



## Appendix 3: Resident Survey

## Greenways and Trails Resident Survey

The Greenways and Trails Resident Survey was created to help determine:

- How much local residents use the existing greenways and trails system
- Residents' perceptions of the existing greenways and trails system
- How transportation mode choice relates to local trail usage
- Frequency and reasons residents walk and bicycle
- If residents are willing to pay for greenways and trails system expansion
- Problems residents encounter while walking and bicycling
- Where residents would like to see new biking and walking trails
- What improvements residents would like to make to the trail system

CCRPC staff created the 29-question survey in the fall of 2002. It was distributed to 3000 Champaign County residents in January 2003. Before distribution, surveys were divided by address into three geographic areas: rural, urban, and unknown. Approximately 1800 (60%) of the surveys were distributed to Champaign-Urbana-Savoy residents (urban), 900 (30%) to rural residents, and the remaining to addresses that could not be categorized into urban or rural (i.e. post office boxes). This distribution is consistent with the urban-rural demographic split in Champaign County.

The overall rate of return for the survey was approximately 25%. After filtering out unusable surveys (i.e. incomplete, illegible, etc), a total of 639 (21.3%) surveys were used for report tabulation. This response rate provided staff with a 95% level of confidence with a  $\pm 4$  confidence interval. In other words, if 100% of the Champaign County population were surveyed, there would be a 95% probability that the distribution of the answers would fall within  $\pm 4$  percentage points of those reported in the sample survey.

Due to an error in the original address list compilation, University of Illinois students were significantly underrepresented in the survey. This will be rectified with a new round of surveys for the University area during the implementation phase of the plan.

### *Summary of Survey Results*

The resident survey results provided input that in most cases supported the Steering Committee's theories about how residents perceive the local greenways and trails system. The following are some of the findings from the resident survey report.

- The majority of respondents (71.8%) agreed that greenways and trails connecting urban centers to rural communities and forest preserves enhance quality of life for Champaign County residents.
- The majority of respondents (60.1%) support using a combination of tax dollars and private funds to establish a countywide network of greenways and trails.
- In contrast, 56.4% of the respondents are against using only tax dollars to establish a countywide network of greenways and trails.
- The majority of respondents walk for exercise and/or recreation an average of one to five times per week.
- Common problems walkers encountered on their last walk include: having to cross a busy street; walking on broken or uneven pavement; having bicyclists on the same path; and encountering low branches or other obstructions.
- When asked about changes they would like to make to a path or trail, respondents mentioned wanting longer trails, wanting to connect to other trails, and improving lighting.
- For 41.6 % of respondents, the nearest trail or walking path other than a sidewalk is within one mile of their home. 53.9% of those that have a trail within one mile of their home actually use that trail between one and five times per week.
- 27% of respondents ride a bicycle for recreation and/or exercise one to five times in an average week.
- Common problems bicyclists had on their last bicycle trip include: having to share a busy street; having pedestrians on the same path; having cars/trucks turning in front of them; and riding on bad pavement.

# Champaign County Greenways and Trails Survey

## Greenways and Trails

1. Are you aware of the potential 24.5-mile greenway and trail between Urbana and Kickapoo State Park on the abandoned Conrail railroad line?
  - I know nothing about it
  - I have heard about it, but not in detail
  - I know some details about it
  - I know a lot about it
2. Do you agree that greenways and trails that connect urban centers to rural communities and forest preserves enhance the quality of life for Champaign County Residents?
  - I strongly disagree
  - I disagree
  - My opinion is neutral
  - I agree
  - I strongly agree
  - I have no opinion
3. Do you support using a combination of *tax dollars* and *private funds* to establish a countywide network of greenways and trails to connect with other county greenways and trails systems throughout central Illinois?
  - I am strongly against this idea
  - I am somewhat against this idea
  - My opinion is neutral
  - I support this idea
  - I strongly support this idea
  - I have no opinion

Do you support using *tax dollars* alone to establish a countywide network of greenways and trails to connect with other county greenways and trails systems throughout central Illinois?

- I am strongly against this idea
- I am somewhat against this idea
- My opinion is neutral
- I support this idea
- I strongly support this idea
- I have no opinion

## Walking

For questions 4-12, the term walking should not include short distances such as the walk from your car to your home or the walk from the bus stop in front of your work to your work.

4. In an average week, how many times do you walk for the purpose of:

Going to work/school

- 0 times
- 1-5 times
- 6-10 times
- 11-15 times
- >15 times

Going shopping

- 0 times
- 1-5 times
- 6-10 times
- 11-15 times
- >15 times

Recreation/Exercise

- 0 times
- 1-5 times
- 6-10 times
- 11-15 times
- >15 times

Personal Business

- 0 times
- 1-5 times
- 6-10 times
- 11-15 times
- >15 times

5. The last time you walked, where did you **start** your trip? *Please indicate the location by place name, by address, or by the nearest intersecting streets.*

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6. The last time you walked, where did you **end** your trip? *If you ended your trip at the same place you started, please write "SAME".*

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7. If the starting point of this walk was not your home, how did you get there?

- I started my walk from home
- I drove myself
- I was given a ride
- I took a bus
- I rode a bicycle
- Other

# Champaign County Greenways and Trails Survey

8. During this same walk, did you travel on (*mark all that apply*):

- A sidewalk along a street
- Along a road with no sidewalk
- An unpaved path or trail
- A paved path other than a sidewalk
- A wooded or other natural area without a path
- A lawn or grass area without a path
- Other, please specify \_\_\_\_\_  
\_\_\_\_\_

9. On this same walk, did you experience problems with any of the following (*mark all that apply*):

- Bicycle riders on the same path
- Skaters on the same path
- Muddy trail
- Need to cross a busy street
- Not having enough light to see well
- Having to climb/descend stairs or curbs
- Fear of possible crime
- Low branches or other obstructions
- Broken or uneven pavement
- Other, please specify: \_\_\_\_\_  
\_\_\_\_\_

10. How far from your home is the nearest trail or walking path (other than a sidewalk)?

- One block to ¼ mile
- ¼ mile to one mile
- Over one mile
- I'm not sure how far it is
- I don't know of any trails or paths nearby

11. On average, how many times per week do you use the trail or path from question 10? *If you do not use the trail, please mark 0 times and move on to question 12.*

- 0 times
- 1-5 times
- 6-10 times
- 11-15 times
- >15 times

How satisfied are you with this trail or path?

- Very Dissatisfied
- Dissatisfied
- I have no opinion
- Satisfied
- Very Satisfied

12. If you have a trail or path that you use on a regular basis (other than a sidewalk), please indicate where it is. (*If you do not regularly use a trail or path, skip to question 13*).

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What changes would improve this path or trail?

- Better pavement
- Better landscaping
- Connection to other paths to get to other places
- Make it longer
- Eliminate obstructions
- Better lighting
- Other; please specify: \_\_\_\_\_  
\_\_\_\_\_

## **Bicycling**

*If you do not ride a bicycle, please skip to question 22.*

13. In an average week, how many times do you bicycle for the purpose of:

Going to work/school

- 0 times
- 1-5 times
- 6-10 times
- 11-15 times
- >15 times

Going shopping

- 0 times
- 1-5 times
- 6-10 times
- 11-15 times
- >15 times

# Champaign County Greenways and Trails Survey

**Recreation/Exercise**

- 0 times
- 1-5 times
- 6-10 times
- 11-15 times
- >15 times

**Personal Business**

- 0 times
- 1-5 times
- 6-10 times
- 11-15 times
- >15 times

14. The last time you bicycled, where did you **start** your trip? *Please indicate the location by place name, by address, or by the nearest intersecting streets.*

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15. The last time you bicycled, where did you **end** your trip? *If you ended your trip at the same place you started, please write "SAME".*

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16. If the starting point of this bicycle trip was not your home, how did you get there?

- I started my trip from home
- I rode a bicycle
- I drove myself
- I was given a ride
- I took a bus
- Other

17. During this same bicycle trip, did you travel on *(mark all that apply):*

- A sidewalk along a street
- On a marked bike route along a street
- On a street with no marked bike route
- An unpaved path or trail
- A paved bike path
- A paved path for both bikes and pedestrians (other than a sidewalk)
- Other, please specify: \_\_\_\_\_

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18. On this same bicycle trip, did you experience problems with any of the following *(mark all that apply):*

- Pedestrians on the same path
- Skaters on the same path
- Cars/trucks turning in front of you
- Cars/truck doors opening in front of you
- Other hazardous actions by drivers
- Need to share a busy street
- Bad pavement
- Hazardous railroad crossing
- Hazardous storm drain grate
- Fear of possible crime
- Low branches or other obstructions
- Other, please specify: \_\_\_\_\_

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19. How far from your home is the nearest bike path?

- Less than one block
- One block to ¼ mile
- ¼ mile to one mile
- Over one mile
- I'm not sure how far it is
- I don't know of any bike trails nearby

20. In an average week, how often do you use the bike path from question 19? *If you do not use the bike path, please mark "0 times" and skip to question 21.*

- 0 times
- 1-5 times
- 6-10 times
- 11-15 times
- >15 times

How satisfied are you with this bike trail?

- Very Dissatisfied
- Dissatisfied
- I have no opinion
- Satisfied
- Very Satisfied

21. If you use a particular bike path on a regular basis, please describe where it is. *If you do not regularly use a specific bike trail, please skip to question 22.*

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# Champaign County Greenways and Trails Survey

What changes would improve this path or trail?

- Better pavement
- Better landscaping
- Connection to other paths to get to other places
- Make it longer
- Eliminate obstructions
- Better lighting
- Other; please specify: \_\_\_\_\_  
\_\_\_\_\_

27. Do physical disabilities or limitations prevent you from using pedestrian trails and/or bicycle paths in Champaign County? If you care to, please explain.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

28. What kind of transportation improvements would you like to see within the cities of Champaign, Urbana, and Savoy over the next 20 years?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

29. How many people live in your household? \_\_\_\_\_

To what gender and age group does each household member belong?

- Yourself: Age: \_\_\_\_\_ Gender: \_\_\_\_\_
- Person 1: Age: \_\_\_\_\_ Gender: \_\_\_\_\_
- Person 2: Age: \_\_\_\_\_ Gender: \_\_\_\_\_
- Person 3: Age: \_\_\_\_\_ Gender: \_\_\_\_\_
- Person 4: Age: \_\_\_\_\_ Gender: \_\_\_\_\_
- Person 5: Age: \_\_\_\_\_ Gender: \_\_\_\_\_
- Person 6: Age: \_\_\_\_\_ Gender: \_\_\_\_\_

**Thank you very much for taking the time to complete our survey!**

Please write down any comments you have below.

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## General

22. How far is the nearest bus stop from your residence?

- Less than one block
- One block to ¼ mile
- ¼ mile to one mile
- Over one mile
- I'm not sure how far it is
- I don't know of any bus stop nearby
- This question does not apply to me

23. Is there a paved walking path (other than the street) between your home and the nearest bus stop?

- Yes
- No
- I'm not sure

24. If local bus stops had shelters where you could lock and leave your bicycle, would you be more likely to ride the bus?

- Not likely at all
- Likely
- I have no opinion
- Unlikely
- Highly Likely
- This question does not apply to me

25. If you could name one location that needs a walking trail in Champaign County, where would it be?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

26. If you could name one location that needs a bicycle path in Champaign County, where would it be?

\_\_\_\_\_  
\_\_\_\_\_

**Part A. General Information**

**Question 1: Are you aware of the potential 24.5-mile greenway and trail between Urbana and Kickapoo State Park on the abandoned Conrail railroad line?**

Of the 639 persons that responded to this question, 53.4% do not know about the trail between Urbana and Kickapoo State Park, while 37.1% indicated that they have read or heard about it. About 8.3% know some details about the trail and only 1.3% indicated that they know a lot about the trail. The frequency and percentages of the responses are presented in Table 1 and Figure 1.

Table 1: Knowledge of the trail between Urbana and Kickapoo State Park				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I know nothing about it	341	53.4	341	53.4
I have heard about it, but not in detail	237	37.1	578	90.5
I know some details about it	53	8.3	631	98.8
I know a lot about it	8	1.2	639	100.0

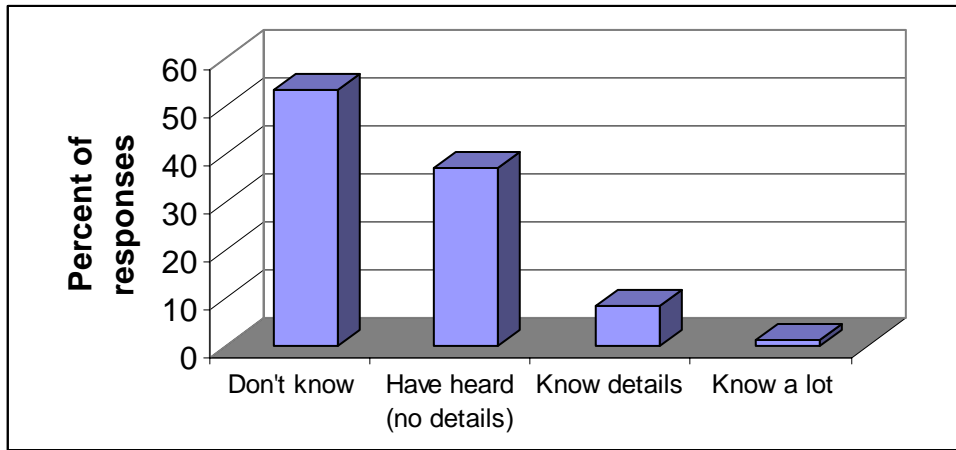


Figure 1. Percentage of respondents and how much they know about the Urbana-Kickapoo State Park trail.

