  
(1629) (1630)

CLOCK:

\_\_\_\_\_  
(2809 - 2812)

35. [Is the bike trip/Are the bike trips] you just reported typical of the kind(s) of trips you usually take?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (1631)

(If ONLY code 07, 08 or BLANK in #9a and #25a A-E,  
Skip to #38;  
Otherwise, Continue)

36. On that day, were other types of transportation available to you that you could have used instead of your bike?

- 1 Yes - (Continue)
- 2 No (Skip to #38)
- 3 (DK) (Skip to #38)
- 4 (Refused) (Skip to #38)

\_\_\_\_\_ (1632)

37. (If code 1 in #36, ask:) What is the main reason that you chose to ride a bike instead of some other form of transportation that day? (Open ended and code)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Bike is cheaper
- 07 Bike is faster
- 08 For the exercise
- 09 For recreation
- 10 No parking
- 11 Enjoy biking/Good weather

\_\_\_\_\_ (1633) \_\_\_\_\_ (1634)

38. Did you feel threatened for your personal safety at any time when you rode your bike that day?

- 1 Yes - (Continue)
- 2 No (Skip to #39)
- 3 (DK) (Skip to #39)
- 4 (Refused) (Skip to #39)

\_\_\_\_\_ (1635)

38a. (If code 1 in #38, ask:) Did you feel threatened for your personal safety because of any of the following? How about (read and rotate A-E, then F)?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)

- A. Motorists \_\_\_\_\_ (2211)
- B. The potential for crime \_\_\_\_\_ (2212)
- C. Uneven walkways or roadway surfaces \_\_\_\_\_ (2213)
- D. Dogs or other animals \_\_\_\_\_ (2214)
- E. Too much bicycle or pedestrian traffic \_\_\_\_\_ (2215)
- F. Something else? (If "Yes", ask:) What else?  
(Open ended)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 No/Nothing else
- 05 HOLD

\_\_\_\_\_ (2216) \_\_\_\_\_ (2217)

(If code 1 in #38a-A, Continue;  
Otherwise, Skip to #39)

HOLD

\_\_\_\_\_ 0 (1636-  
1642)

38b. What did motorists do to make you feel threatened? (Open ended and code) (Allow three responses)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Cut me off
- 07 Entered intersection without looking
- 08 Drove very close to me
- 09 Honked at me
- 10 Almost hit me/near miss
- 11 Just the presence of the motorist was threatening
- 12 Too fast

		1st		
		Resp:	(1643)	(1644)
		2nd		
		Resp:	(1645)	(1646)
		3rd		
		Resp:	(1647)	(1648)

39. You may have already mentioned this but, the last time you rode your bike, was it dark or near-dark outside for any part of your ride?

- 1 Yes
- 2 No
- 3 (DK/Not sure)
- 4 (Refused) \_\_\_\_\_ (1649)

39a. During the past year, how much of your biking was done when it was dark or nearly dark outside? (Read 5-0)

- 5 Nearly all
- 4 More than half
- 3 About half
- 2 Some
- 1 Almost none
- 0 None
  
- 6 (DK)
- 7 (Refused) \_\_\_\_\_ (1650)

(If code 2-5 in #39a, Continue;  
Otherwise, Skip to "Read" before #41)

39b. When you ride your bike after dark, do you do anything to make yourself more visible to motorists?

- 1 Yes - (Continue)
- 2 No (Skip to "Read" before #41)
- 3 (DK) (Skip to "Read" before #41)
- 4 (Refused) (Skip to "Read" before #41) \_\_\_\_\_ (1651)

40. (If code 1 in #39b, ask:) What do you do to make yourself or your bike more visible after dark? (Open ended and code) (Allow three responses)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Use bike headlight
- 07 Use bike taillight
- 08 Wear fluorescent or reflective clothing/shoes
- 09 Wear other lights on self or belongings
- 10 Ensure bicycle has reflectors
- 11 Ride only in well-lit areas

_____	1st Resp:	_____ (1652)	_____ (1653)
_____	2nd Resp:	_____ (1654)	_____ (1655)
_____	3rd Resp:	_____ (1656)	_____ (1657)

**GENERAL BICYCLE HABITS**

**(READ:)** Now I would like to know about your biking habits.

41. Compared to about a year ago, would you say you are now riding a bike more often, less often or about the same amount?

- 3 More often
- 2 Same amount
- 1 Less often
  
- 4 (DK)
- 5 (Refused)

\_\_\_\_\_ (1658)

42. Are bike PATHS, that is, paths away from the road on which bikes can travel, available [(If code 2-4 in #1, read:) in the area where you live/(If code 1 in #1 AND code 4 in #2, read:) in the areas where you would ride/(If code 1-3 in #2, read:) in the areas where you ride]?

- 1 Yes - (Continue)
  
- 2 No (Skip to #44)
- 3 (DK) (Skip to #44)
- 4 (Refused) (Skip to #44)

\_\_\_\_\_ (1659)

42a. (If code 1 in #42, ask:) Do you ride on bike paths (read 5-1)?

- 5 Every time you ride a bike (Skip to #44)
- 4 Most of the time (Skip to #44)
- 3 Some of the time (Skip to #44)
  
- 2 Hardly ever, OR (Continue)
- 1 Never (Continue)
  
- 6 (DK) (Skip to #44)
- 7 (Refused) (Skip to #44)

\_\_\_\_\_ (1660)

43. (If code 1 or 2 in #42a, ask:) What is the main reason that you choose not to use the bike paths? (Open ended and code)  
(INTERVIEWER NOTE: If respondent says, Don't like them; Probe for why)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Not in good repair
- 07 Don't go where I need to go
- 08 Too crowded with bicycles or pedestrians
- 09 HOLD
- 10 Don't feel safe

\_\_\_\_\_  
(1661) (1662)

44. Are bike LANES, that is, marked lanes on a public road reserved for bikes to travel, available [(If code 2-4 in #1, read:) in the area where you live/(If code 1 in #1 AND code 4 in #2, read:) in the areas where you would ride/(If code 1-3 in #2, read:) in the areas where you ride]?

- 1 Yes - (Continue)
- 2 No (Skip to #46a)
- 3 (DK) (Skip to #46a)
- 4 (Refused) (Skip to #46a)

\_\_\_\_\_(1663)

44a. (If code 1 in #44, ask:) Do you ride in bike LANES (read 5-1)?

- 5 Every time you ride a bike (Skip to #46a)
- 4 Most of the time (Skip to #46a)
- 3 Some of the time (Skip to #46a)
  
- 2 Hardly ever, OR (Continue)
- 1 Never (Continue)
  
- 6 (DK) (Skip to #46a)
- 7 (Refused) (Skip to #46a)

\_\_\_\_\_(1664)



45. (If code 1 or 2 in #44a, ask:) What is the main reason that you choose not to use the bike lanes? (Open ended and code)  
(INTERVIEWER NOTE: If respondent says, Don't like them; Probe for why)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Not in good repair
- 07 Don't go where I need to go
- 08 Too crowded with bicycles or pedestrians
- 09 HOLD
- 10 Don't feel safe

\_\_\_\_\_  
(1665) (1666)

46a. When riding your bike in the street, do you typically ride (read 1-2)?

