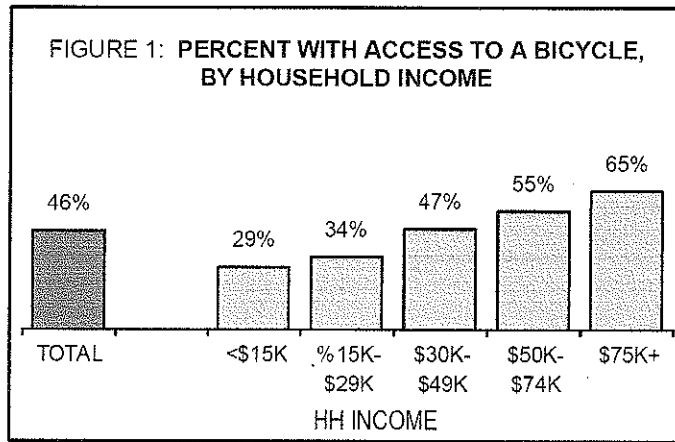


# Key Findings: Bicyclist Attitudes and Behaviors

## Access to and Use of Bicycle in Summer Months

Nearly half of people 16 or older (46%) had bicycles available for their use on a regular basis. Those under 21 were the most likely to have access (62%), while less than one-quarter (23%) of those 65 or older reported access.

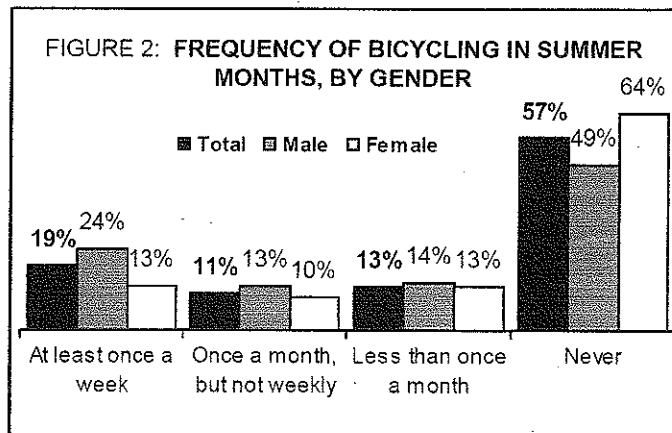
Access to a bicycle rises along with household income. Just 29 percent of those with household incomes under \$15,000 reported regular access, increasing to nearly half (47%) of those with incomes of \$30,000 to \$49,000, and two-thirds (65%) of those with household incomes of \$75,000 or more.



Q1: Do you have a bicycle available for your use on a regular basis?  
[Base: Total Population; n=9,616]

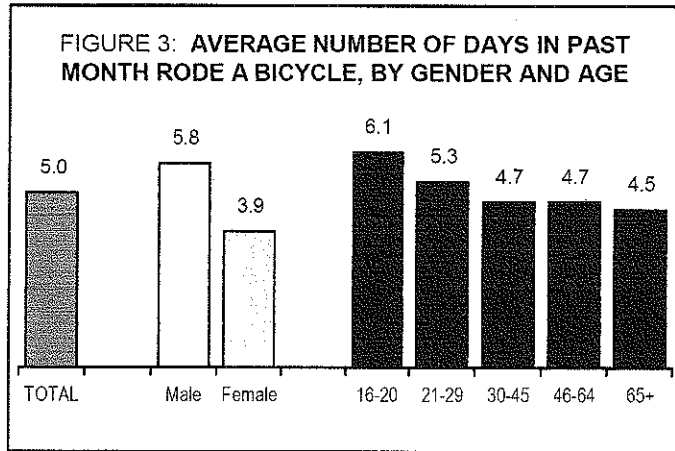
Nearly 6 in 10 (57%) people 16 or older reported that they never use bicycles during the summer months (18% of these nonusers have access to a bicycle, and 82% do not). About one in seven (13%) said they use a bicycle less than once a month, while 1 in 10 (11%) rode at least once a month, but not weekly, and 19 percent rode a bicycle at least weekly during the summer months.

While males are only somewhat more likely to have access to a bicycle than females (51% versus 42%), they are nearly twice as likely as females (24% versus 13%) to say they ride their bicycle at least once a week in the summer months.



