



CENTRE REGION BIKE PLAN

Online Survey Spring 2015



As part of the public outreach process for the Centre Region Bike Plan, the COG Transportation and Land Use (TLU) Committee administered an online survey in Spring 2015 (March 16 - June 1).

The purpose of the online survey was to collect information on:

- Who is biking and why
- What discourages people from biking
- What would encourage people to bike
- Where bicycle facility improvements are needed

Information about the opportunity to participate was distributed via listservs, websites, newsletters, e-mail, newspaper articles, flyers, and word of mouth. Input was provided by 674 individuals. Although the survey yielded valuable information to aid in the preparation of the plan, it does not represent a statistically valid sample of Centre Region residents.

The regional document includes responses from residents of the six Centre Region municipalities, as well as individuals that identified themselves as living outside of the Centre Region.

At the TLU Committee's request, survey reports were also prepared for each of the Centre Region municipalities. As with the regional report, these reports were compiled for informational purposes only, and are not "statistically valid."

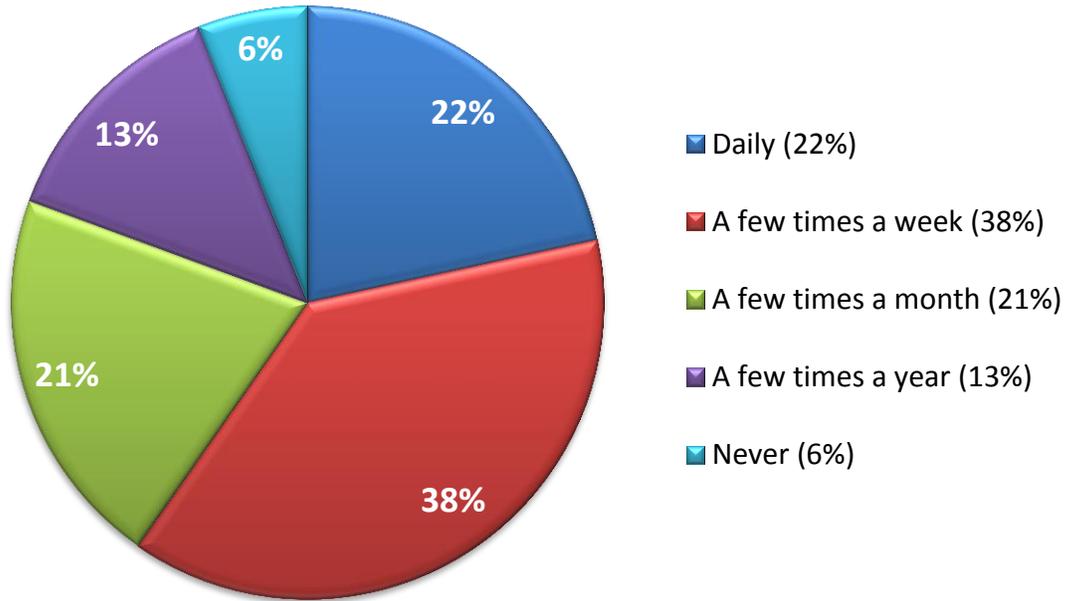
When necessary, open-ended responses were edited to remove inappropriate language. Comments were deleted entirely if deemed violent or threatening—indicated as "inappropriate comment" in the report.

Questions regarding the online survey or the content of this document should be addressed to:

Centre Regional Planning Agency
2643 Gateway Dr, Ste 4
State College, PA 16801
(814) 231-3050