- 1 Facing traffic, that is, riding against the direction of the cars
- 2 With traffic, that is riding in the same direction as the cars
  
- 3 (Varies/Depends)
- 4 (Not applicable/Never ride in the street)
- 5 (DK)
- 6 (Refused)

\_\_\_\_\_(1667)

46b. When riding your bike on sidewalks, do you typically ride (read 1-2)?

- 1 Facing traffic (If necessary, read:) that is, riding against the direction of the cars
- 2 With traffic (If necessary, read:) that is riding in the same direction as the cars
- 3 (Varies/Depends)
- 4 (Not applicable/Never ride on sidewalks)
- 5 (DK)
- 6 (Refused)

\_\_\_\_\_ (1668)

46c. In the past two years, were you ever injured while you were riding a bike? Only count injuries that required attention by a medical professional.

- 1 Yes - **(Continue)**
- 2 No **(Skip to #47)**
- 3 (DK/Not sure) **(Skip to #47)**
- 4 (Refused) **(Skip to #47)**

\_\_\_\_\_ (1669)

46d. (If code 1 in #46c, ask:) Was this injury a result of being hit by a motor vehicle?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (1670)

47. When riding a bike, do you wear a helmet for (read 6-1)?

- 6 All of your rides
- 5 Nearly all of your rides
- 4 Most of your rides
- 3 Some of your rides
- 2 Not very many of your rides
- 1 Never or you don't have access to a helmet
- 7 (DK)
- 8 (Refused)

\_\_\_\_\_ (1671)

(If code 6 in #47, Skip to #48a;  
Otherwise, Continue)

48. What are the reasons you don't always wear a bike helmet? Is it because (read and rotate A-I, then read J)?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)**

- A. You forget to wear it \_\_\_\_\_ (2218)
- B. You don't think helmets provide much protection in case of accident \_\_\_\_\_ (2219)
- C. You don't like the way you look when you wear a helmet \_\_\_\_\_ (2220)
- D. Helmets obstruct your vision \_\_\_\_\_ (2221)
- E. Helmets are uncomfortable \_\_\_\_\_ (2222)
- F. You don't wear a helmet for short trips \_\_\_\_\_ (2223)
- G. It's too hot wearing a helmet \_\_\_\_\_ (2224)
- H. Helmets cost too much \_\_\_\_\_ (2225)
- I. You don't have a helmet \_\_\_\_\_ (2226)
- J. Some other reasons? (If "Yes", ask:) What other reason? (Open ended and code)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 No/No other reason
- 05 HOLD
  
- 06 Don't need to wear one

\_\_\_\_\_  
(2227) (2228)

HOLD

0 (1672-1682)

**BICYCLIST SATISFACTION QUESTIONS**

48a. How satisfied are you with how your local community is designed for making bike riding safe? Are you **(read 5-1)**?

- 5 Very satisfied
- 4 Somewhat satisfied
- 3 Neither satisfied nor dissatisfied
- 2 Somewhat dissatisfied
- 1 Very dissatisfied

- 6 (DK)
- 7 (Refused)

\_\_\_\_\_ (1701)

48b. Are there any changes you would like made in your community for bicyclists?

- 1 Yes - **(Continue)**
- 2 No **(Skip to #49)**
- 3 (DK) **(Skip to #49)**
- 4 (Refused) **(Skip to #49)**

\_\_\_\_\_ (1702)

48c. **(If code 1 in #48b, ask:)** What changes would you like to see made in your community? (Open ended and code) **(Allow three responses)**

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 More bike trails
- 07 More bike paths
- 08 More bike lanes
- 09 Allow bikes on sidewalks
- 10 Don't allow bikes on sidewalks

		1st		
		Resp:	_____	_____
			(1703)	(1704)
		2nd		
		Resp:	_____	_____
			(1705)	(1706)
		3rd		
		Resp:	_____	_____
			(1707)	(1708)

49. Does your state have a law that requires adults and/or children to wear a helmet when riding a bike? (Open ended and code) **(PROBE TO FIT RESPONSE INTO APPROPRIATE CATEGORY)**

- 1 Yes, adults only
- 2 Yes, children only
- 3 Yes, both adults and children
- 4 No
- 5 (DK)
- 6 (Refused)

\_\_\_\_\_ (1709)

50. Do you favor or oppose laws that require (read and rotate A-B)?
- 1 Favor
  - 2 Oppose
  - 3 (DK/no opinion)
  - 4 (Refused)
- A. Children to wear helmets whenever they are riding a bike \_\_\_\_\_ (1710)
- B. Adults to wear helmets whenever they are riding a bike \_\_\_\_\_ (1711)

51. Now I would like to know your personal opinions about biking. Please indicate how strongly you agree or disagree with the following statements about biking. For each, please tell me if you (read 5-1). How about (read and rotate A-E)?
- 5 Strongly agree
  - 4 Somewhat agree
  - 3 Neither agree nor disagree
  - 2 Somewhat disagree
  - 1 Strongly disagree
- 6 (DK)
  - 7 (Refused)
- A. I would like to bike more than I am now \_\_\_\_\_ (1712)
- B. Biking is a great form of transportation in the area where I live \_\_\_\_\_ (1713)
- C. Biking is a great form of exercise for me \_\_\_\_\_ (1714)
- D. Biking is an enjoyable activity to do alone \_\_\_\_\_ (1715)
- E. Biking is an enjoyable activity to do in a group \_\_\_\_\_ (1716)

**PEDESTRIANS:**

**GENERAL**

CLOCK:

\_\_\_\_\_  
(2813 - 2816)

**(READ:)** This next section is about walking rather than biking. By walking we mean any outdoor walking, jogging, or running that lasts at least 5 minutes or more. **(INTERVIEWER NOTE: If respondent asks, they should NOT include roller-blading, roller-skating, skateboarding and scooter use)**

52. On average during the summer months, how often do you walk? **(Read 1-4) (If necessary, read:)** Summer months are May through September.