Q2: On average, during the summer months, how often do you use a bicycle? [Base: Total population; n=9,616; Male=3,936; Female=5,680]

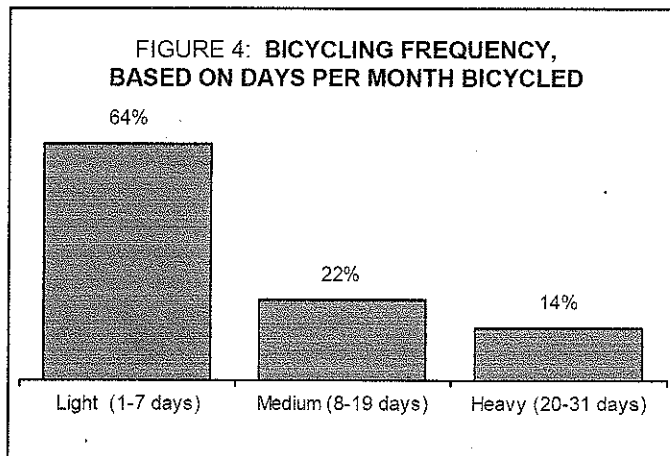
People 16 and older who bicycled at all in the summer months rode bicycles on an average of 5.0 days during the past 30 days in the summer months. Males rode an average of 5.8 days, compared to 3.9 days for females. People 16 to 20 rode bicycles more often (6.1 days) in the past 30 days than did those of older age groups.



Q2c: Thinking about the past 30 days, about how many of those days did you ride a bicycle? [Base: Total who bicycle in the summer]

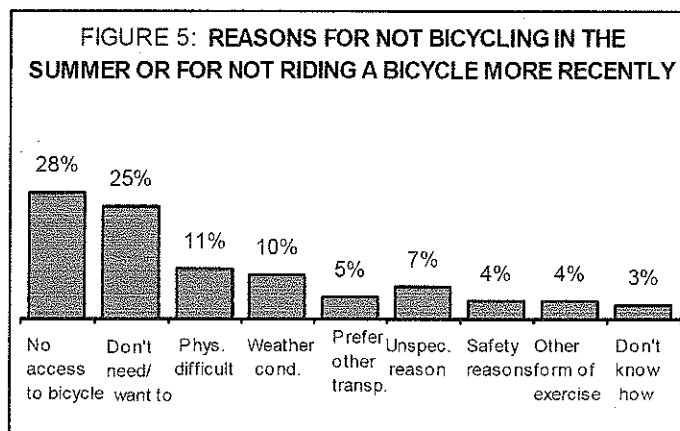
	Total	Male	Female	16-20	21-29	30-45	46-64	65+
Total who bicycle in the summer	4028	1979	2049	435	628	1684	1053	214

Bicycle riders were categorized into heavy (riding 20 or more days per month), medium (riding 8 to 19 days per month) and light (riding 1 to 7 days per month) riders. Using this classification, the majority were light-frequency bicyclists (64%), 22 percent were medium-frequency bicyclists, and 14 percent were heavy-frequency bicyclists during the preceding 30 days.



Q2c: Thinking about the past 30 days, about how many of those days did you ride a bicycle? [Base: Total who bicycle in the summer; n=4,028]

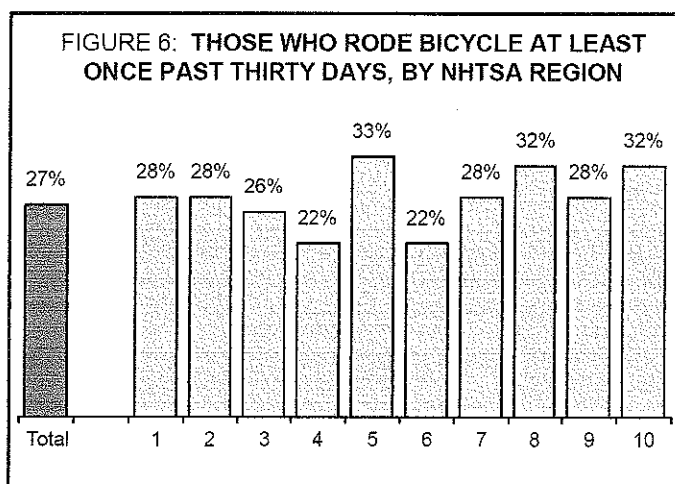
Nearly three-fourths of those 16 or older (72%) never rode a bicycle or had not done so during the past 30 days in the summer of 2002. This represents approximately 151 million people who did not bicycle. Reasons for not bicycling include lack of access to a bicycle (28%) and lack of need or desire to ride a bicycle (25%). Physical difficulty (11%) or weather conditions (10%) were each mentioned by 1 in 10. Bicyclists 65 and older were most likely to cite physical difficulty (21%) as their primary reason for not bicycling recently.



Q2e: What is the primary reason you never ride a bicycle in the summer/have not ridden a bicycle more recently? [Base: Never bicycle in summer months or have not bicycled in past 30 days; n=7,015]

Considering riding activity in the previous 30 days, about one quarter of people 16 and older (27%) reported bicycling at least once.

Males were more likely to be bicyclists than females (34% versus 21%), and those under 20 were much more likely than older adults to bicycle (42% of 16 to 20 versus 8% of 64+). The proportion of those 16 and older who rode at least once in the past 30 days ranged from highs of about one-third in the Midwest (NHTSA Region 5), Mountain States (NHTSA Region 8) and Pacific Northwest (NHTSA Region 10), to lows of 22 percent in the Southeast (NHTSA Region 4) and Mid Southwest (NHTSA Region 6).