**Question 2: Do you agree that greenways and trails that connect urban centers to rural communities and forest preserves enhance the quality of life for Champaign County residents?**

A total of 637 persons responded to this question. Over seventy percent (71.8%) of the respondents agree that greenways and trails that connect urban centers to rural communities and forest preserves enhance the quality of life for Champaign County residents. Over twelve percent (12.4%) of the respondents disagree. The remaining 15.8% either did not respond or their opinion was neutral. The frequency and percentages distribution is presented in Table 2. The distribution of the responses is presented and Figure 2.

Table 2: Respondents agree that greenways and trails enhance quality of life				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I strongly disagree	41	6.4	41	6.4
I disagree	38	6.0	79	12.4
My opinion is neutral	73	11.5	152	23.9
I agree	254	39.9	406	63.7
I strongly agree	203	31.9	609	95.7
I have no opinion	28	4.3	637	100.0

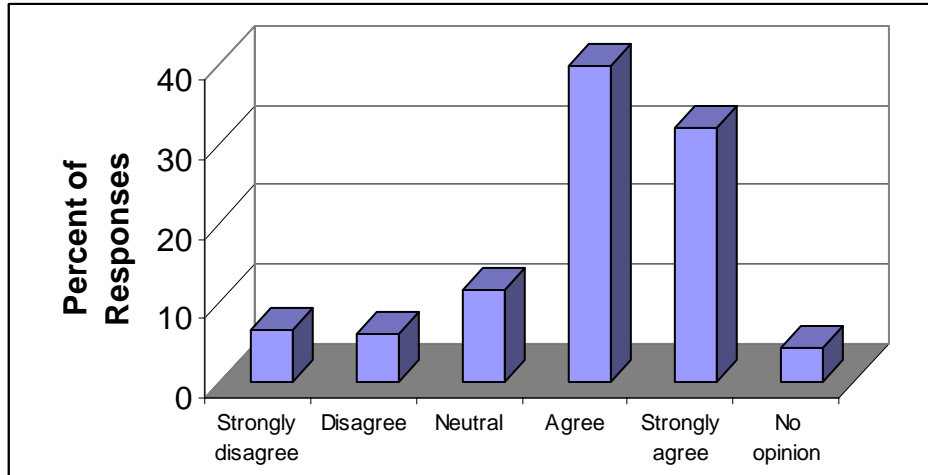


Figure 2. Distribution of responses on how much the respondents agree with the statement that greenways and trails improve the quality of life of the community.

**Question 2 cross tabulation: Comparisons between the responses of urban and rural residents.**

A total of 442 persons living in urban areas responded this question. Of these, 76.5% agree that greenways and trails connecting urban and rural areas would enhance the quality of life for Champaign County residents, while 9.5% disagree. A total of 194 persons residing in rural areas responded this question. Of these, 61.3% agree that the connecting trails enhance the quality of life in Champaign County, while 19.1% disagree. The distribution of the responses is presented in Table 3 and Figure 3.

Responses	Urban		Rural	
	Frequency	Percent	Frequency	Percent
Strongly disagree	22	5.0	19	9.8
Disagree	20	4.5	18	9.3
Neutral	45	10.2	28	14.4
Agree	182	41.2	72	37.1
Strongly agree	156	35.3	47	24.2
No opinion	17	3.8	10	5.2
Total	442	100.0	194	100.0



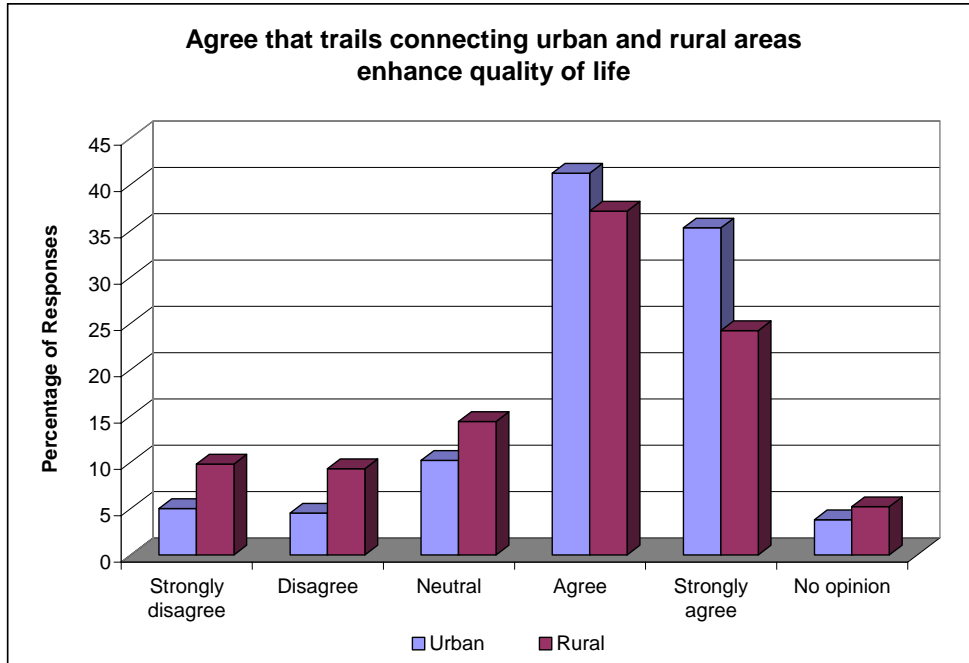


Figure 3. Comparison of the responses between people who live in urban and rural areas.

**Question 3:**

**a) Do you support using a combination of tax dollars and private funds to establish a countywide network of greenways and trails to connect with other county greenways and trails systems throughout central Illinois?**

A total of 635 persons responded to this question. The majority of the respondents (60.1%) support the idea of using tax dollars and private funds to create a countywide network of greenways and trails throughout central Illinois. Of these, 20.7% strongly support the idea. About 21.8% of the respondents are against this idea. Seventeen percent of the respondents assumed a neutral position and 3.1% did not have an opinion. The frequencies and distribution of the responses are presented in Table 4 and Figure 4, respectively.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I am strongly against	77	12.1	77	12.1
I am somewhat against	55	9.7	132	20.8
My opinion is neutral	108	17.0	240	37.8
I support this idea	250	39.4	490	77.2
I strongly support this idea	125	20.7	615	96.9
I have no opinion	20	3.1	635	100.0

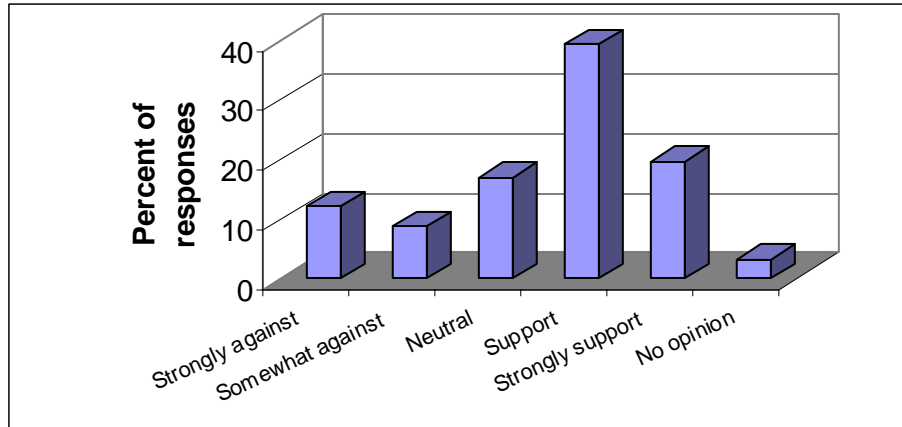


Figure 4. Distribution of responses on approval of using tax dollars and private funds to create a greenways and trails network throughout central Illinois.

**Question 3a cross tabulation: Comparison of the responses given by the residents of the rural and urban regions**

A total of 441 respondents live in the urban and 194 respondents live in the rural areas of the Champaign County. Approximately 64.6% of the respondents living in the urban areas approve of the use of tax dollars and private funds to create a countywide network of greenways and trails while another fifteen percent of the respondents are against. About 46.4% of the respondents living in rural areas are in favor and 34.1% are against the proposed greenways and trails network. The distribution of responses is presented in Table 5.

Responses	Urban		Rural	
	Frequency	Percent	Frequency	Percent
Strongly against	34	7.7	43	22.2
Somewhat against	32	7.3	23	11.9
Neutral	77	17.5	31	16.0
Support	186	42.2	64	33.0
Strongly support	99	22.4	26	13.4
No opinion	13	2.9	7	3.6
Total	441	100.0	194	100.0

**b) Do you support using tax dollars alone to establish a countywide network of greenways and trails to connect with other county greenways and trails systems throughout central Illinois?**

A total of 636 persons responded this question. Of these, 25.3% support the idea of using tax dollars alone to create the greenways and trails network throughout central Illinois while 56.4% are against this idea. Sixteen percent of the respondents had a neutral opinion. Only 2.2% did not express an opinion. The frequencies and distribution of the responses are presented in Table 6 and Figure 5.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I am strongly against	173	27.2	173	27.2
I am somewhat against	186	29.2	359	56.4
My opinion is neutral	102	16.0	461	72.5
I support this idea	119	18.7	580	91.2
I strongly support this idea	42	6.6	622	97.8
I have no opinion	14	2.2	636	100.0

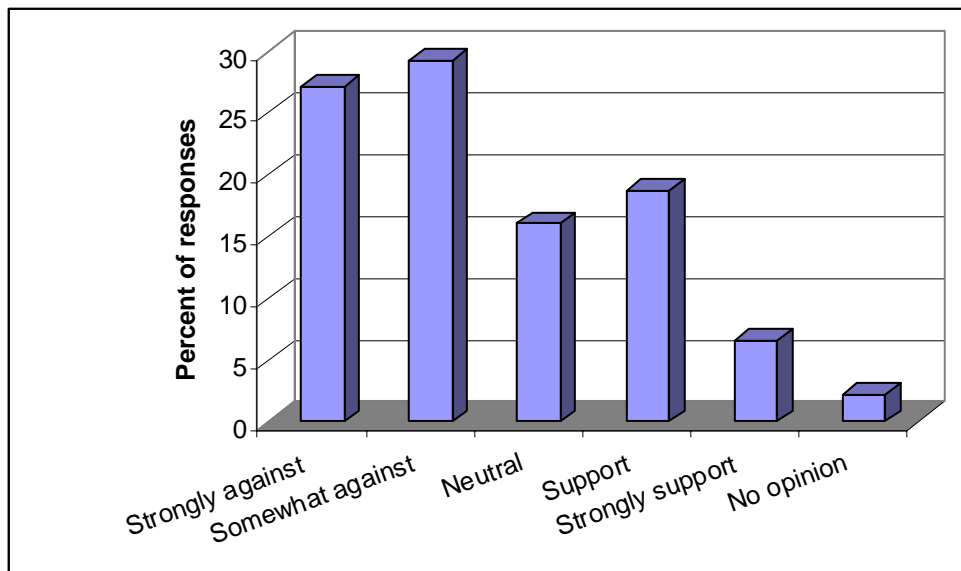


Figure 5. Distribution of responses on approval of using tax dollars only to create a greenways and trails network throughout central Illinois.

**Question 3b cross tabulation: Comparison of the responses of rural and urban residents**

Of a total of 441 respondents who live in the urban area, 29.2% are in favor and 52.0% are against the use of tax dollars alone to establish a network of greenways and trails connecting with other trail systems in central Illinois. Of the 195 respondents residing in the rural areas, 16.4% approve and 66.7% disapprove of the use of tax dollars alone to establish the greenways network. The distribution of the responses is presented in Table 7.

Table 7: How respondents approve the use of tax dollars alone to establish a countywide network of greenways and trails				
Responses	Urban		Rural	
	Frequency	Percent	Frequency	Percent
Strongly against	96	21.8	77	39.5
Somewhat against	133	30.2	53	27.2
Neutral	74	16.8	28	14.4
Support	95	21.5	24	12.3
Strongly support	34	7.7	8	4.1
No opinion	9	2.0	5	2.5
Total	441	100.0	195	100.0

**Part B. Walking**

**Question 4: In an average week, how many times do you walk for the purpose of:**

**a) Going to work/school**

A total of 615 persons responded to this question. The majority of the sample (80.7%) said that their frequency of walking to school or work in a regular week was 0 times. About 13.2% said that they walked between 1 and 5 times per week. Approximately 3.6% walk an average of 6 to 10 times per week, while 1.1% said they walked an average of 11 to 15 times per week and 1.5% said they walked over 15 times per week. The distribution of the responses is presented on Table 8 and Figure 6.