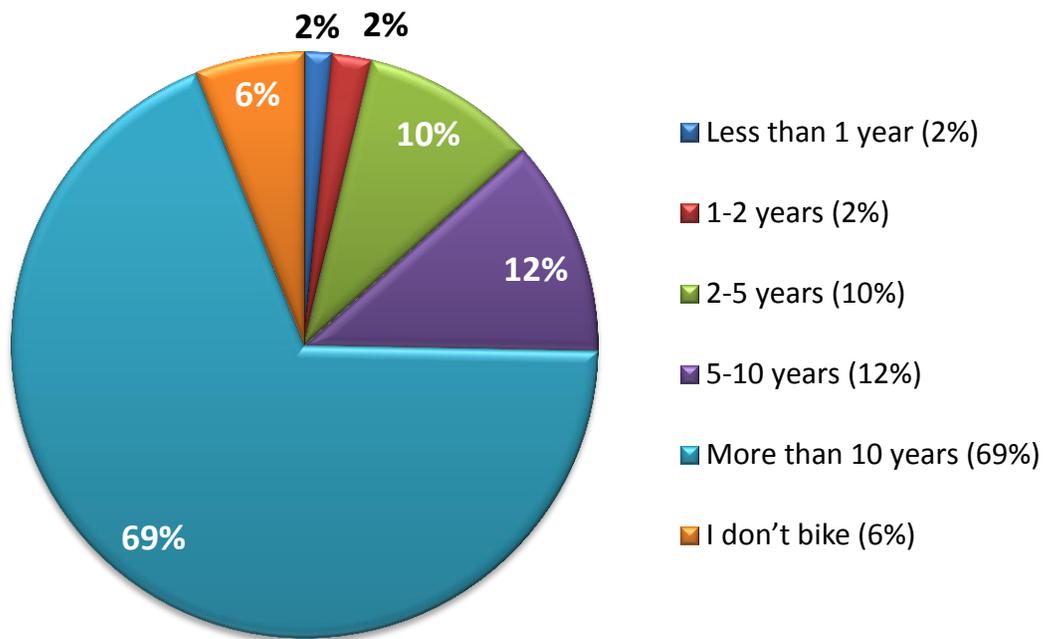
1. On average, how often do you bike?

Answer Options	Response Percent	Response Count
Daily	21.6%	29
A few times a week	38.1%	51
A few times a month	20.9%	28
A few times a year	13.4%	18
Never	6.0%	8
<i>answered question</i>		134
<i>skipped question</i>		0



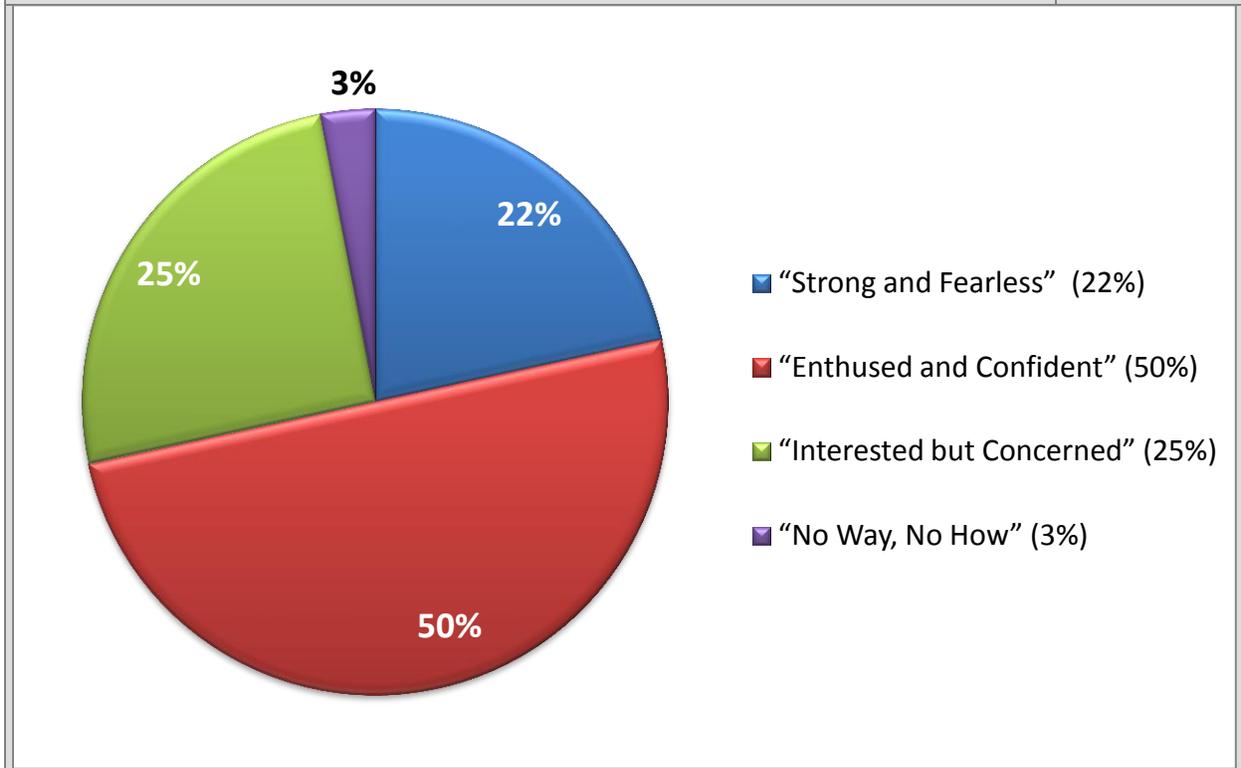
2. How long have you been bicycling?