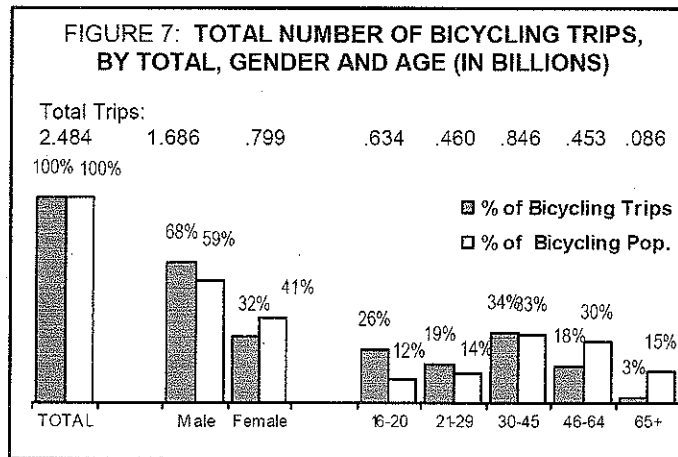


Q2c: Thinking about the past 30 days, about how many of those days did you ride a bicycle? [Base: Total population; n=9,616]

	1	2	3	4	5	6	7	8	9	10
Total Population	507	843	1027	1754	1681	1149	498	358	1316	483

During the summer months of 2002, a projected 2.484 billion bicycling trips were made by people 16 and older. Male bicyclists make a disproportionately high percentage of bicycle trips (given their size in the population) as compared to females. Bicyclists under 21 also make up more than their fair share of bicycle trips (making 26% of trips while they account for just 12% of the total bicycling population).

Light-frequency bicyclists (fewer than 7 days/month) account for the majority (59%) of all bicycling trips, while heavy cyclists (20+ days/month) account for just 19 percent of all trips.



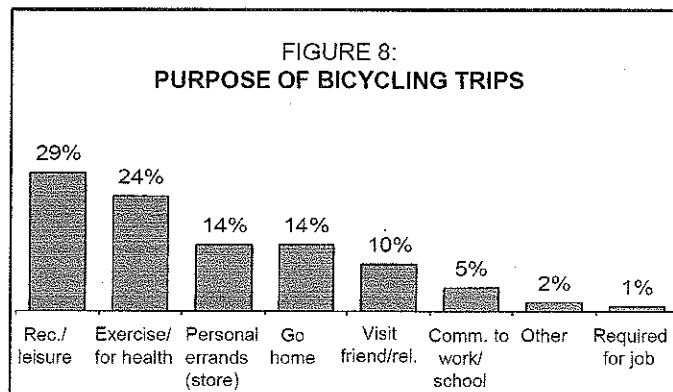
Q5: How many trips did you make on this most recent day you rode your bicycle? [Base: Rode bicycle past 30 days]

	Total	Male	Female	16-20	21-29	30-45	46-64	65+	Heavy	Medium	Light
Rode bicycle in past 30 days	2525	1325	1200	290	398	1079	626	121	324	549	1642

### Origin-Destination Information for Bicycling

Nearly 9 in 10 (89%) trips began at a residence either belonging to the bicyclist or someone else. An additional 7 percent of trips began at a leisure or recreational site such as a park. Just 1 percent began at work, and 3 percent began in some other location.

The most common purposes of trips were for recreation or leisure (29%) and for exercise or health reasons (24%). Fewer trips were made to run personal errands (14%), to go home (14%), and to visit a friend or relative (10%). Just 5 percent said they used their bicycles for commuting to work or school.



Q9,a 25a: What was the main purpose for this trip? [Base: Data for all trips; n=3,903]

## Characteristics of Bicycling Trips

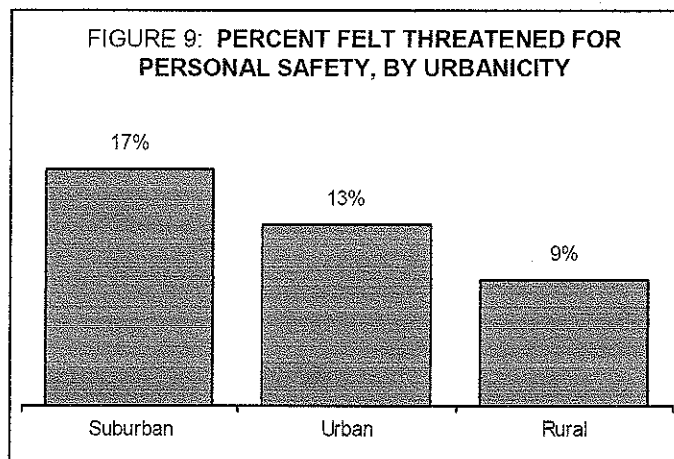
Nearly 2 of 5 trips (39%) on the most recent day of bicycling were reported to be 1 mile or less. Just 1 in 5 trips (19%) was reported as more than 5 miles (7% were deemed 10 or more miles).