Table 8: How many times per week the respondents walk to work or school during a regular week				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	496	80.7	496	80.7
1-5 times	81	13.2	577	93.8
6-10 times	22	3.6	599	97.4
11-15 times	7	1.1	606	98.5
> 15 times	9	1.4	615	100.0

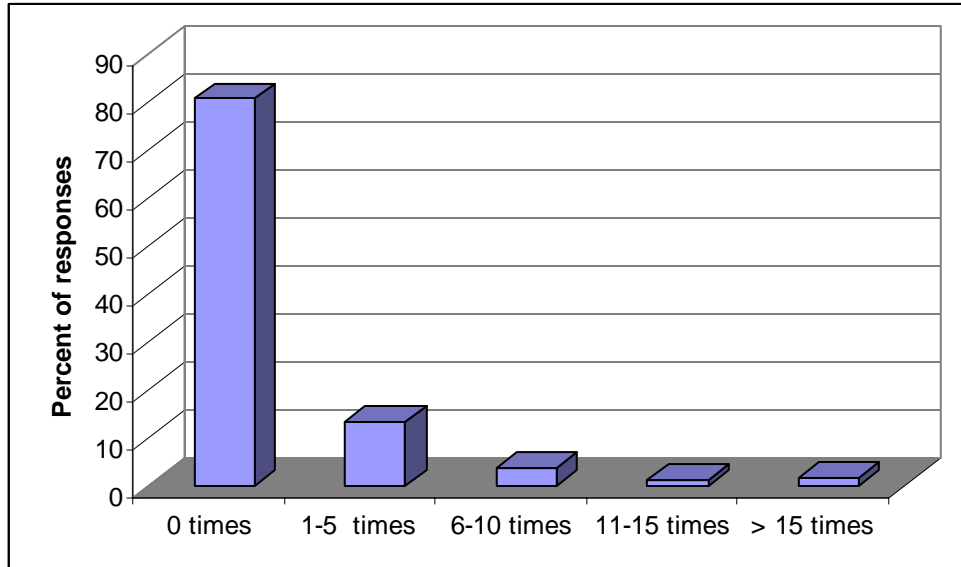


Figure 6. Distribution of the average number of times the respondents walk to work or school in a regular week.

### b) Going shopping

A total of 629 persons responded to this question. The majority of the sample (63.9%) walk 0 times per week to go shopping. Approximately 31.2% of the respondents walk an average of 1 to 5 times per week. About 4.3% walk 6 to 10 times per week and 0.5% walk 11 to 15 times per week, and the remaining 0.1% walk more than 15 times per week. The frequencies and distribution of the responses are presented in Table 9 and Figure 7.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	402	63.9	402	63.9
1-5 times	196	31.2	598	95.1
6-10 times	27	4.3	625	99.4
11-15 times	3	0.5	628	99.9
> 15 times	1	0.1	629	100.0

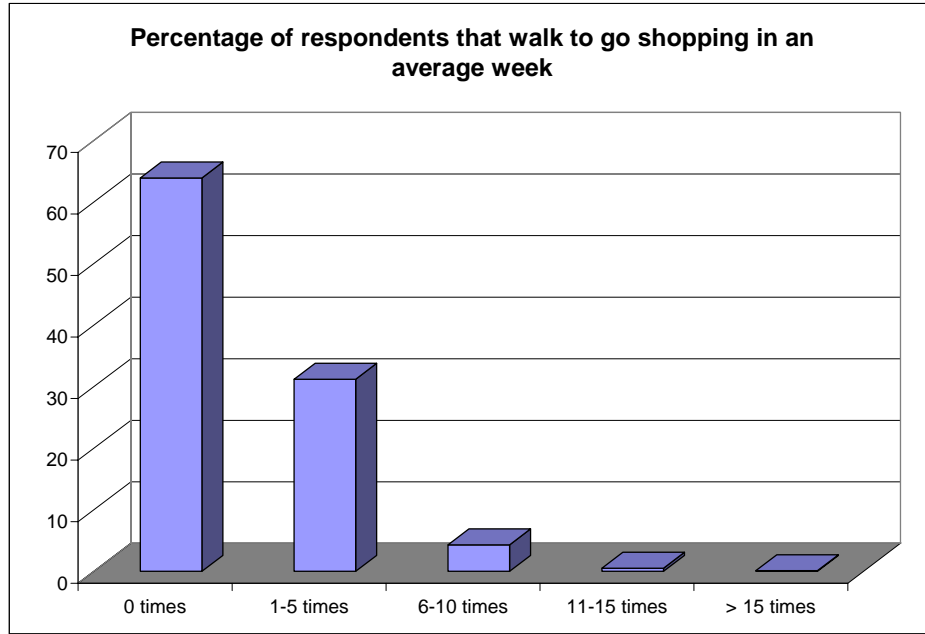


Figure 7. Distribution of the average number of times the respondents walk to go shopping in a regular week.

### c) Recreation/exercise

A total of 630 persons responded to this question. Approximately 20.0% of the respondents walk 0 times per week for recreation or exercise purposes. The majority of the sample (63.2%) walks an average of 1 to 5 times per week. About 12.4% walk 6 to 10 times per week and 2.1% walk 11 to 15 times per week, and the remaining 2.3% walk more than 15 times per week. The frequencies and distribution of the responses are presented in Table 10 and Figure 8.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	126	20.0	126	20.0
1-5 times	398	63.2	524	83.2
6-10 times	78	12.4	602	95.6
11-15 times	13	2.1	615	97.7
> 15 times	15	2.3	630	100.0

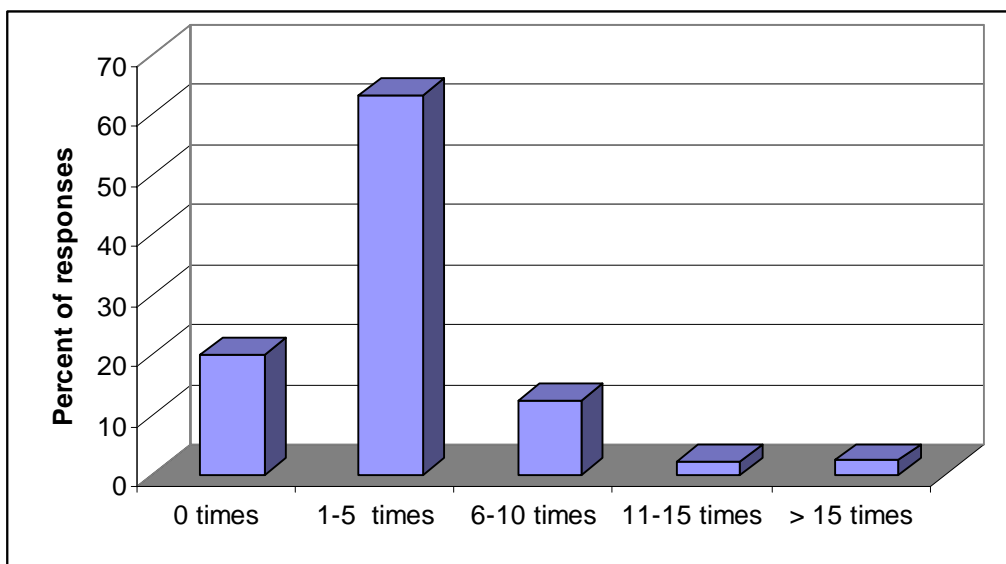


Figure 8. Distribution of the average number of times the respondents walk for recreation or exercise in a regular week.

**d) Personal business**

A total of 611 persons responded to this question. Approximately 55.3% of the respondents, walk 0 times per week for personal business. About 37.3% of the respondents walk an average of 1 to 5 times per week. About 5.1% walk 6 to 10 times per week and 0.3% walk 11 to 15 times per week, and the remaining 2.0% walk more than 15 times per week. The frequencies and distribution of the responses are presented in Table 11 and Figure 9.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	338	55.3	338	55.3
1-5 times	228	37.3	566	92.6
6-10 times	31	5.1	597	97.7
11-15 times	2	0.3	599	97.7
> 15 times	12	2.0	611	100.0

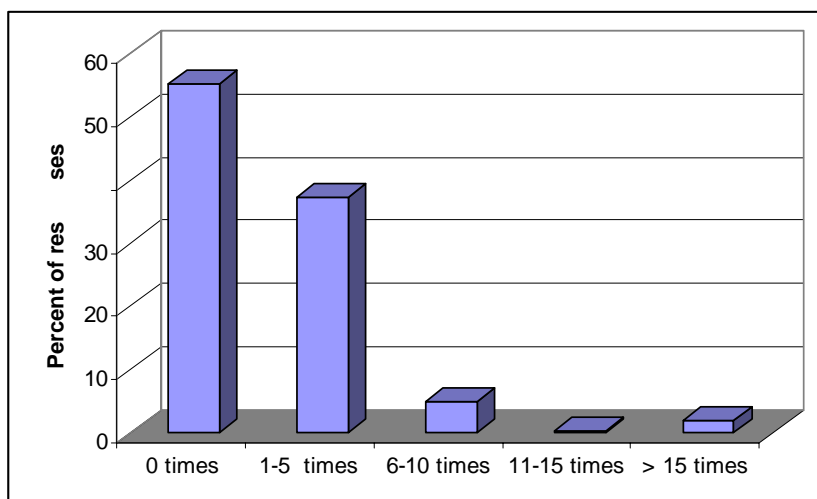


Figure 9. Distribution of the average number of times the respondents, walk for personal business in a regular week.

**Question 4 cross tabulation: Comparison of the responses given by families with children and families without children**

**a) Going to work or school**

Of the 462 respondents with children under 18 years of age, 79.9% do not walk to school or work, while 13.2% walk from 1 to 5 times per week, 4.3% walk from 6 to 10 times per week, 0.9% walk from 11 to 15 times per week and 1.7% walk more than 15 times per week. Of the 447 respondents without children, 81.2% do not walk to school or work, while 13.4% walk from 1 to 5 times per week, 2.7% walk from 6 to 10 times per week, 1.6% walk from 11 to 15 times per week and 1.1% walk more than 15 times per week. The distribution of the responses is provided in Table 12.

Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	369	79.9	363	81.2
1-5 times	61	13.2	60	13.4
6-10 times	20	4.3	12	2.7
11-15 times	4	0.9	7	1.6
> 15 times	8	1.7	5	1.1
Total	462	100.0	447	100.0

**b) Going shopping**

Of the 471 respondents with children under 18 years of age, 65.6% do not walk to go shopping, while 29.3% walk from 1 to 5 times per week, 4.5% walk from 6 to 10 times per week, 0.4% walk from 11 to 15 times per week and 0.2% walk more than 15 times per week. Of the 460 respondents without children, 62.2% do not walk to go shopping, while 33.5% walk from 1 to 5 times per week, 3.9% walk from 6 to 10 times per week, and 0.4% walk from 11 to 15 times per week. The distribution of the responses is provided in Table 13.

Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	309	65.6	286	62.2
1-5 times	138	29.3	154	33.5
6-10 times	21	4.5	18	3.9
11-15 times	2	0.4	2	0.4
> 15 times	1	0.2	0	0.0
Total	471	100.0	460	100.0

**c) Recreation or exercise**

Of the 473 respondents with children under 18 years of age 18.6% do not walk for recreation or exercise, while 66.2% walk from 1 to 5 times per week, 11.6% walk from 6 to 10 times per week, 1.3% walk from 11 to 15 times per week and 2.3% walk more than 15 times per week. Of the 459 respondents without children 21.6% do not walk for recreation or exercise, while 59.5% walk from 1 to 5 times per week, 14.2% walk from 6 to 10 times per week, 2.8% walk from 11 to 15 times per week, and 1.9% walk over 15 times per week. The distribution of the responses is provided in Table 14.



Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	88	18.6	99	21.6
1-5 times	313	66.2	273	59.5
6-10 times	55	11.6	65	14.2
11-15 times	6	1.3	13	2.8
> 15 times	11	2.3	9	1.9
Total	473	100.0	459	100.0

#### d) Personal business

Of the 460 respondents with children under 18 years of age, 54.6% do not walk for personal business, while 38.7% walk from 1 to 5 times per week, 4.1% walk from 6 to 10 times per week, 0.4% walk from 11 to 15 times per week and 2.2% walk more than 15 times per week. Of the 442 respondents without children, 57.7% do not walk for personal business, while 34.8% walk from 1 to 5 times per week, 5.2% walk from 6 to 10 times per week, 0.3% walk from 11 to 15 times per week, and 2.0% walk over 15 times per week. The distribution of the responses is provided in Table 15.

Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	251	54.6	255	57.7
1-5 times	178	38.7	154	34.8
6-10 times	19	4.1	23	5.2
11-15 times	2	0.4	1	0.3
> 15 times	10	2.2	9	2.0
Total	460	100.0	442	100.0

#### Question 5: The last time you walked, where did you start your trip?

A total of 568 persons responded this question. Of these, approximately 15.7% started their trip from home while the remaining 84.3% started their trip from another location. The distribution of the responses is given in Table 16.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Home	89	15.7	89	15.7
Not Home	479	84.3	568	100.0

#### Question 6: The last time you walked, where did you end your trip?

A total of 558 persons responded this question. Of these, approximately 15.6% ended their trip at home while the remaining 84.4% ended their trip at another location. The distribution of the responses is given in Table 17.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Home	87	15.6	87	15.6
Not Home	471	84.4	558	100.0

**Question 7: If the starting point of this walk was not your home, how did you get there?**

A total of 438 persons responded this question. Of these, 56.8% of the respondents started their walk from home. Approximately 36.1% drove to an alternate location to start their walk. About 2.1% were given a ride, 1.1% took a bus and 0.9% rode a bicycle. The remaining 3.0% used another method of travel. A summary of the responses is presented in Table 18.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I started my walk from home	249	56.8	249	56.8
I drove myself	158	36.1	407	92.9
I was given a ride	9	2.1	416	95.0
I took a bus	5	1.1	421	96.1
I rode a bicycle	4	0.9	425	97.0
Other	13	3.0	438	100.0

Comparisons between the responses obtained for questions 4 and 7 were made in order to know of the persons who walked more than 0 times per week to go either to work, shopping, for recreation or for personal business, how many rode a bicycle or took a bus to get to their trip origin. These responses are presented in Table 19.

As can be seen from Table 19, 4 persons ride a bus to go to work or school, 1 person to go shopping, 5 for recreation or exercise and 4 for personal reasons. No one rides a bicycle to go to work or school, 4 persons ride a bicycle to go shopping, 4 for recreation or exercise and 4 for personal business. The percentages shown were calculated with respect to the number of respondents of each question. The total number of respondents ranged from 88 to 362.

BUS			
Responses	Frequency	Percent	Number of responses
Work/School	4	4.5	88
Shopping	1	0.6	170
Recreation/Exercise	5	1.4	362
Personal Business	4	2.0	205
Bicycle			
Responses	Frequency	Percent	Number of responses
Work/School	0	0.0	88
Shopping	4	2.4	170
Recreation/Exercise	4	1.1	362
Personal Business	4	2.0	205

**Question 8: During this same walk, did you travel on...?**

A total of 557 persons responded this question. Of these, 65.9% walk on a sidewalk along a street while 36.2% walk along a road with no sidewalk. About 10.1% walked over an unpaved path or trail. Approximately 22.4% walked on a paved path other than a sidewalk, 6.9% walked on a natural area without a path, and 7.8% walked on a lawn or grass area without a path. About 9.2% of the respondents walked on another type of surface. Note that the question was “mark-all-that-apply” therefore, the percentages listed do not add to 100%. The frequencies and distribution of responses are presented in Table 20 and Figure 10.

Responses	Frequency	Percent
A sidewalk along a street	380	65.9
Along a road with no sidewalk	209	36.2
An unpaved path or trail	58	10.1
A paved path other than a sidewalk	129	22.4
A wooded or other natural area without a path	40	6.9
A lawn or grass area without a path	45	7.8
Other	53	9.2

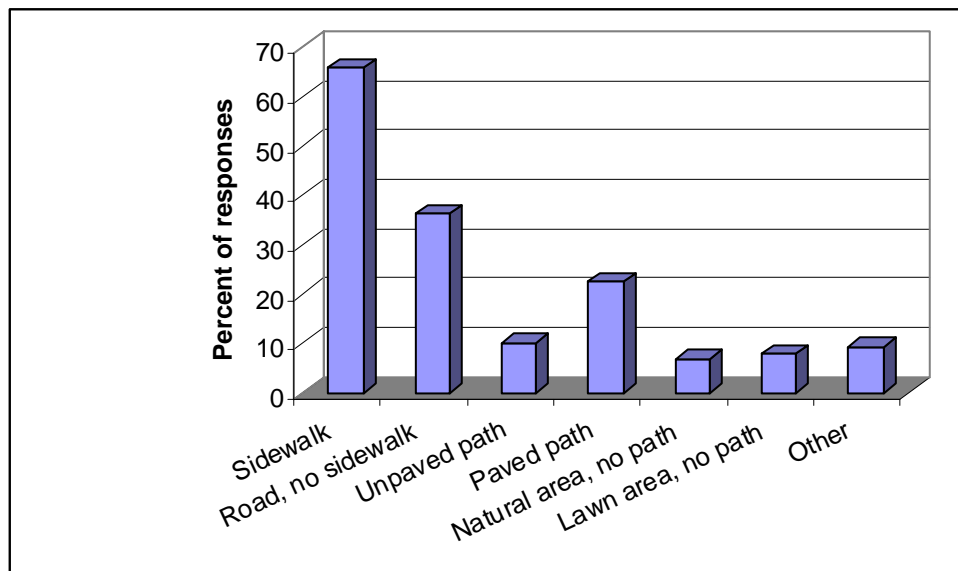


Figure 10. Distribution of responses provided for surfaces used for walking trips.

**Question 9: On this same walk, did you experience problems with...?**

A total of 382 persons responded to this question, of these 31 reported that they did not experience any problems while walking so they were not considered when calculating the percentages listed below. Most of the 351 respondents (51.3%) are troubled by crossing busy streets. The second highest answer pertains to problems with broken or uneven pavement, followed by 26.2% who were encumbered by bicycle riders. About the same number of people complained of poor lighting (17.4%) and low branches or obstructions (17.9%). The distribution of the responses is presented in Table 21 and Figure 11. Note that this question was a "mark-all-that-apply", so the percentages do not add up to 100%.

Responses	Frequency	Percent
Bicycle riders on the same path	92	26.2
Skaters on the same path	38	10.8
Muddy trail	54	15.4
Need to cross a busy street	180	51.3
Not having enough light to see well	61	17.4
Having to climb/descend stairs	22	6.3
Fear of possible crime	59	16.8
Low branches or other obstructions	63	17.9
Broken or uneven pavement	118	33.6
Other	40	11.4

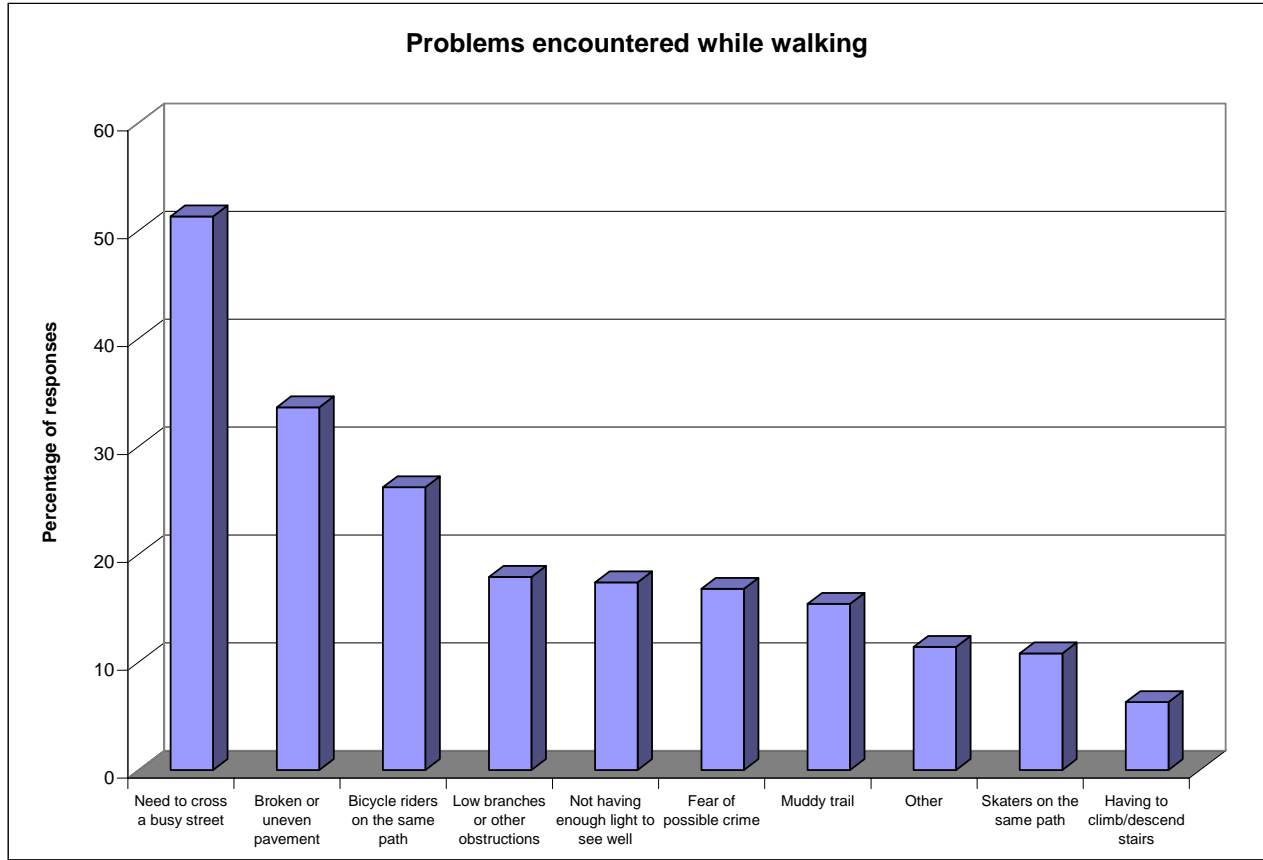


Figure 11. Distribution and percentages of problems encountered while walking.

A comparison of the problems the respondents encountered while walking was done, this is presented in Table 22. A total of 159 women and 180 men responded this question. As can be seen the most encountered problem for both males and females was crossing a busy street. Most of the responses were similar between the two groups except that more men were troubled with broken and uneven pavement. There was a difference in the responses of 28.2%.

Responses	Females		Males	
	Frequency	Percent	Frequency	Percent
Bicycle riders	34	21.4	29	16.1
Skaters	16	10.1	20	11.1
Muddy trail	21	13.2	28	15.6
Cross a busy street	77	48.4	103	57.2
Not enough lighting	33	20.8	28	15.6
Climb/descend stairs	15	9.4	6	3.3
Fear of crime	31	19.5	34	18.9
Low branches/obstructions	20	12.6	33	18.3
Broken/uneven pavement	17	10.7	70	38.9
Other	20	12.6	16	8.9

**Question 10: How far from your home is the nearest trail or walking path (other than a sidewalk)?**

A total of 619 persons responded to this question. The distribution of the responses is presented in Table 23 and Figure 12. Approximately 28.3% of the participants live over one mile away from the nearest trail or

walking path. Almost the same number of persons lives less than a quarter mile (21.6%) or between a quarter mile and a mile (20.0%) away from the nearest trail. About 12.4% are not sure how far the nearest trail is from their home and 17.7% do not know of the existence of a trail near their homes.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
One block to 1/4 mile	134	21.6	134	21.6
1/4 mile to 1 mile	124	20.0	258	41.7
Over one mile	175	28.3	433	70.0
I'm not sure how far it is	77	12.4	510	82.3
I don't know of any trails or paths nearby	109	17.7	619	100.0

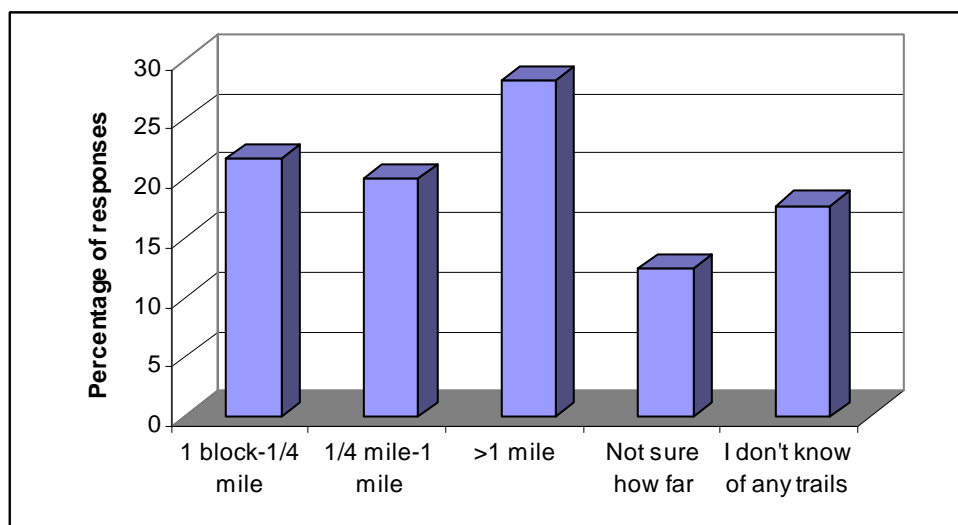


Figure 12. Distribution of responses on how far are the nearest trails located.

A comparison between the number of times people use the walking paths and how far are these paths from the respondents homes was performed. The results are shown in Table 24. Approximately 31.0% of the respondents use a walk path that is less than a quarter mile from their homes, while 28.6% use a path that is between a quarter mile and one mile from their homes. The remaining 40.4% use a path that is over one mile away from their homes.