- 1 At least once a week
- 2 At least once a month, but not weekly
- 3 Less than once a month, but at least once during the summer
- 4 Never
- 5 (DK)
- 6 (Refused)

\_\_\_\_\_(1717)

**(If code 1 in #52, Continue;**  
**If code 2 in #52, Skip to #52b;**  
**If code 3 in #52, Skip to #52c;**  
**If code 4 in #52, Skip to #52e;**  
**Otherwise, Skip to #101)**

52a. On average during the summer months, how many days per week do you walk? (Open ended and code)

- 1 1 day a week
- 2 2 days a week
- 3 3 days a week
- 4 4 days a week
- 5 5 days a week
- 6 6 days a week
- 7 7 days a week/every day
- 8 (DK)
- 9 (Refused)

\_\_\_\_\_ (2229)

(All in #52a, Skip to #52c)

52b. (If code 2 in #52, ask:) On average during the summer months, how many days per month do you walk? (Open ended and code actual number)

- 01-
- 31
  
- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (2230) \_\_\_\_\_ (2231)

52c. Thinking about the past 30 days, about how many of those days did you walk? (Open ended and code actual number)

- 00 None
  
- 01-
- 31
  
- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (2232) \_\_\_\_\_ (2233)

(If code 00 in #52c, Continue;  
Otherwise, Skip to "Read" before #54)

(There is no #52d)



52e. What is the primary reason you [(If code 4 in #52, read:) never walk in the summer/(If code 00 in #52c, read:) have not walked more recently]? (Open ended and code) (Probe to make sure response is coded accurately)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Bad weather/wrong season
- 07 Too busy/no opportunity
- 08 HOLD
- 09 No safe place to walk
- 10 Disability/other health impairment
- 11 HOLD
- 12 Other transportation is faster
- 13 HOLD

---

(1725) (1726)

(ALL in #52e, Skip to #92, Ask #92, Then Skip to #98)

(There is no question #53)

(READ:) For this next series of questions I would like you to think of the last day you walked OUTDOORS for 5 minutes or more for any reason in the past 30 days.

LAST WALKING TRIP

54. How many days ago was the last day you walked? (Open ended and code actual number of days)

- 00 None/Today
  
- 1-  
30
  
- 31 31 or more days ago - (Skip to #98)
  
- 32 (DK)
- 33 (Refused)

---

(1729) (1730)

**(INTERVIEWER NOTE: READ SLOWLY:)**

I would now like to know about EACH of the individual trips that you made on this day. A TRIP is defined as going from a starting point to a destination for a specific purpose without any stops along the way. If you left your house on a walk with no real destination and returned to your house that would be considered ONE trip. If you walked from your house to a friend's house for a visit, then walked back home, that would be TWO trips. If you walked from your home to a friend's house, then to a store, and then back home again, that would count as THREE trips. I am going to ask about these individual trips one at a time.

55. How many trips did you make on this most recent day you walked?  
(Open ended **and code actual number**)

01-  
30

31 31 or more  
32 (DK)  
33 (Refused)

\_\_\_\_\_  
(1731) (1732)

**WALKING TRIP ORIGIN-DESTINATION INFORMATION**

CLOCK:

\_\_\_\_\_  
(2817 - 2820)

56. What was your starting point for [(If code 01 in #55, read:) this trip/(If code 02-33 in #55, read:) your first trip of the day]? (Open ended and code)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Home
- 07 Friend or relative's home
- 08 Work
- 09 School/Campus
- 10 Park/field
- 11 Grocery store/Drug store/Convenience store
- 12 Mall/Strip mall/Shopping center
- 13 Restaurant
- 14 Train/subway/bus station

\_\_\_\_\_  
(1733) (1734)

57. What time did you begin [(If code 01 in #55, read:) this trip/(If code 02-33 in #55, read:) your first trip of the day]? (Open ended and code hour and minutes and a.m./p.m.)

HOUR:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
(1735) (1736)

MINUTE:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
(1737) (1738)

- 1 a.m.
- 2 p.m.
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_  
(1739)

(If code 06 in #56, Skip to #59a;  
If code 09 in #56, Autocode as 09 in #58  
AND Skip to #59;  
If code 10 in #56, Autocode as 12 in #58  
AND Skip to #59;  
Otherwise, Continue)

58. Was the area within 1/4 mile of where you started your trip (read 06-12, as appropriate, then 01)?

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Residential
- 07 Commercial (If necessary, read:) such as shopping, retail or service business
- 08 HOLD
- 09 Public buildings (If necessary, read:) schools, hospital, government
- 10 Industrial (If necessary, read:) manufacturing or factory
- 11 Agricultural (If necessary, read:) or farm
- 12 Recreational (If necessary, read:) Parklands

\_\_\_\_\_  
(1740) (1741)

59. Was the starting point in a (read 06-08)?

- 01 Or something else (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Downtown city area (If necessary, read:) like a central business district
- 07 Urban or suburban area
- 08 Rural town or farm

\_\_\_\_\_  
(1742) (1743)

59a. What was the main purpose of this trip? (Do not read categories)  
(Open ended and code)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Commuting to work or school
- 07 Recreation
- 08 Exercise/for my health
- 09 Personal errands (to the store, post office,  
and so on)
- 10 Required for my job
- 11 Drop off/Pick up someone
- 12 Visit a friend or relative
- 13 Walk the dog

---

(1764) (1765)

60. Where did this trip end? (Open ended and code)

- 01 Other (list)
- 02 (DK)/A location you cannot remember
- 03 (Refused)/A location you prefer not to share
- 04 HOLD
- 05 HOLD
  
- 06 Home
- 07 Friend or relative's home
- 08 Work
- 09 School/Campus
- 10 Park/field
- 11 Grocery store/Drug store/Convenience store
- 12 Mall/Strip mall/Shopping center
- 13 Restaurant
- 14 Train/subway/bus station

---

(1744) (1745)

61. About what time did you get to your [(If code 02-33 in #55, read:) first] destination? [(If 02-33 in #55, read:) Remember this is your first stop of the day.] (Open ended and code hour and minutes and a.m./p.m.)

HOUR:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
(1746) (1747)

MINUTE:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
(1748) (1749)

- 1 a.m.
- 2 p.m.
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_  
(1750)

(If code 06 in #60, Skip to #64;  
If code 09 in #60, Autocode as 09 in #62  
AND Skip to #63;  
If code 10 in #60, Autocode as 12 in #62  
AND Skip to #63;  
Otherwise, Continue)

62. Was the area within 1/4 mile of where you ended this trip (read 06-12, as appropriate, then 01)?

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Residential
- 07 Commercial (If necessary, read:) such as shopping, retail or service business
- 08 HOLD
- 09 Public buildings (If necessary, read:) schools, hospital, government
- 10 Industrial (If necessary, read:) manufacturing or factory
- 11 Agricultural (If necessary, read:) or farm
- 12 Recreational (If necessary, read:) Parklands

---

(1751) (1752)

63. Was the ending point in a (read 06-08)?

- 01 Or something else (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Downtown city area (If necessary, read:) like a central business district
- 07 Urban or suburban area
- 08 Rural town or farm

---

(1753) (1754)

64. How far did you walk on this trip? (If necessary, read:) What was the distance from where you started to your first destination? (Open ended and code actual number of blocks, miles, kilometers, etc.) (INTERVIEWER NOTE: Probe to get an actual number, not a range)

a. UNITS  
01 Other (list)

02 (DK) (Skip to #66)

03 (Refused) (Skip to #66)

04 HOLD

05 HOLD

06 Blocks

07 Miles

08 Kilometers

\_\_\_\_\_  
(2234) (2235)

b. RECORD WHOLE NUMBER HERE: (NOTE: Record fraction of a number on next screen)

00 Less than 1

97 97+

98 (DK)

99 (Refused)

\_\_\_\_\_  
(2244) (2245)

64a. RECORD FRACTION:

1 1/8 (response in #64)

2 1/4 (response in #64)

3 1/3 (response in #64)

4 1/2 (response in #64)

5 2/3 (response in #64)

6 3/4 (response in #64)

7 (DK)

8 (Refused)

0 (No fraction or portion of block/mile/kilometer/etc.)