Nearly half (48%) of bicyclists' trips were ridden mainly on paved roads, not on shoulders (48%). Other facilities used for bicycling trips included sidewalks (14%), bicycle paths, walking paths or trails (13%), shoulders of paved roads (13%), unpaved roads (5%), and bicycle lanes on roads (5%).

The bicycle was a preferred mode of transportation even when other modes of transportation were available. Among those who reported bicycling trips that were not just for recreational purposes, nearly 9 in 10 (86%) reported that other types of transportation were available to them that day that they could have used instead of their bicycles. Younger bicyclists (79%, 16 to 20), non-Hispanic Blacks (75%), and those with household incomes less than \$15,000 (73%) were least likely to have alternate modes of transportation available. When alternative modes of transportation were available, the bicycle was chosen primarily for the exercise (41%), though others said they chose it because they enjoy biking or good weather (21%), bicycling is convenient (12%) or for recreation (10%).

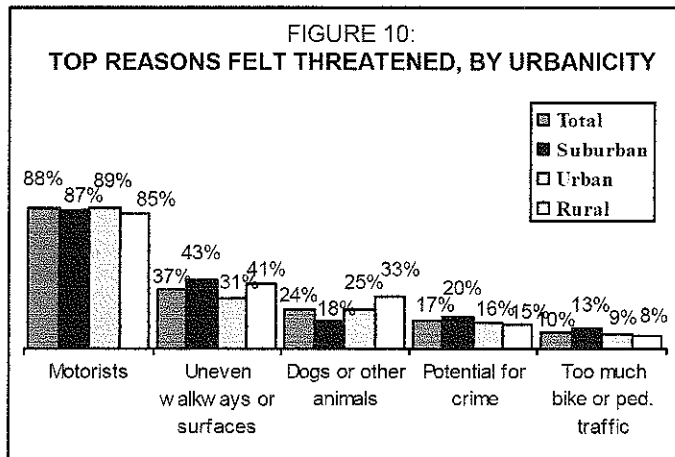
## Bicycling Safety

More than 1 in 10 bicyclists (13%) felt threatened for their personal safety on the most recent day they rode their bicycles in the previous 30 days in the summer of 2002. There were no statistically significant differences by age or gender. Bicyclists in suburban areas were more likely to feel threatened (17%) than those living in urban (13%) or rural (9%) areas. Non-Hispanic White bicyclists (12%) were less likely than those of other races to feel threatened while bicycling.



Q38: Did you feel threatened for your personal safety at any time when you rode your bicycle that day? [Base: Rode bicycle past 30 days]

Overwhelmingly, bicyclists felt threatened while bicycling primarily due to motorists (88%). More than one-third of bicyclists (37%) also reported feeling threatened for their personal safety because of uneven walkways or roadways. One in 4 (24%) felt threatened by dogs or other animals, while 17 percent felt threatened by the potential for crime. Rural bicyclists were more likely to feel threatened by dogs or other animals (33%) than were other cyclists.

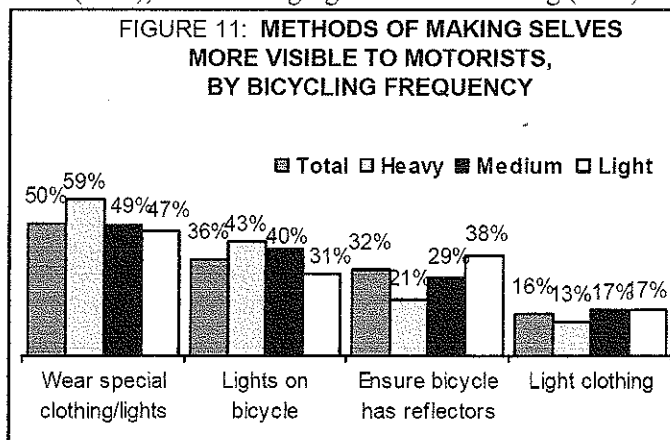


Q38a: Did you feel threatened for your personal safety because of any of the following...? [Base: Felt threatened for personal safety last time rode bicycle; n=351; Suburban=125; Urban=172; Rural=54]

Among those who reported they felt threatened by a motorist (11% of bicyclists), the top two actions seen as threatening were motorists driving too close to the bicyclist (40%), and motorists driving too fast (32%). Other reasons included the driver not seeing the bicyclist (16%), the presence of the motorist was threatening (11%), the motorist was rude (8%) and the motorist did not obey traffic laws (7%).

One in 5 (20%) bicyclists who rode in the past 30 days reported riding in the dark or near-dark for part of their rides on the last day they rode their bicycles. The proportion riding in the dark decreased with age.

Among those who spent at least some time riding in the dark or near-dark in the past year, more than 6 in 10 (63%) made efforts to make themselves more visible to motorists. The most frequently reported methods for making themselves more visible were wearing special clothing with reflectors or lights (50%), using a bicycle headlight or taillight (36%), making sure the bicycle has reflectors (32%), and wearing light-colored clothing (16%).