As can be observed from Table 24, most of the persons (65.2%) with a path that is less than a quarter mile from their home used this path from 1 to 5 times per week. About 41.8% of the persons with a path between one-quarter mile and one mile used this path from 1 to 5 times per week and 29.1% of the persons with a path over a mile away used this path from 1 to 5 times per week.

Responses	Less than a ¼ mile		From ¼ mile to 1 mile		Over 1 mile	
	Frequency	Percent	Frequency	Percent	Frequency	Percent
0 times	39	29.5	64	52.5	118	68.6
1-5 times	86	65.2	51	41.8	50	29.1
6-10 times	6	4.5	4	3.3	4	2.3
11-15 times	0	0.0	2	1.6	0	0.0
> 15 times	1	0.8	1	0.8	0	0.0
Totals	132 (31.0%)		122 (28.6%)		172 (40.4%)	

**Question 11a: On average, how many times per week do you use the trail or path from question 10?**

A total of 602 persons answered this question. Of these, 64.1% do not use the trail of question 10. Approximately 32.9% use the trail 1 to 5 times per week and 2.2% use the trail 6 to 10 times per week. About 0.8% use the trail at least 11 times per week. The distribution of the responses is shown on Table 25 and Figure 13.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	386	64.1	386	64.1
1-5 times	198	32.9	584	97.0
6-10 times	14	2.2	598	99.3
11-15 times	2	0.4	600	99.6
> 15 times	2	0.4	602	100.0

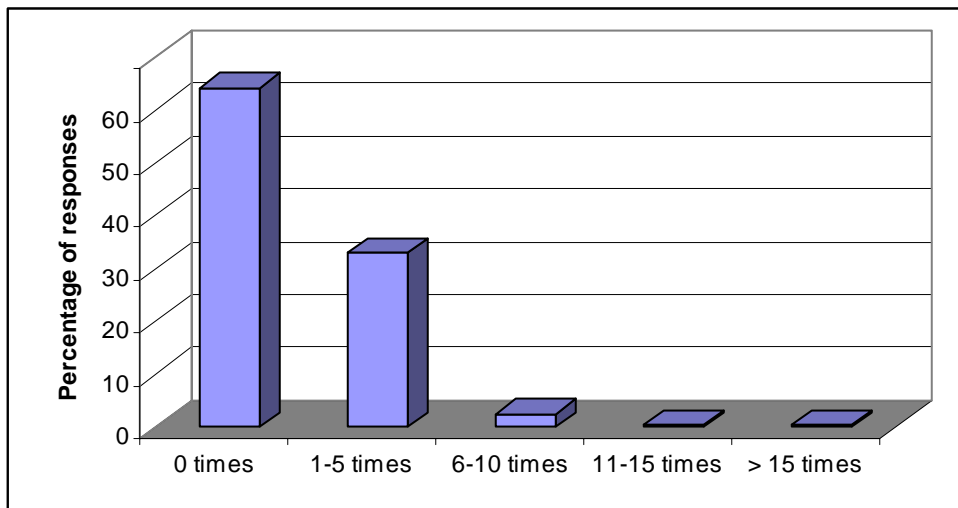


Figure 13. Number of times respondents used trail or walking path.

**Question 11b: How satisfied are you with this trail or path?**

A total of 395 persons answered this question. Most of the sample (59.3%) is satisfied with the trail or path they use when walking. Only 11.1% are dissatisfied with their trails and a group of 29.6% did not have an opinion. The distribution of the responses is presented in Table 26 and Figure 14.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	25	6.3	25	6.3
Dissatisfied	19	4.8	44	11.1
I have no opinion	117	29.6	161	40.8
Satisfied	161	40.8	322	81.5
Very Satisfied	73	18.5	395	100.0

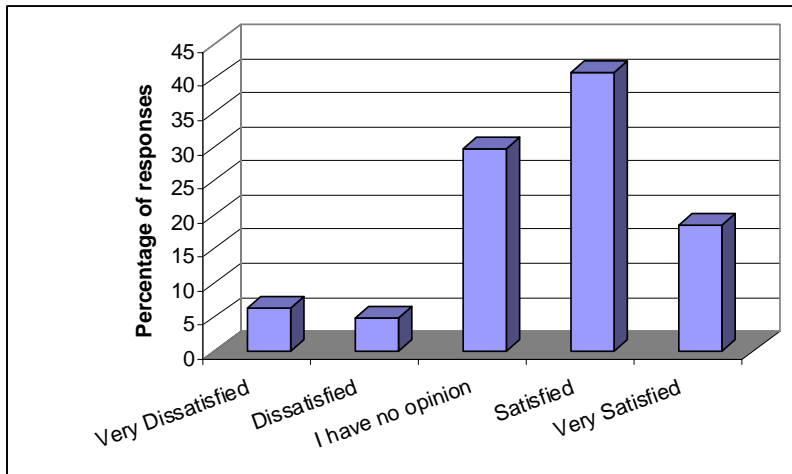


Figure 14. How satisfied are the respondents with the trails they use for walking.

**Question 12b: What changes would improve this path or trail?**

A total of 169 persons answered this question. Most of the respondents (73.4%) would prefer their trails longer. Fifty-five percent would prefer their trails to connect to other parts. About 21.3% asked for better lighting of their trails. The distribution of the responses is shown on Figure 15.

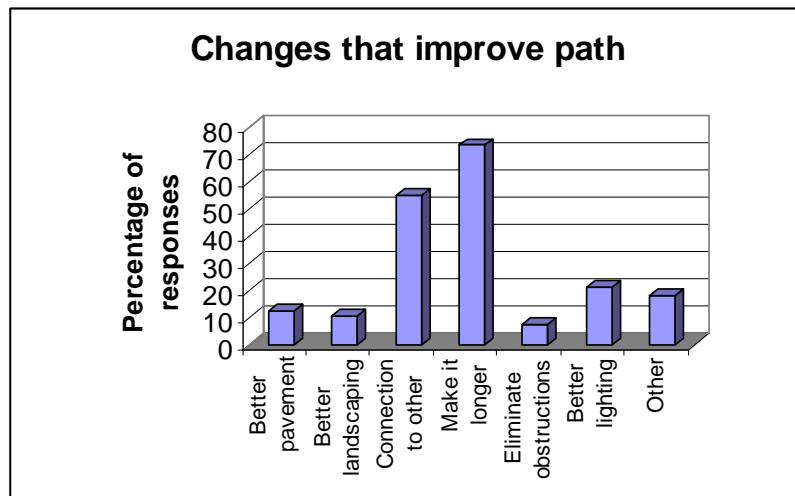


Figure 15. Proposed changes that would improve paths.

**Part C: Bicycling**

**Question 13a: In an average week, how many times do you bicycle for the purpose of:**

**a) Going to work/school**

A total of 290 persons responded this question. Of these, 75.9% do not bicycle to work or school. Approximately 19.7% ride a bicycle to work or school 1 to 5 times per week, 3.4% use the bicycle 6 to 10 times per week, 0.3% bicycle 11 to 15 times per week and the remaining 0.7% bicycle more than 15 times per week. The distribution of the responses is presented in Table 27 and Figure 16.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	220	75.9	220	75.9
1 – 5 times	57	19.7	277	95.5
6 – 10 times	10	3.4	287	99.0
11 – 15 times	1	0.3	288	99.3
> 15 times	2	0.7	290	100.0

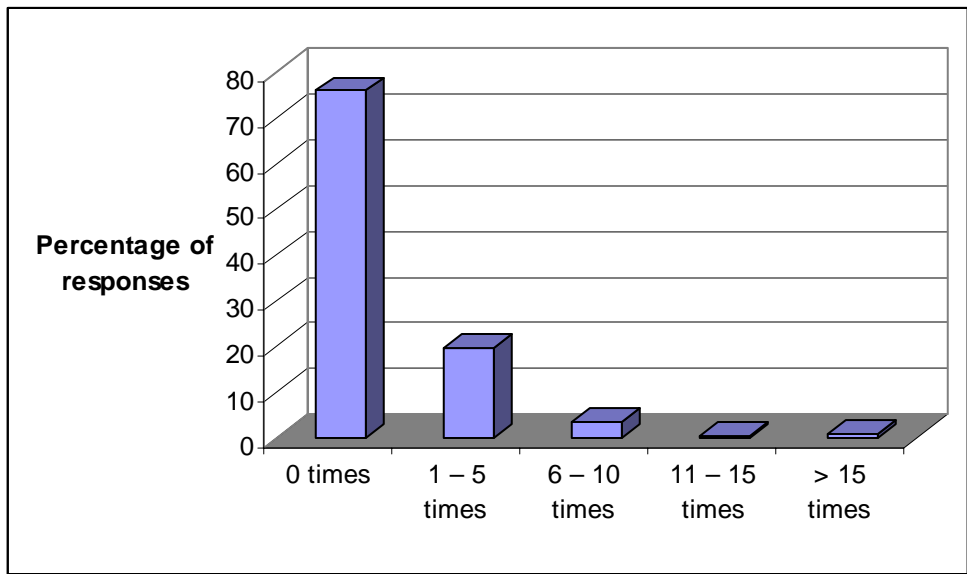


Figure 16. Distribution of number of times people bicycle to go to work or school in an average week.

**b) Going shopping**

A total of 289 persons answered this question. Of these, 80.6% do not use a bicycle to go shopping, while 18.3% ride a bicycle 1 to 5 times per week. The remaining one percent rides a bicycle to go shopping 6 to 10 times a week, which is the maximum recorded number of times per week. The distribution of the responses is shown in Table 28 and Figure 17.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	233	80.6	233	80.6
1 – 5 times	53	18.3	286	99.0
6 – 10 times	3	1.0	289	100.0
11 – 15 times	0	0	289	100.0
> 15 times	0	0	289	100.0



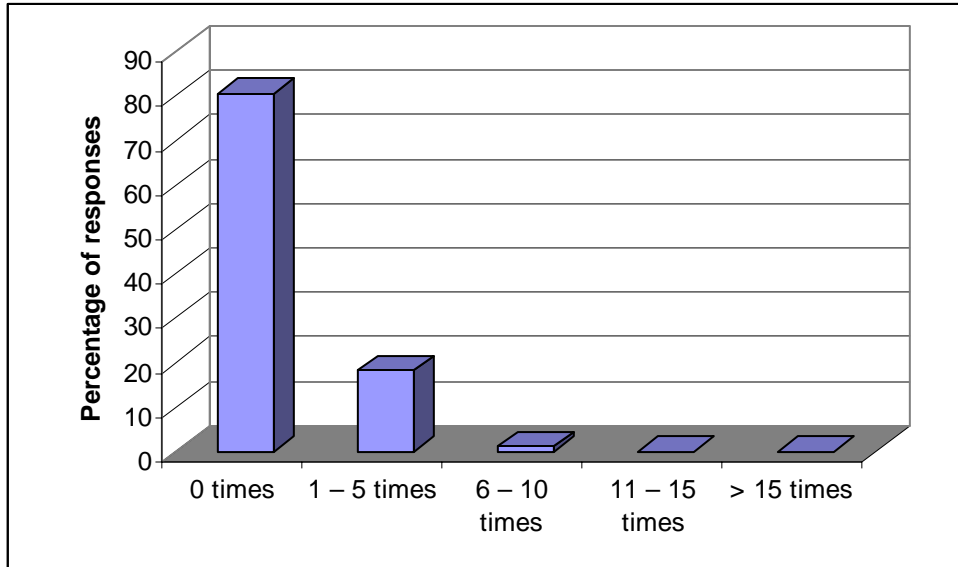


Figure 17. Distribution of number of times people bicycle to go shopping in an average week.

**c) Recreation/exercise**

A total of 287 persons answered this question. Of these, 32.1% do not bicycle for recreation or exercise. However, the majority of the respondents (60.3%) bicycle for recreation purposes 1 to 5 times per week. About 6.6% bicycle 6 to 10 times per week; none of the respondents bicycle 11 to 15 times per week, while the remaining percent bicycles over 15 times per week. The distribution of the responses is presented in Table 29 and Figure 18.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	92	32.1	92	32.1
1 - 5 times	173	60.3	265	92.3
6 - 10 times	19	6.6	284	99.0
11 - 15 times	0	0	284	99.0
> 15 times	3	1.0	287	100.0

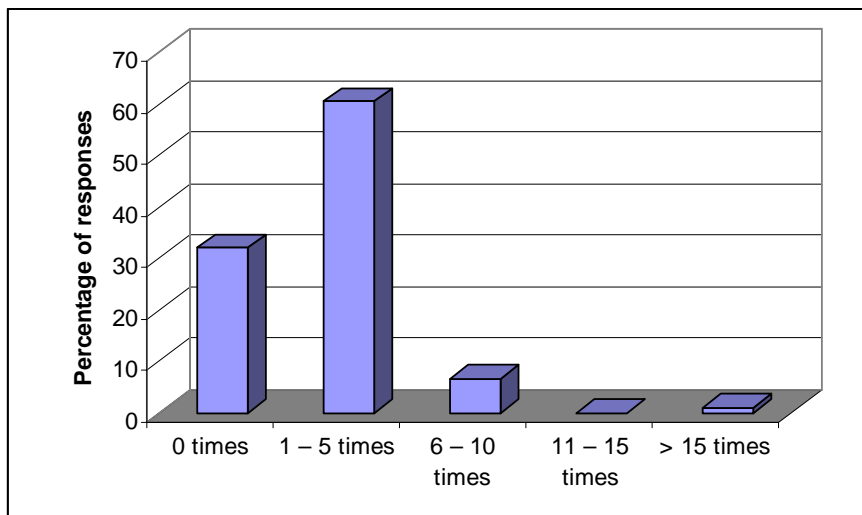


Figure 18. Distribution of number of times people bicycle to exercise or recreation in an average week.