(Question #65 moved to #59a)



66. Did you walk mostly on (read 06-11, then 01)?

- 01 Or some other surface (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Paved roads, not on shoulder
- 07 Shoulders of paved roads
- 08 Bike lanes on roads
- 09 Sidewalks
- 10 Bike paths, walking paths or trails
- 11 Unpaved roads (for example dirt, gravel, sand)
- 12 (Mall or other indoor surface)
- 13 (Grass or fields)
- 14 (Running/Walking track)

---

(1766) (1767)

67. On this trip, did you walk on a surface that was mainly (read 06-08, then 01)?

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Flat
- 07 Flat with a hill or two
- 08 Mostly hills

---

(1768) (1769)

68. How many other people were with you on this trip? (Open ended **and code actual number of people**)

00 Traveled alone

01-

30

31 31+

32 (DK)

33 (Refused)

---

(1770) (1771)

**(If code 01 in #55, Continue;**  
**Otherwise, Skip to #71)**

69. Did you take any more walking trips on this day?

1 Yes - (Continue)

2 No (Skip to Clock before #85)

3 (DK) (Skip to Clock before #85)

4 (Refused) (Skip to Clock before #85) \_\_\_\_\_ (1772)

70. How many more walking trips did you take on this day? (Open ended **and code actual number**)

01-

30

31 31 or more

32 (DK)

33 (Refused)

---

(1773) (1774)

(SURVENT NOTE: Ask #71-#84 for each trip before going to the next trip, if applicable)

71. Now, I'll ask you about your (read A-E, as appropriate) trip. You just mentioned you ended your last trip at (a) (response in #60 or #76 A-D, as appropriate). Is this where you started your (read A-E) trip of the day?

- 1 Yes
- 2 No
- 3 (No more trips) - (Skip to Clock before #85)
- 4 (DK)
- 5 (Refused)

- (#60) A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second \_\_\_\_\_ (1775)
- (#76-A) B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third \_\_\_\_\_ (1776)
- (#76-B) C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth \_\_\_\_\_ (1777)
- (#76-C) D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth \_\_\_\_\_ (1778)
- (#76-D) E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth \_\_\_\_\_ (1779)

(For each code 1 in #71 A-E,  
Autocode response from #60 or #76 A-D, as appropriate  
into #72 A-E, as appropriate AND Skip to #73;  
Otherwise, Continue)

72. What was your starting point for this trip? (Display A-E, as appropriate) (Open ended and code)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Home
- 07 Friend or relative's home
- 08 Work
- 09 School/Campus
- 10 Park/field
- 11 Grocery store/Drug store/Convenience store
- 12 Mall/Strip mall/Shopping center
- 13 Restaurant
- 14 Train/subway/bus station

(#60) A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_  
 (1801) (1802)

(#76-A) B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_  
 (1803) (1804)

(#76-B) C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_  
 (1805) (1806)

(#76-C) D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_  
 (1807) (1808)

(#76-D) E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_  
 (1809) (1810)

73. (If code 02-33 in #55 OR code 1 in #69, ask:) About what time did you begin this trip? (Display A-E, as appropriate) (Open ended **and code hour and minutes and a.m./p.m.**)

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

HOUR:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (1811) (1812)

MINUTE:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (1813) (1814)

- 1 a.m.
- 2 p.m.
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (1815)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

HOUR:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (1816) (1817)

MINUTE:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_ (1818) (1819)

- 1 a.m.
- 2 p.m.
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (1820)

73. (Continued:)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

HOURL:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
\_\_\_\_\_  
(1821) (1822)

MINUTE:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
\_\_\_\_\_  
(1823) (1824)

- 1 a.m.
- 2 p.m.
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_  
(1825)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

HOURL:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
\_\_\_\_\_  
(1826) (1827)

MINUTE:

- 98 (DK)
- 99 (Refused)

\_\_\_\_\_  
\_\_\_\_\_  
(1828) (1829)

- 1 a.m.
- 2 p.m.
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_  
(1830)

73. (Continued:)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

HOURL:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
\_\_\_\_\_  
(1831) (1832)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
\_\_\_\_\_  
(1833) (1834)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_  
(1835)

(For each code 1 in #71 A-E,  
Autocode response from #62 or #78 A-D, as appropriate  
into #74 A-E, as appropriate AND  
Autocode response from #63 or #79 A-E, as appropriate  
into #75 A-E, as appropriate AND Skip to #75a;  
Otherwise, Continue)

(If code 06 in #72 A-E, as appropriate, Skip to #75a;  
If code 09 in #72, Autocode as 09 in #74  
AND Skip to #75;  
If code 10 in #72, Autocode as 12 in #74  
AND Skip to #75;  
Otherwise, Continue)

74. Was the area within 1/4 mile of where you started this trip (read 06-12, as appropriate, then 01)?

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Residential
- 07 Commercial (If necessary, read:) such as shopping, retail or service business
- 08 HOLD
- 09 Public buildings (If necessary, read:) schools, hospital, government
- 10 Industrial (If necessary, read:) manufacturing or factory
- 11 Agricultural (If necessary, read:) or farm
- 12 Recreational (If necessary, read:) Parklands

(#62) A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_  
(1836) (1837)

(#78-A) B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_  
(1838) (1839)

(#78-B) C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_  
(1840) (1841)

(#78-C) D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_  
(1842) (1843)

(#78-D) E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_  
(1844) (1845)



75. Did this trip begin in an area that was in a (read 06-08)?

- 01 Or something else (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD

- 06 Downtown city area (If necessary, read:) like a central business district
- 07 Urban or suburban area
- 08 Rural town or farm

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_ (1846) (1847)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_ (1848) (1849)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_ (1850) (1851)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_ (1852) (1853)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_ (1854) (1855)

75a. What was the main purpose of this trip? (Display A-E, as appropriate) (Open ended and code) (Do not read categories)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD