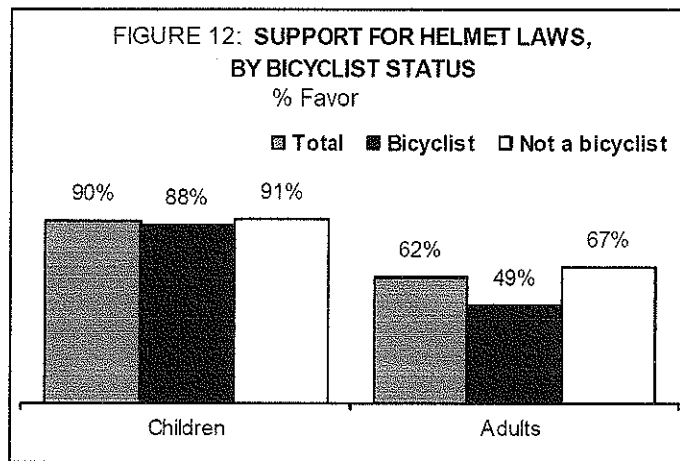
Q40: What do you do to make yourself or your bicycle more visible after dark? [Base: Do something when riding after dark to make self more visible; n=437; Heavy=110; Medium=113; Light=211]

## Helmet Laws and Use

Overall, 1 in 4 people 16 and older (24%) expressed uncertainty over whether their State has a bicycle helmet law or not, while 18 percent did say their State does not have any such law. One in 3 (32%) say their State has a law that applies to both adults and children, while 25 percent say their law applies only to children.

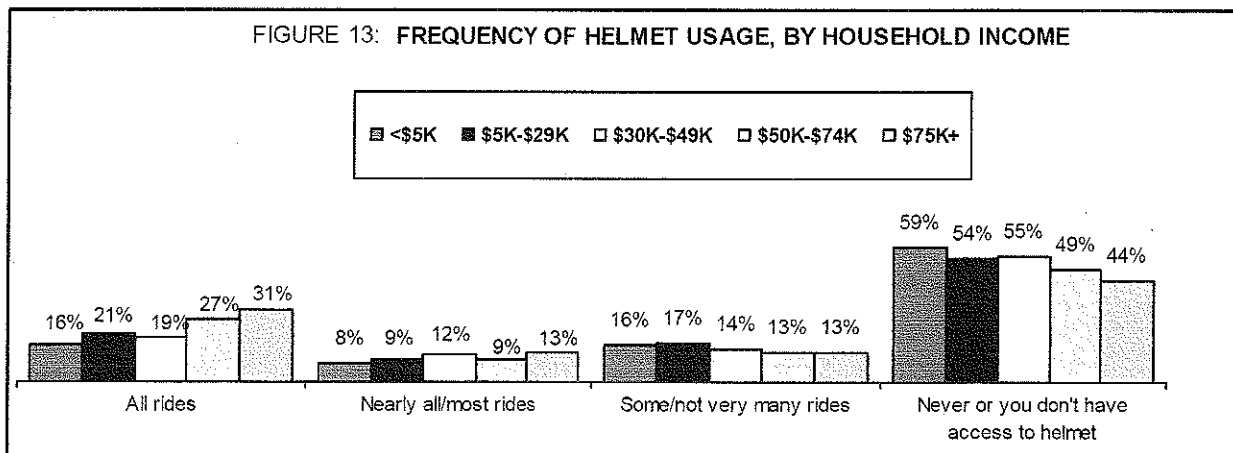
Those with children 5 to 15 living in the household were slightly more likely to say their State has a bicycle helmet law for children (28%) than were those without children 5 to 15 (24%).

Nine in 10 people 16 and older (90%) supported laws that require children to wear helmets whenever they are riding bicycles, but just 6 in 10 (62%) supported such a law for adults to always wear bicycle helmets. Bicyclists were similar to nonbicyclists in level of support for bicycle helmet laws for children (88% versus 91%) but less supportive of bicycle helmet laws than nonbicyclists (49% versus 67%).



Q50: Do you favor or oppose laws that require ...? [Base: Total Adults; Bicyclist n=2,510; Nonbicyclist=7,106]