**d) Personal business**

A total of 725 persons responded to this question. Of these, 75.4% do not ride a bicycle to go on personal business. However, 23.1% use the bicycle 1 to 5 times per week. The remaining 1.5% of the respondents uses the bicycle for personal business at least 11 times per week. The distribution of the responses is presented in Table 30 and Figure 19.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	205	75.4	205	75.4
1 – 5 times	63	23.1	268	98.5
6 – 10 times	2	0.7	270	99.3
11 – 15 times	1	0.4	271	99.6
> 15 times	1	0.4	272	100.0

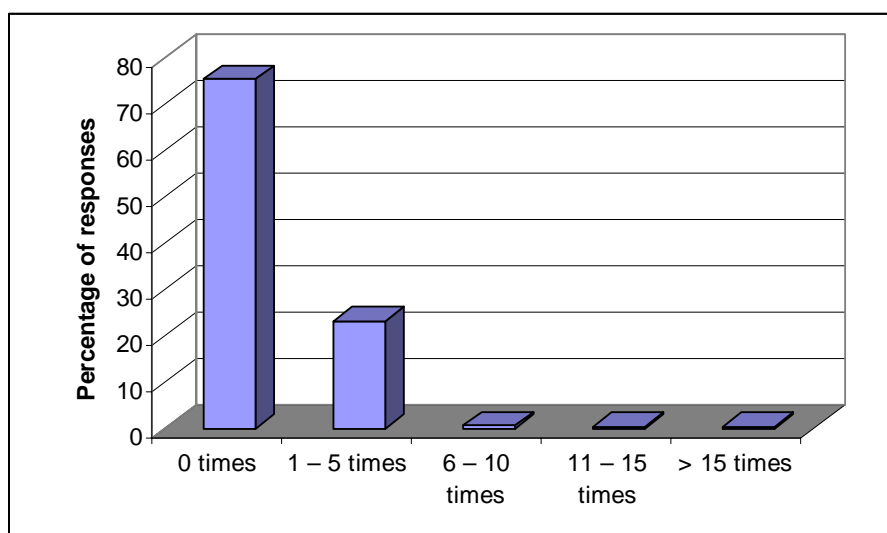


Figure 19. Distribution of number of times people bicycle for personal business in an average week.

**Question 13 cross tabulation: Comparison of the responses given by families with children and families without children**

**a) Going to work or school**

Of the 221 respondents with children under 18 years of age, 76.0% do not bicycle for the purpose of going to work or school; while 19.0% bicycle from 1 to 5 times per week, 4.0% bicycle from 6 to 10 times per week, 0.5% bicycle from 11 to 15 times per week and 0.5% bicycle over 15 times per week. Of the 194 respondents without children under 18 years of age, 75.3% do not bicycle for the purpose of going to work or school; while 20.1% bicycle from 1 to 5 times per week, 3.6% bicycle from 6 to 10 times per week, and 1.0% bicycle over 15 times per week. The distribution of the responses is presented in Table 31.

Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	168	76.0	146	75.3
1 – 5 times	42	19.0	39	20.1
6 – 10 times	9	4.0	7	3.6
11 – 15 times	1	0.5	0	0.0
> 15 times	1	0.5	2	1.0
Total	221	100.0	194	100.0

### b) Going shopping

Of the 220 respondents with children under 18 years of age, 80.9% do not bicycle for the purpose of going shopping; while 18.2% bicycle from 1 to 5 times per week, and 0.9% bicycle from 6 to 10 times per week. Of the 193 respondents without children under 18 years of age, 78.8% do not bicycle for the purpose of going shopping; while 20.2% bicycle from 1 to 5 times per week, and 1.0% bicycle from 6 to 10 times per week. The distribution of the responses is presented in Table 32.

Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	178	80.9	152	78.8
1 – 5 times	40	18.2	39	20.2
6 – 10 times	2	0.9	2	1.0
11 – 15 times	0	0.0	0	0.0
> 15 times	0	0.0	0	0.0
Total	220	100.0	152	78.8

### c) Recreation or exercise

Of the 218 respondents with children under 18 years of age, 28.0% do not bicycle for the purpose of recreation or exercise; while 64.2% bicycle from 1 to 5 times per week, 6.4% bicycle from 6 to 10 times per week, and 1.4% bicycle over 15 times per week. Of the 194 respondents without children under 18 years of age, 37.6% do not bicycle for the purpose of recreation or exercise; while 54.1% bicycle from 1 to 5 times per week, 7.2% bicycle from 6 to 10 times per week, and 1.0% bicycle over 15 times per week. The distribution of the responses is presented in Table 33.

Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	61	28.0	73	37.6
1 – 5 times	140	64.2	105	54.1
6 – 10 times	14	6.4	14	7.2
11 – 15 times	0	0.0	0	0.0
> 15 times	3	1.4	2	1.0
Total	218	100.0	194	100.0

### d) Personal business

Of the 207 respondents with children under 18 years of age, 76.8% do not bicycle for personal business; while 22.2% bicycle from 1 to 5 times per week, 0.5% bicycle from 6 to 10 times per week, and 0.5% bicycle from 11 to 15 times per week. Of the 183 respondents without children under 18 years of age, 73.8% do not bicycle for personal business; while 25.7% bicycle from 1 to 5 times per week, and 0.5% bicycle from 6 to 10 times per week. The distribution of the responses is presented in Table 34.

Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	159	76.8	135	73.8
1 – 5 times	46	22.2	47	25.7
6 – 10 times	1	0.5	1	0.5
11 – 15 times	1	0.5	0	0.0
> 15 times	0	0.0	0	0.0
Total	207	100.0	183	100.0

**Question 16: If the starting point of this bicycle trip was not your home, how did you get there?**

A total of 124 persons responded this question. Of these, 79.3% started their trip from their home while 12.1% drove themselves to the alternate origin of their trip. About 5.6% rode a bicycle and the remaining three percent were given a ride or used an alternate mode of transport. The distribution of the responses is provided in Table 35 and Figure 20.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I started my trip from home	98	79.3	98	79.0
I rode a bicycle	7	5.6	105	84.9
I drove myself	15	12.1	120	97.0
I was given a ride	1	0.8	121	97.8
I took a bus	0	0.0	121	97.8
Other	3	2.2	124	100.0

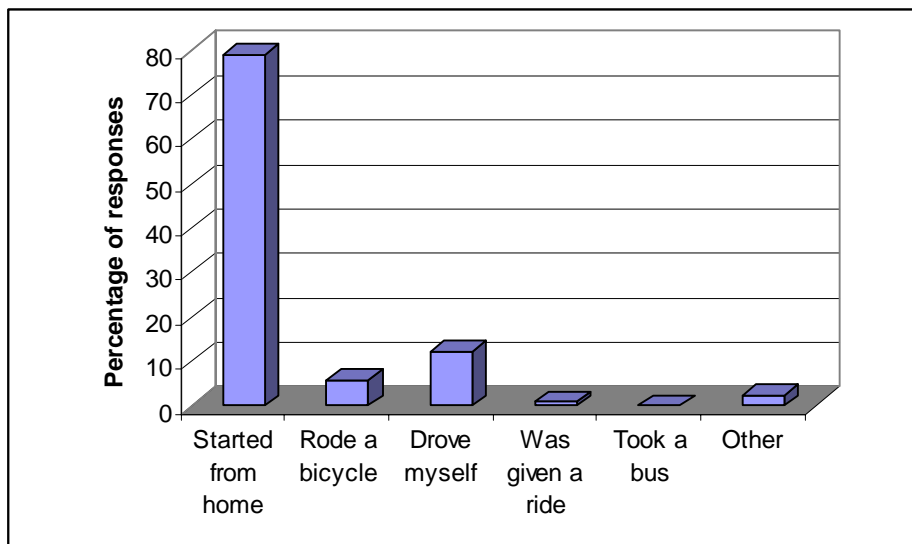


Figure 20. Distribution of how the respondents reached an alternate origin of their trip.

A comparison of the responses of the persons that rode a bicycle at least once a week with how many times they used their bicycle to start their trip is shown in Table 39. These results show that 10.8% of the sample rode a bicycle to start their trip to work, 9.1% to go shopping, 6.0% for exercise and 11.1% for personal business. Note that these percentages are based on different total number of responses presented in parenthesis in Table 36.

Responses	Work		Shopping		Recreation/ Exercise		Personal business	
	Freq	Percent	Freq	Percent	Freq	Percent	Freq	Percent
Started from home	32	86.5	28	84.8	85	85.0	27	75.0
Rode a bicycle	4	10.8	3	9.1	6	6.0	4	11.1
Drove myself	1	2.7	2	6.1	7	7.0	4	11.1
Was given a ride	0	0.0	0	0.0	0	0.0	0	0.0
Took a bus	0	0.0	0	0.0	0	0.0	0	0.0
Other	0	0.0	0	0.0	2	2.0	1	2.8
Totals	37 (18.0%)		33 (16.0%)		100 (48.5%)		36 (17.5%)	

**Question 17: During this same bicycle trip, did you travel on...**

A total of 233 persons responded to this question. Most of the respondents (79.8%) traveled on a street with no marked bike route. About 38.6% traveled on a sidewalk along a street, while 31.8% travel on a paved bike path. Approximately 27.5 traveled on a paved path for both bicycles and pedestrians, and 21.9% on marked bike route along a street. The remaining percentages are presented in Table 37. The distribution of the responses is shown in Figure 21. Note that since this question is a “marked-all-that-apply”, the percentages do not add up to 100%.

Responses	Frequency	Percent
A sidewalk along a street	90	38.6
On a marked bike route along a street	51	21.9
On a street with no marked bike route	186	79.8
An unpaved path or trail	22	9.4
A paved bike path	74	31.8
A paved path for both bikes and pedestrians	64	27.5
Other	15	6.4

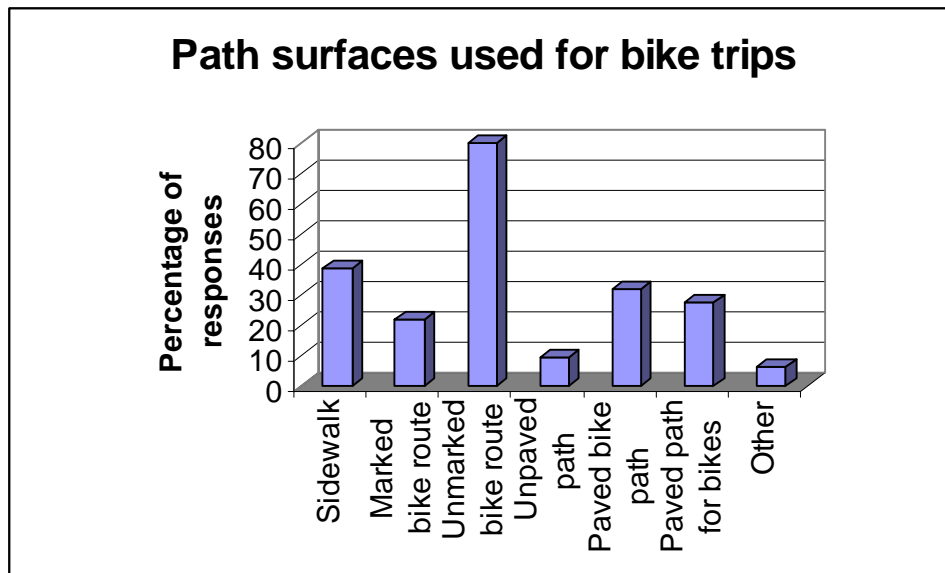


Figure 21. Distribution the path surfaces used for bicycle trips.

**Question 18: On this same bicycle trip, did you experience problems with...?**

A total of 175 persons responded this question. Of these, the majority of the respondents (60.6%) were encumbered by the need to share a busy street. About 47.4% encountered problems with pedestrians traveling on the same path, while 45.7% had trouble with cars/trucks turning in front of them. About 42.9% complained about bad pavement conditions. For a list of other problems encountered while on the bicycle trip, refer to Table 38. The distribution of the responses is presented in Figure 22. Note that this question was a “mark-all-that-apply”, thus the percentages will not add up to 100%.