- 06 Commuting to work or school
- 07 Recreation
- 08 Exercise/for my health
- 09 Personal errands (to the store, post office, and so on)
- 10 Required for my job
- 11 Drop off/Pick up someone
- 12 Visit a friend or relative
- 13 Walk the dog

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_  
(1966) (1967)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_  
(1968) (1969)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_  
(1970) (1971)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_  
(1972) (1973)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_  
(1974) (1975)

76. Where did this trip end? (Display A-E, as appropriate) (Open ended and code)

- 01 Other (list)
- 02 (DK)/A location you cannot remember
- 03 (Refused)/A location you prefer not to share
- 04 HOLD
- 05 HOLD

- 06 Home
- 07 Friend or relative's home
- 08 Work
- 09 School/Campus
- 10 Park/field
- 11 Grocery store/Drug store/Convenience store
- 12 Mall/Strip mall/Shopping center
- 13 Restaurant
- 14 Train/subway/bus station

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_  
(1856) (1857)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_  
(1858) (1859)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_  
(1860) (1861)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_  
(1862) (1863)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_  
(1864) (1865)

77. About what time did you get to your destination for this trip?  
(Display A-E, as appropriate) (Open ended and code hour and minutes and a.m./p.m.)

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

HOUR:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1867) (1868)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1869) (1870)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_  
(1871)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

HOUR:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1872) (1873)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1874) (1875)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_  
(1876)

77. (Continued:)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

HOUR:

98 (DK)

99 (Refused)

\_\_\_\_\_  
(1877) (1878)

MINUTE:

98 (DK)

99 (Refused)

\_\_\_\_\_  
(1879) (1880)

1 a.m.

2 p.m.

3 (DK)

4 (Refused)

\_\_\_\_\_(1881)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

HOUR:

98 (DK)

99 (Refused)

\_\_\_\_\_  
(1882) (1883)

MINUTE:

98 (DK)

99 (Refused)

\_\_\_\_\_  
(1884) (1885)

1 a.m.

2 p.m.

3 (DK)

4 (Refused)

\_\_\_\_\_(1886)

77. (Continued:)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

HOURL:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1887) (1888)

MINUTE:

98 (DK)  
99 (Refused)

\_\_\_\_\_  
(1889) (1890)

1 a.m.  
2 p.m.  
3 (DK)  
4 (Refused)

\_\_\_\_\_  
(1891)

(If code 06 in #76, Skip to #80;  
If code 09 in #76, Autocode as 09 in #78  
AND Skip to #79;  
If code 10 in #76, Autocode as 12 in #78  
AND Skip to #79;  
Otherwise, Continue)

78. Was the area within 1/4 mile of where you ended this trip (read 06-12, as appropriate, then 01)? (Display A-E, as appropriate)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD

- 06 Residential
- 07 Commercial (If necessary, read:) such as shopping, retail or service business
- 08 HOLD
- 09 Public buildings (If necessary, read:) schools, hospital, government
- 10 Industrial (If necessary, read:) manufacturing or factory
- 11 Agricultural (If necessary, read:) or farm
- 12 Recreational (If necessary, read:) Parklands

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_ (1901) (1902)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_ (1903) (1904)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_ (1905) (1906)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_ (1907) (1908)

78. (Continued:)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_ (1909) (1910)

79. Was the ending point in a (read 06-08)? (Display A-E, as appropriate)

- 01 Or something else (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD

- 06 Downtown city area (If necessary, read:) like a central business district
- 07 Urban or suburban area
- 08 Rural town or farm

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_ (1911) (1912)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_ (1913) (1914)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_ (1915) (1916)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_ (1917) (1918)



79. (Continued:)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_  
(1919) (1920)

80. How far did you walk on this trip? (Open ended and code actual number of blocks, miles, kilometers, etc.) (INTERVIEWER NOTE: Probe to get an actual number, not a range)

a. UNITS

01 Other (list)

02 (DK) (Skip to #82)

03 (Refused) (Skip to #82)

04 HOLD

05 HOLD

06 Blocks

07 Miles

08 Kilometers

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_  
(1921) (1922)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_  
(1923) (1924)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_  
(1925) (1926)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_  
(1927) (1928)

80. (Continued:)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_

(1929) (1930)

b. RECORD WHOLE NUMBER HERE: (NOTE: Record fraction of a number on next screen)

- 00 Less than 1
- 97 97+
- 98 (DK)
- 99 (Refused)

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_

(2259) (2260)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_

(2261) (2262)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_

(2263) (2264)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_

(2265) (2266)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_

(2267) (2268)

80a. RECORD FRACTION:

- 1 1/8 (response in #80 A-E, as appropriate)
- 2 1/4 (response in #80-A-E, as appropriate)
- 3 1/3 (response in #80-A-E, as appropriate)
- 4 1/2 (response in #80-A-E, as appropriate)
- 5 2/3 (response in #80-A-E, as appropriate)
- 6 3/4 (response in #80-A-E, as appropriate)
- 7 (DK)
- 8 (Refused)
- 0 (No fraction or portion of block/mile/kilometer, etc.)

- A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second \_\_\_\_\_ (1936)
- B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third \_\_\_\_\_ (1937)
- C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth \_\_\_\_\_ (1938)
- D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth \_\_\_\_\_ (1939)
- E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth \_\_\_\_\_ (1940)

(Question #81 moved to #75a)

82. On this trip, did you walk mostly on (read 06-11, then 01)?  
(Display A-E, as appropriate)

- 01 Or some other surface (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Paved roads, not on shoulder
- 07 Shoulders of paved roads
- 08 Bike lanes on roads
- 09 Sidewalks
- 10 Bike paths, walking paths or trails
- 11 Unpaved roads (for example dirt, gravel, sand)
- 12 (Mall or other indoor surface)
- 13 (Grass or field)
- 14 (Running/walking track)

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_ (1976) (1977)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_ (1978) (1979)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_ (1980) (1981)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_ (1982) (1983)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_ (1984) (1985)

83. On this trip, did you walk on a surface that was mainly (read 06-08, then 01)? (Display A-E, as appropriate)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Flat
- 07 Flat with a hill or two
- 08 Mostly hills

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_ (2001) \_\_\_\_\_

(2002)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_ (2003) \_\_\_\_\_

(2004)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_ (2005) (2006)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_ (2007) (2008)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_ (2009) (2010)

84. How many other people were with you on this trip? (Display A-E, as appropriate) (Open ended and code actual number of people)

00 Traveled alone

01-

30

31 31+

32 (DK)

33 (Refused)

A. (If code 02-33 in #55 OR code 1 in #69, ask:) Second

\_\_\_\_\_  
(2011) (2012)

B. (If code 03-33 in #55 OR code 1 in #69, ask:) Third

\_\_\_\_\_  
(2013) (2014)