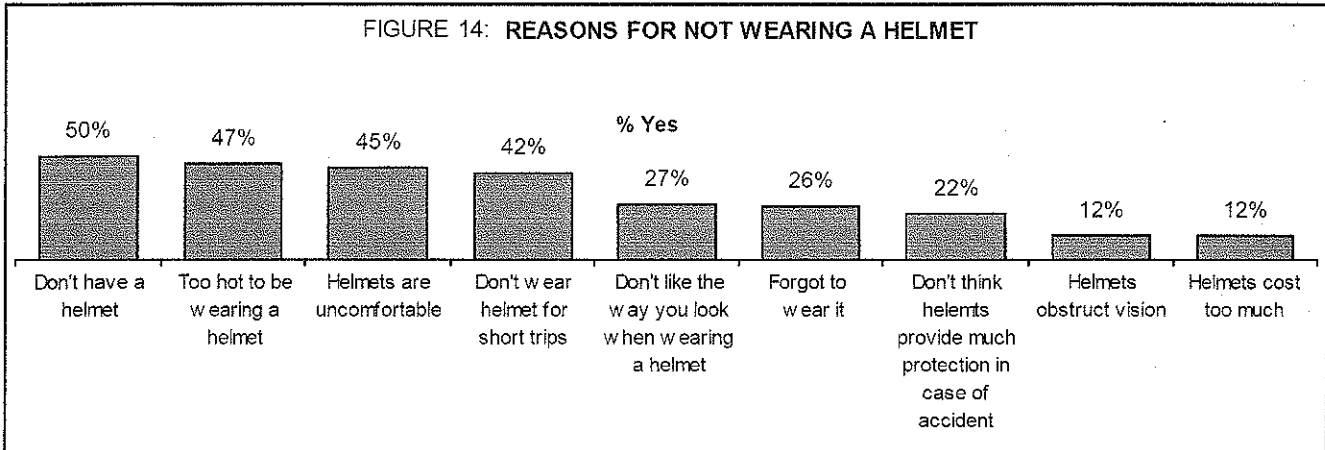
Half (50%) of all bicyclists said they never wear helmets or did not have access to helmets. About one-third (35%) reported that they wear a helmet for all (24%) or nearly all/most (11%) of their rides. Riders under 30 are less likely than older riders to wear a helmet for all rides. Usage of helmets for all bicycle rides tended to increase as household income increased, as does access to helmets.



Q47: When riding a bicycle, do you wear a helmet for...? [Base: Rode bicycle past 30 days]

	<\$15K	\$15K-\$29K	\$30K-\$49K	\$50K-\$74K	\$75K+
Rode bicycle past 30 days	194	319	553	494	720

Bicyclists who do not wear a helmet were asked which of a list of potential reasons for not wearing a helmet applied to them. The top reasons for not wearing a helmet were that the bicyclist does not have one (50%), that it is too hot in the summer months to wear a helmet (47%), that helmets are uncomfortable (45%), and that they do not wear helmets for short bicycling trips (42%). Fewer agreed that their reason for not wearing a helmet was because they do not like the way they look in a helmet (27%), that they forgot to wear it (26%), that the helmet does not provide much protection (22%), that they obstruct vision (12%), and that they are too expensive (12%).

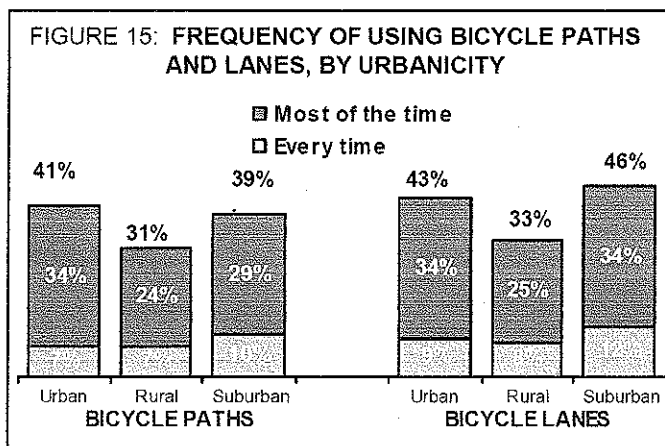


Q48: What are the reasons you don't always wear a bicycle helmet? Is it because...? [Base: Bicyclists who do not wear a helmet for all of their rides n=1,848]

### Availability and Use of Bicycle Paths/Bicycle Lanes

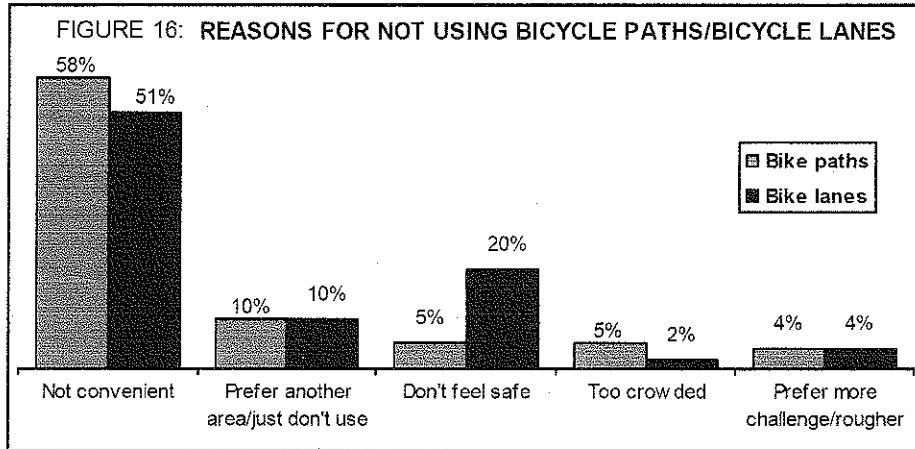
Half of bicyclists reported that bicycle paths (paths away from the road on which bikes can travel) are available in the areas they rode (50%), while one-third reported that bicycle lanes (marked lanes on a public road reserved for bikes to travel) are available (32%). The frequency of using bicycle paths and bicycle lanes was very similar, with 73 percent using bicycle paths at least some of the time they rode (39% most or all of the time), and 75 percent reporting using bicycle lanes at least some of the time they rode (43% most or all of the time).