Responses	Frequency	Percent
Pedestrians on the same path	83	47.4
Skaters on the same path	24	13.7
Cars/trucks turning in front of you	80	45.7
Cars/truck doors opening in front of you	33	18.9
Other hazardous actions by drivers	61	34.9
Need to share a busy street	106	60.6
Bad pavement	75	42.9
Hazardous railroad crossing	13	7.4
Hazardous storm drain grate	22	12.6
Fear of possible crime	15	8.6
Low branches or other obstructions	34	19.4
Other	17	9.7

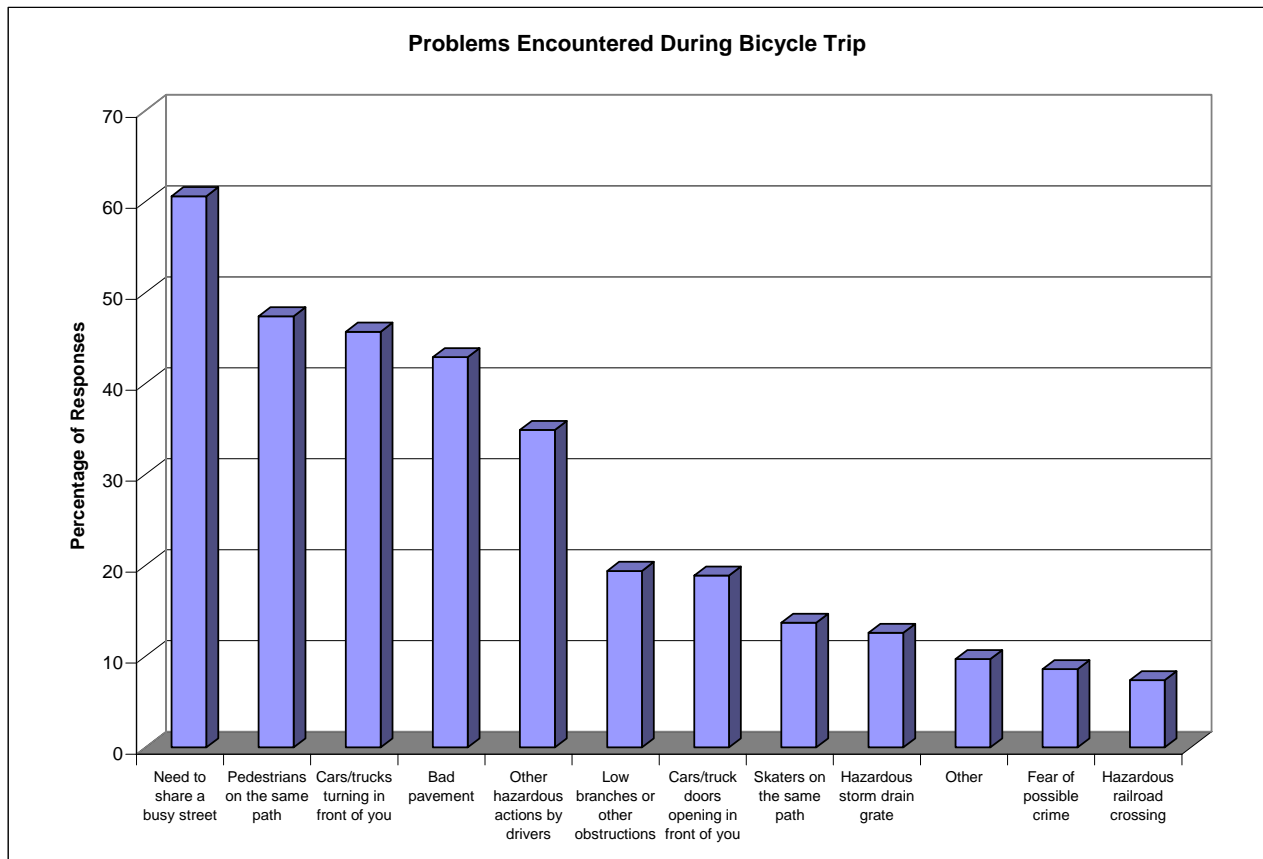


Figure 22. Problems encountered while on the bicycle path.

**Question 19: How far from your home is the nearest bike path?**

A total of 280 persons responded this question. Of these, 23.2% said that the nearest bike trail was over a mile away. About 19.3% have a bicycle trail in a distance ranging from ¼ mile to one mile away from their home, 15.7% have a bicycle trail between one block and a ¼ mile. Approximately 8.6% of the respondents said that the nearest bike trail is less than one block away. The remaining 33.2% either do not know how far the nearest trail is or do not know of any bike trails near. The distribution of the responses is available in Table 39 and Figure 23.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than one block	24	8.6	24	8.6
One block to ¼ mile	44	15.7	68	24.3
¼ mile to one mile	54	19.3	122	43.6
Over one mile	65	23.2	187	66.8
I'm not sure how far it is	42	15.0	229	81.8
I don't know of any bike trails nearby	51	18.2	280	100.0

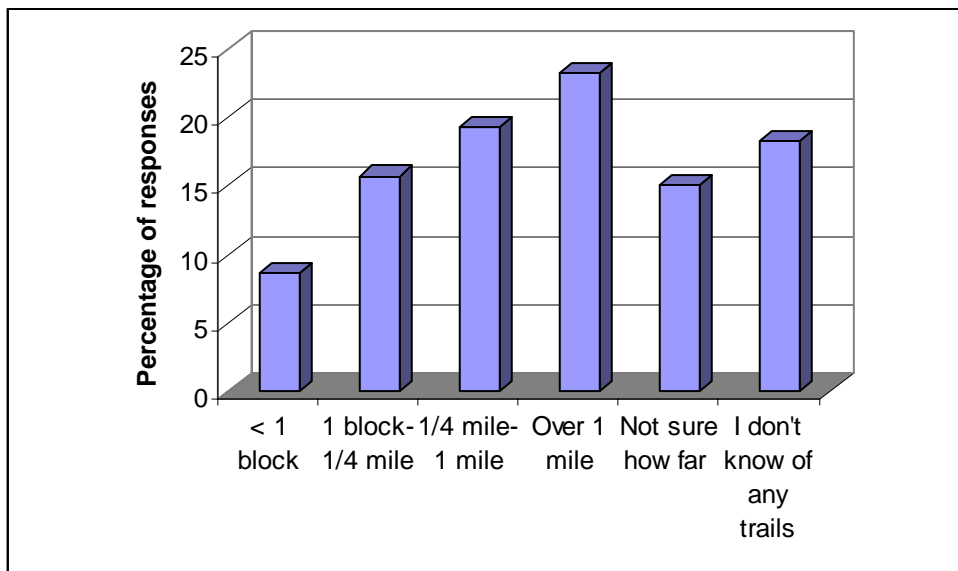


Figure 23. Distribution of the distances of the nearest bike trails.

**Question 20:**

**a) In an average week, how often do you use the bike path from question 19?**

A total of 256 persons responded this question. Of these, 60.9% do not use bicycle trails, 34.4% use bike trails from 1 to 5 times per week, 3.5% use bike trails from 6 to 10 times per week. The remaining 1.2% use the bicycle trails at least 11 times per week. The distribution of the responses is presented in Table 40 and Figure 24.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	156	60.9	156	60.9
1-5 times	88	34.4	244	95.3
6-10 times	9	3.5	253	98.8
11-15 times	2	0.8	255	99.6
> 15 times	1	0.4	256	100

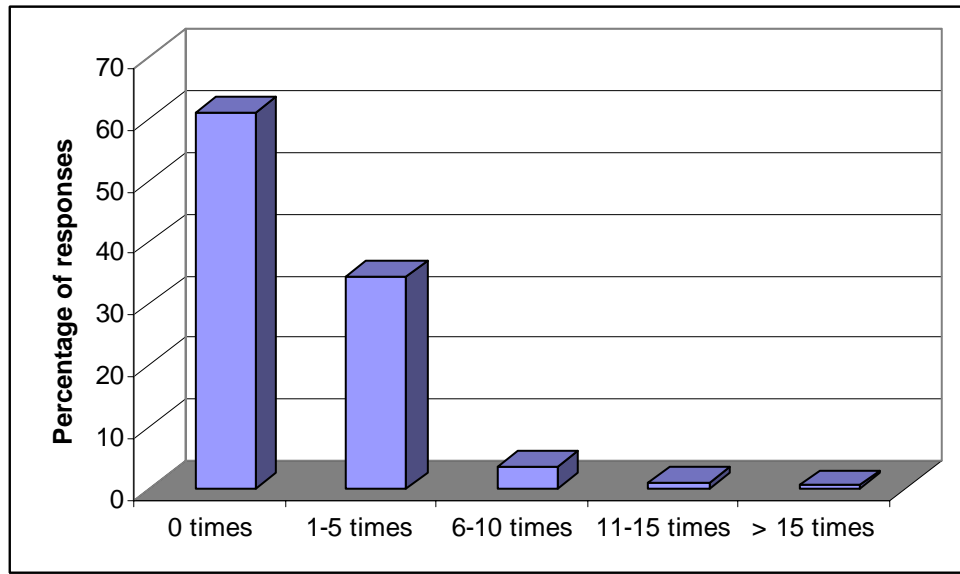


Figure 24. Distribution of how many times the respondents use bicycle trails per week.

A comparison between the number of times people use the bicycle paths and how far these bicycle paths are from their homes was performed and presented in Table 41. Of the 62 persons that live within a quarter mile from the bicycle path, 72.6% of the respondents use it at least once a week. Of the 54 persons that have a bicycle path between a quarter mile and one mile from their home, 63.0% use the bicycle trail at least once a week. Of the 62 persons that live over one mile away from the nearest bicycle trail 25.8% of the respondents use the latter every week.

Distance	Frequency	Percent	Total
Less than a 1/4 mile	45	72.6	62
Between a 1/4 mile and 1 mile	34	63.0	54
Over 1 mile	16	25.8	62

On average, people that live within a quarter mile from the trail will visit the trail approximately 2.7 times per week. People who live between a quarter mile and a mile from the trail will ride through it approximately 2.4 times a week, and people who live over one mile away from the trail will use the trail approximately 0.9 times per week.

**b) How satisfied are you with this bike trail?**

A total of 169 persons responded this question. Most of the respondents (57.4%) are satisfied with the bicycle trails used. Of these, thirteen percent are very satisfied. On the other hand, 13.6% are not satisfied with the bicycle trails. Of these, 4.7% are very dissatisfied. The distribution of the responses is presented in Table 42 and Figure 25.



Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	8	4.7	8	4.7
Dissatisfied	15	8.9	23	13.6
I have no opinion	49	29.0	72	42.6
Satisfied	75	44.4	147	87.0
Very Satisfied	22	13.0	169	100.0

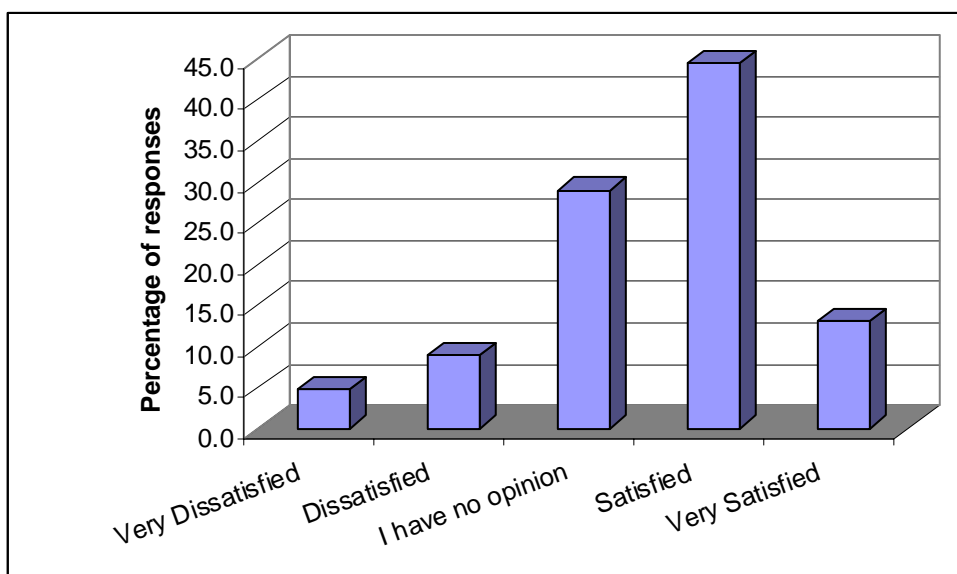


Figure 25. Level of satisfaction of the respondents for the bicycle paths.

**Question 21: If you use a particular bike path on a regular basis, please describe where it is.**

(Responses to this question were open-ended; they were taken into consideration for the plan as public comment).

**Question 21b: What changes would improve this path or trail?**

A total of 122 persons responded this question. The proposed change that received the highest approval was to connect the bicycle trails to other paths to reach other destinations. The second highest improvement was the make the bicycle trails longer. This was followed by improve the pavement quality of the trails. The distribution of the responses is provided in Table 43 and Figure 26. The question was a “mark-all-that-apply”, thus the percentages do not add up to 100%.