C. (If code 04-33 in #55 OR code 1 in #69, ask:) Fourth

\_\_\_\_\_  
(2015) (2016)

D. (If code 05-33 in #55 OR code 1 in #69, ask:) Fifth

\_\_\_\_\_  
(2017) (2018)

E. (If code 06-33 in #55 OR code 1 in #69, ask:) Sixth

\_\_\_\_\_  
(2019) (2020)

CLOCK:

\_\_\_\_\_  
(2821 - 2824)

85. [Is the walking trip/Are the walking trips] you just reported typical of the kind(s) of trips you usually take?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (2021)

(If ONLY code 07, 08 or BLANK in #59a and #75a A-E,  
Skip to #88;  
Otherwise, Continue)

86. On that day, were other types of transportation available to you that you could have used instead of walking?

- 1 Yes - (Continue)
- 2 No (Skip to #88)
- 3 (DK) (Skip to #88)
- 4 (Refused) (Skip to #88)

\_\_\_\_\_ (2022)

87. (If code 1 in #86, ask:) What is the main reason that you chose to walk instead of some other form of transportation that day? (Open ended and code)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Walking is cheaper
- 07 Walking is faster
- 08 For the exercise
- 09 For recreation
- 10 No parking
- 11 Enjoy walking/Good weather

\_\_\_\_\_ (2023) \_\_\_\_\_ (2024)

88. Did you feel threatened for your personal safety at any time while walking that day?

- 1 Yes - (Continue)
- 2 No (Skip to #89)
- 3 (DK) (Skip to #89)
- 4 (Refused) (Skip to #89)

\_\_\_\_\_ (2025)

88a. (If code 1 in #88, ask:) Did you feel threatened for your personal safety because of any of the following? How about (read and rotate A-E, then F)?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)

A. Motorists \_\_\_\_\_ (2269)

B. The potential for crime \_\_\_\_\_ (2270)

C. Uneven walkways or roadway surfaces \_\_\_\_\_ (2271)

D. Dogs or other animals \_\_\_\_\_ (2272)

E. Too much bicycle or pedestrian traffic \_\_\_\_\_ (2273)

F. Something else? (If "Yes", ask:) What else?  
(Open ended)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 No/Nothing else
- 05 HOLD

(2274)

(2275)

(If code 1 in #88a-A, Continue;  
Otherwise, Skip to #89)

HOLD

\_\_\_\_\_ 0 (1636-  
1642)



88b. What did motorists do to make you feel threatened? (Open ended and code) (Allow three responses)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Cut me off
- 07 Entered intersection without looking
- 08 Drove very close to me
- 09 Honked at me
- 10 Almost hit me/near miss
- 11 Just the presence of the motorist was threatening
- 12 Too fast

_____	1st Resp:	_____ (2033)	_____ (2034)
_____	2nd Resp:	_____ (2035)	_____ (2036)
_____	3rd Resp:	_____ (2037)	_____ (2038)

89. You may have already mentioned this but, the last time you walked, was it dark or near-dark outside for any part of your walk?

- 1 Yes
- 2 No
- 3 (DK/Not sure)
- 4 (Refused)

\_\_\_\_\_ (2039)

89a. During the past year, how much of your walking was done when it was dark or nearly dark outside? (Read 5-0)

- 5 Nearly all
- 4 More than half
- 3 About half
- 2 Some
- 1 Almost none
- 0 None
  
- 6 (DK)
- 7 (Refused)

\_\_\_\_\_ (2040)

(If code 2-5 in #89a, Continue;  
Otherwise, Skip to "Read" before #91)

89b. When you walk after dark, do you do anything to make yourself more visible to motorists?

- 1 Yes - (Continue)
  
- 2 No (Skip to "Read" before #91)
- 3 (DK) (Skip to "Read" before #91)
- 4 (Refused) (Skip to "Read" before #91)

\_\_\_\_\_ (2041)

90. (If code 1 in #89b, ask:) What do you do to make yourself more visible when walking after dark? (Open ended and code) (Allow three responses)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Wear light colored clothing
- 07 Wear fluorescent or reflective clothing/Shoes
- 08 Wear or carry a flashlight
- 09 Walk only in well-lit areas

		1st		
		Resp:		
			(2042)	(2043)
		2nd		
		Resp:		
			(2044)	(2045)
		3rd		
		Resp:		
			(2046)	(2047)

GENERAL WALKING HABITS

(READ:) Now I would like to know about your walking habits.

91. Compared to about a year ago, would you say you are now walking more often, less often or about the same amount?

- 3 More often
- 2 Same number of times
- 1 Less often
  
- 4 (DK)
- 5 (Refused)

\_\_\_\_\_ (2048)

92. Are sidewalks or paths available in the areas that you walk?

- 1 Yes - (Continue)
- 2 No (Skip to #94)
- 3 (DK) (Skip to #94)
- 4 (Refused) (Skip to #94)

\_\_\_\_\_ (2049)

92a. (If code 1 in #92, ask:) Do you use sidewalks or paths (read 5-1)?

- 5 Every time you walk (Skip to #94)
- 4 Most of the time (Skip to #94)
- 3 Some of the time (Skip to #94)
  
- 2 Hardly ever, OR (Continue)
- 1 Never (Continue)
  
- 6 (DK) (Skip to #94)
- 7 (Refused) (Skip to #94)

\_\_\_\_\_ (2050)

93. (If code 1 or 2 in #92a, ask:) What is the main reason that you choose not to use these sidewalks or paths? (Open ended and code) (INTERVIEWER NOTE: If respondent says, Don't like them; Probe for why)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Not in good repair
- 07 Don't go where I need to go
- 08 Too crowded
- 09 Prefer softer surface
- 10 Don't feel safe

\_\_\_\_\_ (2051) (2052) \_\_\_\_\_

94. When walking in the street, do you typically walk (read 1-2)?

1 Facing traffic, that is, walking against traffic

2 With traffic, that is walking in the same direction as the cars

3 (Varies/Depends)

4 (Not applicable/Never walk in the street)

5 (DK)

6 (Refused) \_\_\_\_\_ (2053)

95. When walking on the sidewalk, do you typically walk (read 1-2)?

1 Facing traffic (If necessary, read:) that is, walking against traffic

2 With traffic (If necessary, read:) that is walking in the same direction as the cars

3 (Varies/Depends)

4 (Not applicable/Never walk in the street)

5 (DK)

6 (Refused) \_\_\_\_\_ (2054)

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

1 Yes - (Continue)

2 No (Skip to #98)

3 (DK/Not sure) (Skip to #98)

4 (Refused) (Skip to #98) \_\_\_\_\_ (2055)

97. (If code 1 in #96, ask:) Was this injury a result of being hit by a motor vehicle?