Urban bicyclists were more likely to use bicycle paths and bicycle lanes all or most of the time (41% and 43%) than were bicyclists living in rural areas (31% and 33%).



Q42a, 44a: Do you ride on bicycle paths/bicycle lanes...? [Base: Bicyclists who have bicycle paths available where ride. n=1,292; Urban=667; Rural=199; Suburban=426/ have bicycle lanes available n=833; Urban=402; Rural=109; Suburban=322]

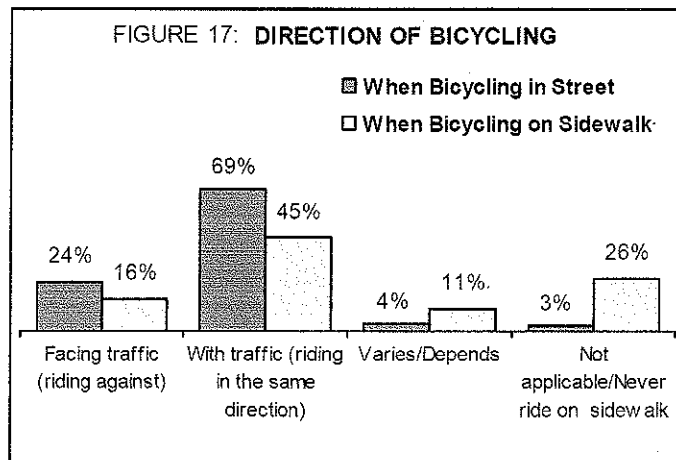
The majority of nonusers said they do not use bicycle paths (58%) or bicycle lanes (51%) because of the lack of convenience, meaning they were either not available or did not go where the bicyclist wanted to go. Another frequent reason for not using bicycle lanes was that bicyclists did not feel safe using them (20%), but this is cited much less often as a reason for not using bicycle paths (5%).



Q43, 45: What is the main reason that you choose not to use the bicycle paths/lanes? [Base: Never/hardly ever use bicycle paths/lanes – but are available; n=337; n=833]

Seven in 10 bicyclists (69%) reported that they typically ride *with* traffic when riding their bicycles in the street, that is, riding in the same direction as the cars. One in four (24%) said they typically ride *against* traffic.

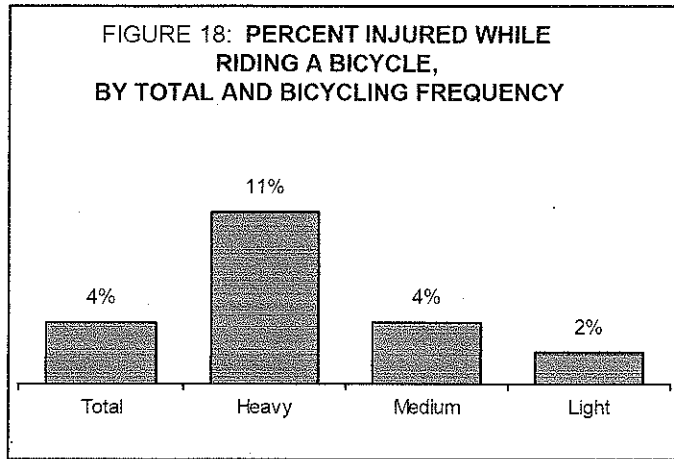
Even when riding on the sidewalk, nearly half (45%) of bicyclists said they ride in the same direction as the cars on the adjacent street. Just 16 percent said they ride facing traffic while on a sidewalk.