Responses	Frequency	Percent
Better pavement	25	20.5
Better landscaping	11	9.0
Connection to other paths	70	57.4
Make it longer	41	33.6
Eliminate obstructions	21	17.2
Better lighting	18	14.8
Other	15	12.3

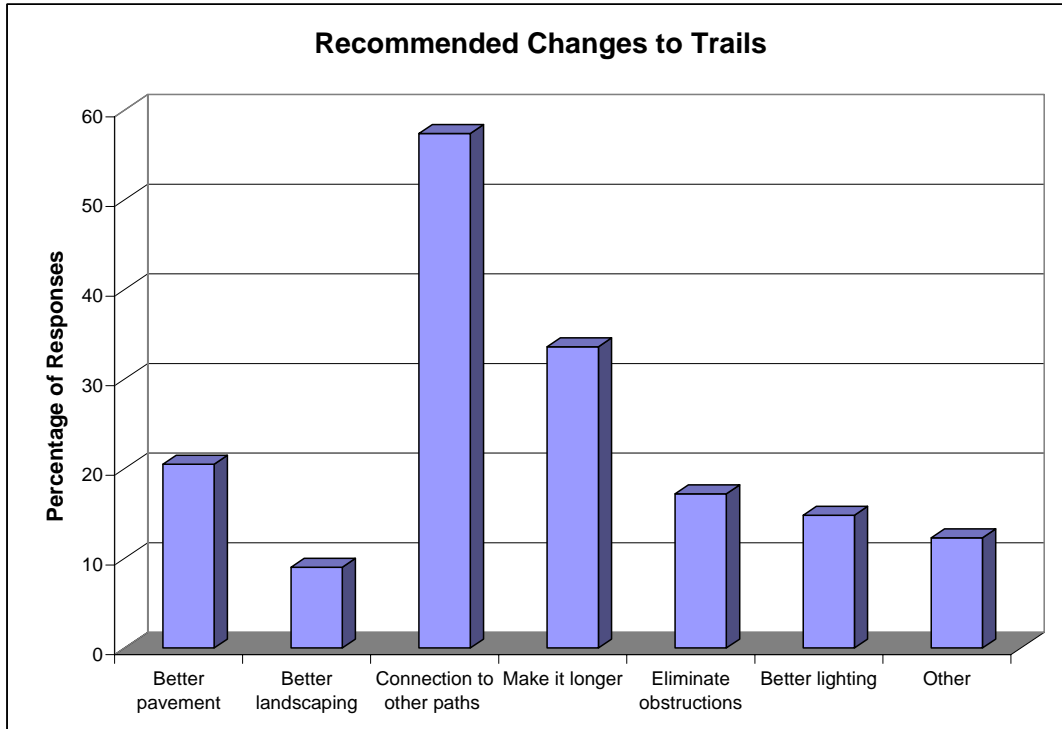


Figure 26. Distribution of proposed improvements for the bicycle trails.

**Part D. General**

**Question 22: How far is the nearest bus stop from your residence?**

A total of 625 persons responded this question. Of these, 30.1% have a bus stop located less than one block away from their homes. About 27.8% know of a bus stop located between a distance of one block and ¼ mile and 7.2% have a bus stop located between ¼ mile and 1 mile. Approximately 18.1% of the respondents said that this question does not apply to them. The remaining 9.3% either do not know how far the nearest bus stop is or do not know of any bus stops nearby. The distribution of the responses is provided in Table 44 and Figure 27.

Responses	Frequency	Percent	Cum Freq	Cum Percent
Less than one block	188	30.1	188	30.1
One block - ¼ mile	174	27.8	362	57.9
¼ mile - 1 mile	45	7.2	407	65.1
Over 1 mile	31	5.0	438	70.1
I don't know how far	27	4.3	465	74.4
I don't know of any stops	47	7.5	512	81.9
N/A	113	18.1	625	100.0

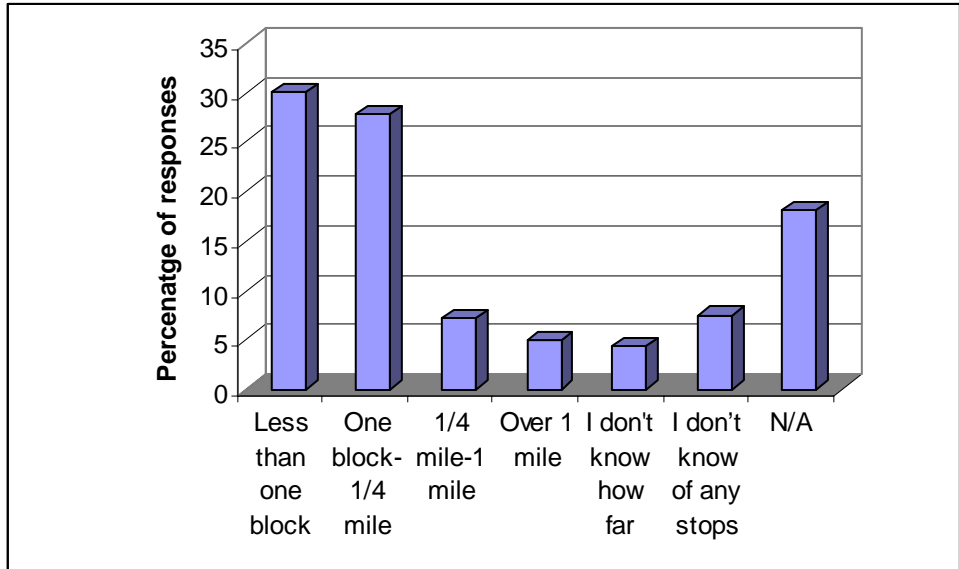


Figure 27. How far is the nearest bus stop?

**Urban Area Residents Information**

The average age of urbanized area residents is 52; this average is the result of 428 respondents whose ages are in the range of 19 and 91.

Approximately 41.6% of the 426 respondents that live in the urbanized area have a bus stop located less than one block away from their homes. Another 37.4% live between one block and one quarter mile away from the nearest bus stop, 9.8% live within one mile and 1.8% live over one mile away of the bus stop. The distribution of the responses is presented in Table 45.

Table 45: How far is the nearest bus stops for the urban area residents

Responses	Frequency	Percent	Cum Freq	Cum Percent
Less than one block	182	41.6	182	41.6
One block-1/4 mile	164	37.4	346	79.0
1/4 mile-1 mile	43	9.8	389	88.8
Over 1 mile	8	1.8	397	90.6
I don't know how far	20	4.6	417	95.2
I don't know of any stops	9	2.1	426	97.3
Question does not apply	12	2.7	438	100.0

**Question 23: Is there a paved walking path (other than the street) between your home and the nearest bus stop?**

A total of 559 persons responded this question. Of these, 47.4% said that there is a paved walking path connecting their home to the nearest bus stop, while 45.1% claimed otherwise. The remaining 7.5% were not sure. The distribution of the responses is available in Table 46.

Table 46: Available paved walking between home and bus stops

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Yes	265	47.4	265	47.4
No	252	45.1	517	92.5
Not sure	42	7.5	559	100.0

**Question 24: If local bus stops had shelters where you could lock and leave your bicycle, would you be more likely to ride the bus?**

A total of 580 persons responded this question. Of these, 44.5% responded that it would be unlikely for them to increase their bus ridership by adding bicycle shelters to the bus stops. On the other hand, 8.8% said that they would likely use the bus if there were bicycle shelters. About 12.4% of the respondents did not have an opinion and 34.3% said that the question does not apply to them. The distribution of the responses is provided in Table 47.

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Not likely at all	213	36.7	213	36.7
Likely	33	5.7	246	42.4
I have no opinion	72	12.4	318	54.8
Unlikely	45	7.8	363	62.6
Highly likely	18	3.1	381	65.7
N/A	199	34.3	580	100.0

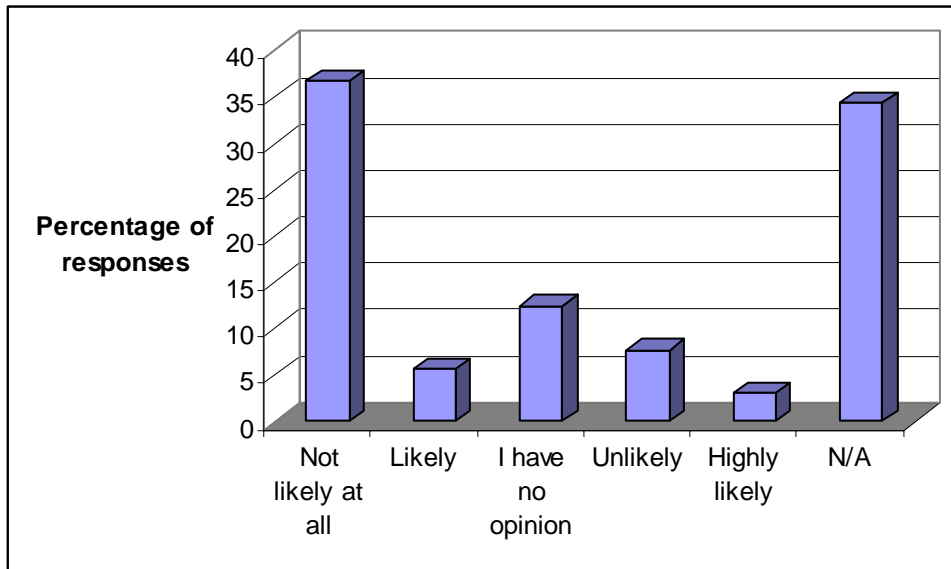


Figure 28. If there were bicycle shelters at the bus stops, would the respondents use the bus?

The responses for question 24 of the persons that indicated that they bicycled for the purpose of going to work or school, to go shopping, for recreation or exercise, or for personal business are presented in Tables 48 through 51.

From Table 48 it can be seen that for 50.8% of the 65 persons who ride a bicycle to school or work it is unlikely that they would ride a bus if provided with a bicycle shelter, while 18.4% are likely to ride the bus.

Table 48: Would a person that rides a bicycle to work or school be inclined to ride a bus if provided by bicycle shelters at the station?

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Not likely at all	25	38.5	25	38.5
Likely	6	9.2	31	47.7
I have no opinion	9	13.8	40	61.5
Unlikely	8	12.3	48	73.8
Highly likely	6	9.2	54	83.1
N/A	11	17.0	65	100.0

From Table 49 can be seen that for 51.0% of the 51 persons who ride a bicycle to go shopping it is unlikely that they would ride a bus if provided with a bicycle shelter, while 23.5% are likely to ride the bus.

Table 49: Would a person that rides a bicycle to go shopping be inclined to ride a bus if provided by bicycle shelters at the station?

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Not likely at all	19	37.3	19	37.3
Likely	8	15.7	27	52.9
I have no opinion	6	11.8	33	64.7
Unlikely	7	13.7	40	78.4
Highly likely	4	7.8	44	86.3
N/A	7	13.7	51	100.0

From Table 50 can be seen that for 49.7% of the 181 persons who ride a bicycle for recreation or exercise it is unlikely that they would ride a bus if provided with a bicycle shelter, while 17.1% are likely to ride the bus.

Table 50: Would a person that rides a bicycle for recreation or exercise be inclined to ride a bus if provided by bicycle shelters at the station?

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Not likely at all	73	40.3	73	40.3
Likely	19	10.5	92	50.8
I have no opinion	19	10.5	111	61.3
Unlikely	17	9.4	128	70.7
Highly likely	12	6.6	140	77.3
N/A	41	22.7	181	100.0

From Table 51 can be seen that for 48.5% of the 64 persons who ride a bicycle for personal business it is unlikely that they would ride a bus if provided with a bicycle shelter, while 23.4% are likely to ride the bus.

Table 51: Would a person that rides a bicycle for personal business be inclined to ride a bus if provided by bicycle shelters at the station?

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Not likely at all	25	39.1	25	39.1
Likely	8	12.5	33	51.6
I have no opinion	11	17.2	44	68.8
Unlikely	6	9.4	50	78.1
Highly likely	7	10.9	57	89.1
N/A	7	10.9	64	100.0

**Question 25: If you could name one location that needs a walking trail in Champaign County, where would it be?** *(Responses to this question were open-ended; they were taken into consideration for the plan as public comment).*

**Question 26: If you could name one location that needs a bicycle path in Champaign County, where would it be?** *(Responses to this question were open-ended; they were taken into consideration for the plan as public comment).*

**Question 27: Do physical disabilities or limitations prevent you from using pedestrian trails and/or bicycle paths in Champaign County? If you care to, please explain.** *(Responses to this question were open-ended; they were taken into consideration for the plan as public comment).*

**Question 28: What kind of transportation improvements would you like to see within the cities of Champaign, Urbana, and Savoy over the next 20 years?** *(Responses to this question were open-ended; they were taken into consideration for the plan as public comment).*

**Question 29: How many people live in your household? To what gender and age group does each household member belong?**

A total of 612 respondents indicated their gender; of these, 273 were female and 339 were male. Of the 616 persons that indicated their household size, the average household size is of 2.4, where the minimum was 1 and the maximum 8. From the 614 persons who answered the survey, the average age was of 52, where the range of ages was between 18 and 91.