1 Yes

2 No

3 (DK)

4 (Refused) \_\_\_\_\_ (2056)

98. How satisfied are you with how your local community is designed for making walking safe? Are you (read 5-1)?

- 5 Very satisfied
- 4 Somewhat satisfied
- 3 Neither satisfied nor dissatisfied
- 2 Somewhat dissatisfied
- 1 Very dissatisfied

- 6 (DK)
- 7 (Refused)

\_\_\_\_\_ (2057)

99. Are there any changes you would like made in your community for pedestrians?

- 1 Yes - (Continue)
- 2 No (Skip to #101)
- 3 (DK) (Skip to #101)
- 4 (Refused) (Skip to #101)

\_\_\_\_\_ (2058)

100. (If code 1 in #99, ask:) What changes would you like to see made in your community? (Open ended and code) (Allow three responses)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 More crosswalks
- 07 More sidewalks
- 08 More lights on streets
- 09 More lights on paths/trails

_____	1st Resp:	_____	_____
_____	2nd Resp:	_____	_____
_____	3rd Resp:	_____	_____

101. Now I would like to know your personal opinions about walking. Please indicate how strongly you agree or disagree with the following statements about walking. For each, please tell me if you (read 5-1). How about (read and rotate A-E)?

- 5 Strongly agree
- 4 Somewhat agree
- 3 Neither agree nor disagree
- 2 Somewhat disagree
- 1 Strongly disagree

- 6 (DK)
- 7 (Refused)

- A. I would like to walk more than I am now \_\_\_\_\_ (2065)
- B. Walking is a great form of transportation in the area where I live \_\_\_\_\_ (2066)
- C. Walking is a great form of exercise for me \_\_\_\_\_ (2067)
- D. Walking is an enjoyable activity to do alone \_\_\_\_\_ (2068)
- E. Walking is an enjoyable activity to do in a group \_\_\_\_\_ (2069)

**ATTITUDES OF BIKING AND WALKING**

102. Please indicate how strongly you agree or disagree with the following statements about pedestrian and bicycle safety and law enforcement. [**(If necessary, read:)** For each, please tell me if you **(read 5-1)**.] How about **(read and rotate A-L, as appropriate)**?

- 5 Strongly agree
- 4 Somewhat agree
- 3 Neither agree nor disagree
- 2 Somewhat disagree
- 1 Strongly disagree

- 6 (DK)
- 7 (Refused)
- 8 (Never drive)

- A. Driver manuals that are used to study for a driver's license should include more information about how to avoid accidents with PEDESTRIANS \_\_\_\_\_ (2070)
- B. Driver manuals that are used to study for a driver's license should include more information about how to avoid accidents with those who BIKE \_\_\_\_\_ (2071)
- C. BICYCLISTS should ONLY ride in bike lanes or on bike paths, not on the roads \_\_\_\_\_ (2072)
- D. PEDESTRIANS should ONLY walk on sidewalks or grass, not on the roads \_\_\_\_\_ (2073)
- E. I would be willing to increase my taxes to pay for infrastructure improvements such as bike paths, sidewalks and traffic lights to make biking and walking safer \_\_\_\_\_ (2074)
- F. I would be willing to increase my taxes to pay for educational programs for children to make their biking and walking safer \_\_\_\_\_ (2075)
- G. Police need to enforce bike helmet laws for adults \_\_\_\_\_ (2076)
- H. Police need to enforce bike helmet laws for children \_\_\_\_\_ (2276)



102. (Continued:)

- I. I support the use of traffic circles and speed bumps to reduce speeding in neighborhoods \_\_\_\_\_ (2077)
- J. A driver who doesn't yield to pedestrians walking legally at a crosswalk should be ticketed \_\_\_\_\_ (2078)
- K. (If code 1-4 in #52, ask:) As a pedestrian, most motorists yield to me when I walk legally in crosswalks \_\_\_\_\_ (2079)
- L. As a motorist, I yield to pedestrians walking legally in crosswalks \_\_\_\_\_ (2080)

**CHILDREN WALKING/BIKING SAFETY**

103. Are there any children ages 5 to 15 in your household who attend school?

- 1 Yes - (Continue)
- 2 No (Skip to CLOCK before #108)
- 3 (DK) (Skip to CLOCK before #108)
- 4 (Refused) (Skip to CLOCK before #108) \_\_\_\_\_ (2101)

104. (If code 1 in #103, ask:) Do any of the children walk or bike to school?

- 1 Yes - (Continue)
- 2 No - (Skip to #107)
- 3 (DK) (Skip to CLOCK before #108)
- 4 (Refused) (Skip to CLOCK before #108) \_\_\_\_\_ (2102)

105. (If code 1 in #104, ask:) How many days do they walk or bike to school during a typical school week? (Open ended and code)

- 1 1 day
- 2 2 days
- 3 3 days
- 4 4 days
- 5 5 days

- 6 (DK)
- 7 (Refused)

\_\_\_\_\_ (2103)

106. Is there a safe route to school for your children when they walk or bike?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (2104)

(All in #106, Skip to CLOCK before #108)

107. (If code 2 in #104, ask:) What are the primary reasons your child does not walk or bike to school? (Open ended and code) (Allow three responses)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 School is too far/Takes the bus/parents drive
- 07 Child is too young to cross streets alone
- 08 No side walks/paths/bike routes/lanes
- 09 No safe routes
- 10 Weather is usually bad
- 11 Busy streets/No crossing guard
  
- 12 Takes longer/Takes too long

		1st		
	Resp:		(2105)	(2106)
		2nd		
	Resp:		(2107)	(2108)
		3rd		
	Resp:		(2109)	(2110)
			(2825 -	2828)

CLOCK:

**(READ:)** Now, I have a few questions about the area where you live.

108. Do you currently live in a **(read 06-09, then 01)**?

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 House
- 07 Townhouse or row house
- 08 Apartment or condo
- 09 Mobile home, OR

\_\_\_\_\_ (2111) (2112)

**(Questions #109 and #110 deleted)**

HOLD

\_\_\_\_\_ 0 (2113-  
2115)

111. These next questions ask about the area that is within two blocks around where you live. Two blocks is about 1/4 mile. [**(If necessary, read:)** Or the length of about four football or soccer fields.] Are there **(read A-J, as appropriate)**?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)

A. Single-family houses \_\_\_\_\_ (2116)

B. Townhouses, apartments or condos \_\_\_\_\_ (2117)

**(Item C deleted)**

HOLD \_\_\_\_\_ 0 (2118)

D. Mobile homes \_\_\_\_\_ (2119)

E. Parks or recreational area \_\_\_\_\_ (2120)

F. Farms or ranches \_\_\_\_\_ (2121)

111. (Continued:)