Q46a: When riding your bicycle in the street do you typically ride...? [Base: Rode bicycle past 30 days; n=2,525]

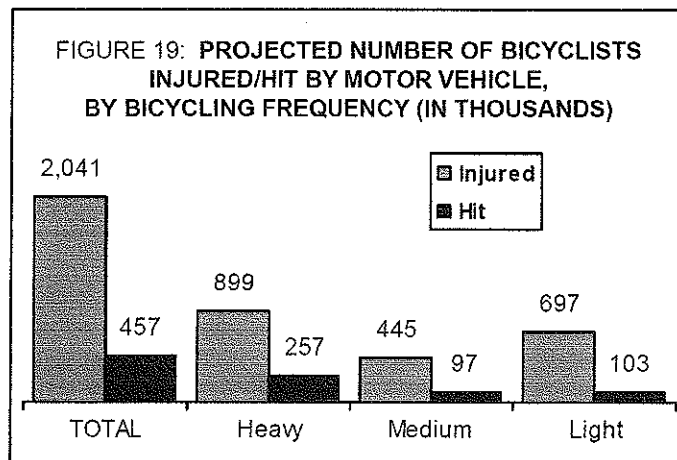
## Bicycle-Related Injuries

Just 4 percent of bicyclists 16 and older have been injured in the past two years while riding a bicycle (10% of those 16 to 20). Heavy-frequency bicyclists (20+ days/month) were more likely to experience an injury while bicycling (11%) than were medium- (4%) or light-frequency (2%) bicyclists.



Q46c: In the past two years, were you ever injured while you were riding a bicycle? [Base: Rode bicycle past 30 days; n=2,525; Heavy=324; Medium=549; Light=1,642]

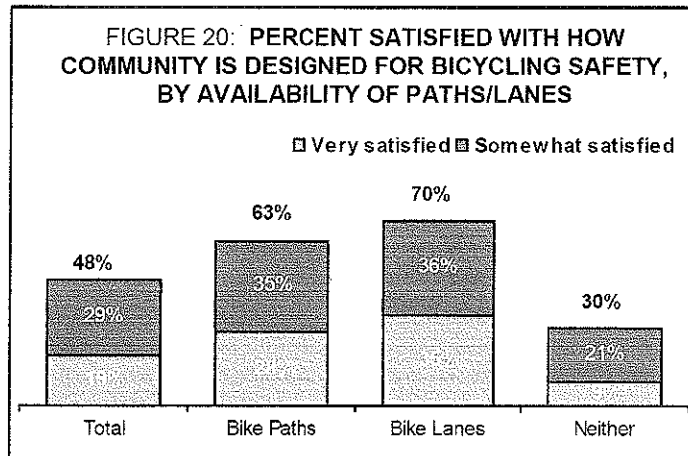
A projected 2 million bicyclists reported being injured while riding a bicycle in the past two years. An estimated 457,000 reported the injury was a result of being hit by motor vehicles. Heavy-frequency bicyclists accounted for nearly 900,000 injuries and 257,000 reported motor-vehicle-related injuries. Light-frequency bicyclists experienced nearly 700,000 injuries in the past two years, with just over 100,000 being hit by motor vehicles.



Q46c: In the past two years, were you ever injured while you were riding a bicycle? Only count injuries that required attention from a medical professional. Q46d: Was the injury a result of being hit by a motor vehicle? [Base: Rode bicycle past 30 days; N=2,525; Heavy=324; Medium=549; Light=1,642]

## Satisfaction with How Community is Designed for Bicycling

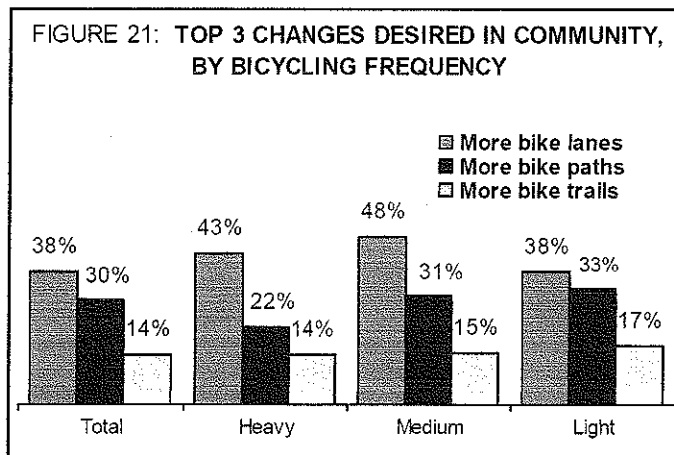
Almost half (48%) of those 16 and older were satisfied with how their communities are designed for bicycle safety. One in 5 (19%) was very satisfied. Bicyclists were more likely to be satisfied with their communities (57% very or somewhat satisfied) than were nonbicyclists (45%). Those who had access to bike lanes (70%) and bike paths (63%) were significantly more likely to be satisfied with their community than those who had neither available (30%).



Q48a: How satisfied are you with how your local community is designed for making bike riding safe? [Base total population n=9,575; Bike Paths=4,721; Bike Lanes=3,046; Neither=3,966]

Regardless of how satisfied they were with the way their communities are designed for bicycling safety, almost half of people 16 or older (47%) would like to see some changes made in their community for bicyclists. Those living in suburban areas were more likely (51%) than those in urban (47%) or rural (42%) areas to desire change.

The change most desired in the community among all cycling frequencies was to increase bicycling facilities such as more bicycle lanes (38%), more bicycle paths (30%), and more bicycle trails (14%).



Q48c: What changes would you like to see made in your community? [Base: Desire changes in community for bicyclists]