- G. Commercial businesses (If necessary, read:) such as stores or restaurants \_\_\_\_\_ (2122)
- H. Public buildings (If necessary, read:) such as schools, hospital or government offices \_\_\_\_\_ (2123)
- I. Industrial buildings or factories \_\_\_\_\_ (2124)
- J. Heavy street traffic \_\_\_\_\_ (2125)

112. About how many miles is it to the nearest (read and rotate A-B)? Your best estimate is fine. (Open ended and code) (If necessary, read 01-08)

- 01 Less than a quarter of a mile
- 02 About a quarter of a mile
- 03 About half a mile
- 04 More than a half mile, but less than a mile
- 05 1 to less than 3 miles
- 06 3 to less than 5 miles
- 07 5 miles or more
- 08 None available
- 09 (DK)
- 10 (Refused)

A. Grocery store or convenience store

	(2126) (2127)	_____
	HOLD	0 (2128-2131)

B. Park or playground

		(2132) (2133)
--	--	---------------

CLOCK:

		(2829 - 2832)
--	--	---------------

DEMOGRAPHICS BEGIN HERE:

(READ:) Now, I have just a few last questions for classification purposes only. (If necessary, say:) I want to assure you again that Gallup will protect your confidentiality and privacy.

D1. AGE: What is your age? (Open ended and code actual age)

99 99+

DK (DK)

RF (Refused)

---

(2134) (2135)

(If DK or RF in D1, Continue;  
Otherwise, Skip to D1b)

D1a. AGE: Please stop me when I reach the category that includes your age? (Read 01-08)

01 16 or 17

02 18 to 24

03 25 to 34

04 35 to 44

05 45 to 54

06 55 to 64

07 65 to 74, or

08 75 or older

98 (DK)

99 (Refused)

---

(2136) (2137)

(DEMOGRAPHICS CONTINUED)

D1b. How many children, under 18 years of age, currently reside in your household? Please do not count students living away from home or boarders. (Open ended and code)

- 0 None
- 1 One
- 2 Two
- 3 Three
- 4 Four
- 5 Five
- 6 Six
- 7 Seven or more
- 8 (DK)
- 9 (Refused)

\_\_\_\_\_ (2138)

D2. EMPLOYMENT STATUS: Are you currently employed full-time, part-time, un-employed and looking for work, retired, going to school, a homemaker, or do you do something else?

- 01 Something else (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 Employed full-time
- 07 Employed part-time
- 08 Unemployed and looking for work
- 09 Retired
- 10 Going to school
- 11 Homemaker
- 12 (Disabled)

\_\_\_\_\_ (2139) (2140) \_\_\_\_\_

(DEMOGRAPHICS CONTINUED)

D3. EDUCATION: What is the highest grade or year of school you have completed? (Open ended and code)

- 01 No formal education
- 02 First through 7th grade
- 03 8th grade
- 04 Some high school
- 05 High school graduate or GED
- 06 Some college
- 07 Four-year college graduate
- 08 Some graduate school
- 09 Graduate degree
  
- 10 (DK)
- 11 (Refused)

\_\_\_\_\_ (2141) \_\_\_\_\_ (2142)

D4. ETHNICITY: Are you of Hispanic or Latino origin or descent?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (2143)

(DEMOGRAPHICS CONTINUED)



D5. RACE: Which of these groups best describes your racial background? (Read 06-10, then 01)? (Allow three responses)

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 White
- 07 Black or African-American
- 08 Asian (includes Chinese, Filipino, Japanese, Asian Indian, Korean, Vietnamese, other Asian)
- 09 American Indian or Alaskan Native
- 10 Native Hawaiian or other Pacific Islander
  
- 11 (Hispanic)

	1st Resp:	(2144) (2145)
	2nd Resp:	(2146) (2147)
	3rd Resp:	(2148) (2149)

(If code 11 in D5, Continue;  
Otherwise, Skip to D6)

(DEMOGRAPHICS CONTINUED)

D5a. Do you consider yourself to be white-Hispanic or black-Hispanic?

- 01 Other (list)
- 02 (DK)
- 03 (Refused)
- 04 HOLD
- 05 HOLD
  
- 06 White-Hispanic
- 07 Black-Hispanic
- 08 (Hispanic/Respondent refused to discriminate)

\_\_\_\_\_  
(2277) (2278)

D6. INCOME: Which of the following categories best describes your total household income before taxes in 2001? Your best estimate is fine. Would it be (read 1-7)?

- 1 Less than \$5,000
- 2 \$5,000 to less than \$15,000
- 3 \$15,000 to less than \$30,000
- 4 \$30,000 to less than \$50,000
- 5 \$50,000 to less than \$75,000
- 6 \$75,000 to less than \$100,000, OR
- 7 \$100,000 or more
  
- 8 (DK)
- 9 (Refused)

\_\_\_\_\_(2150)

D7. GENDER: (Ask if necessary) Are you male or female?

- 1 Male
- 2 Female

\_\_\_\_\_(2151)

(DEMOGRAPHICS CONTINUED)

D8. Do you currently have any disability, health impairment or condition that limits the amount of walking you can do?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (2152)

D9. How many licensed motor vehicles are owned, leased, or available for regular use by members of your household? (Open ended and code)

- 0 None
- 1 One
- 2 Two
- 3 Three
- 4 Four
- 5 Five
- 6 6 or more
  
- 7 (DK)
- 8 (Refused)

\_\_\_\_\_ (2153)

D10. For analysis purposes only, does your household have a single phone NUMBER, or does it have more than ONE phone NUMBER coming into it?  
**(NOTE TO INTERVIEWER: We need the number of different phone lines, NOT the number of TELEPHONES in the household)**

- 1 Single phone number
- 2 More than one phone number
- 3 (DK)
- 4 (Refused)

\_\_\_\_\_ (2154)

**(If code 1, 3 or 4 in D10,  
Autocode 1 in D11, and Skip to Validate and Thank;  
Otherwise, Continue)**

**(DEMOGRAPHICS CONTINUED)**

D11. And, NOT including lines dedicated to a fax machine, modem or used strictly for business purposes, how many different phone NUMBERS do you have coming into your household? (Open ended and code)

- 1 One
- 2 Two
- 3 Three
- 4 Four
- 5 Five or more

- 6 (DK)
- 7 (Refused)

\_\_\_\_\_ (2155)

(VALIDATE PHONE NUMBER AND  
THANK RESPONDENT BY SAYING:)

Again, this is \_\_\_\_\_, with the Gallup Organization of \_\_\_\_\_. I would like to thank you for your time. Our mission is to "help people be heard" and your opinions are important to Gallup in accomplishing this.

INTERVIEWER I.D. #:

\_\_\_\_\_ (571-  
574)

*REVISIONS*

6/20/02 Added: Interviewer Note to Read before #52

6/26/02 Revised: Wording in #42 and #44

jlw\2002\NHTSA\NHTSA bicycle & pedestrian 0206

DOT HS 810 973  
August 2008



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