Answer Options	Response Percent	Response Count
Less than 1 year	1.5%	2
1-2 years	2.2%	3
2-5 years	9.7%	13
5-10 years	11.9%	16
More than 10 years	68.7%	92
I don't bike	6.0%	8
<i>answered question</i>		134
<i>skipped question</i>		0



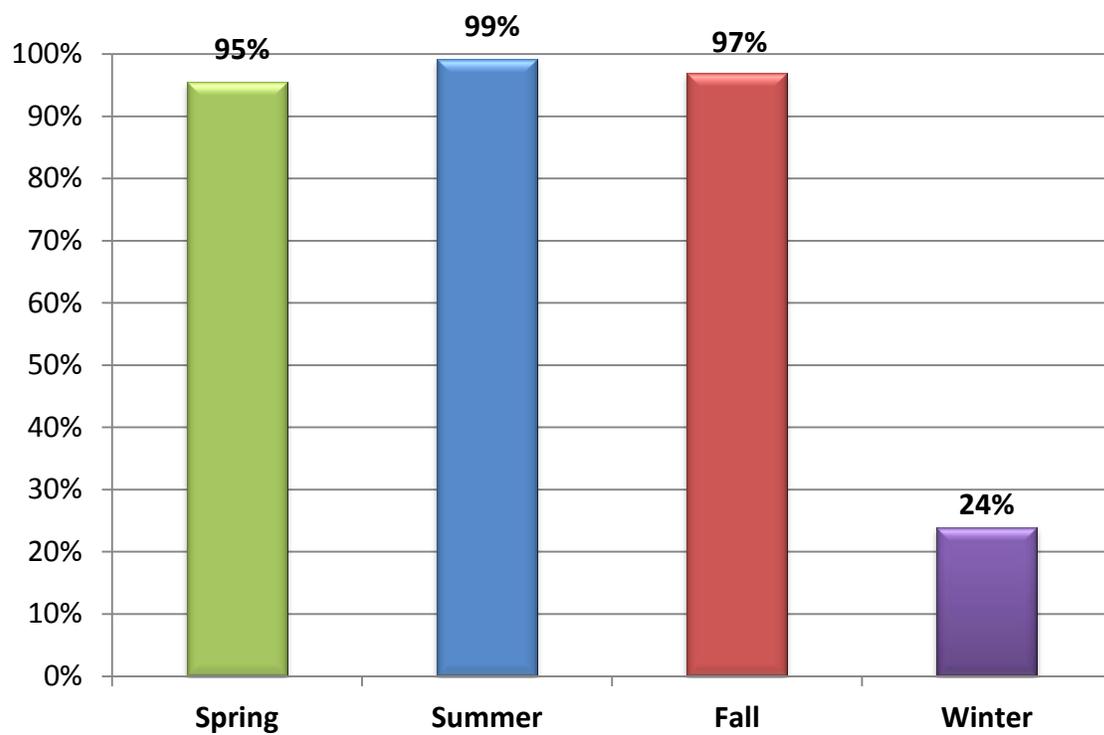
3. What type of cyclist do you consider yourself?

Answer Options	Response Percent	Response Count
“Strong and Fearless” (I ride regardless of conditions.)	21.6%	29
“Enthused and Confident” (I am comfortable riding on roads with wide shoulders, bicycle lanes, and easy to navigate intersections.)	50.0%	67
“Interested but Concerned” (I am only comfortable riding on bicycle paths away from motor vehicles.)	25.4%	34
“No Way, No How” (I have no interest in riding bicycles.)	3.0%	4
<i>answered question</i>		134
<i>skipped question</i>		0



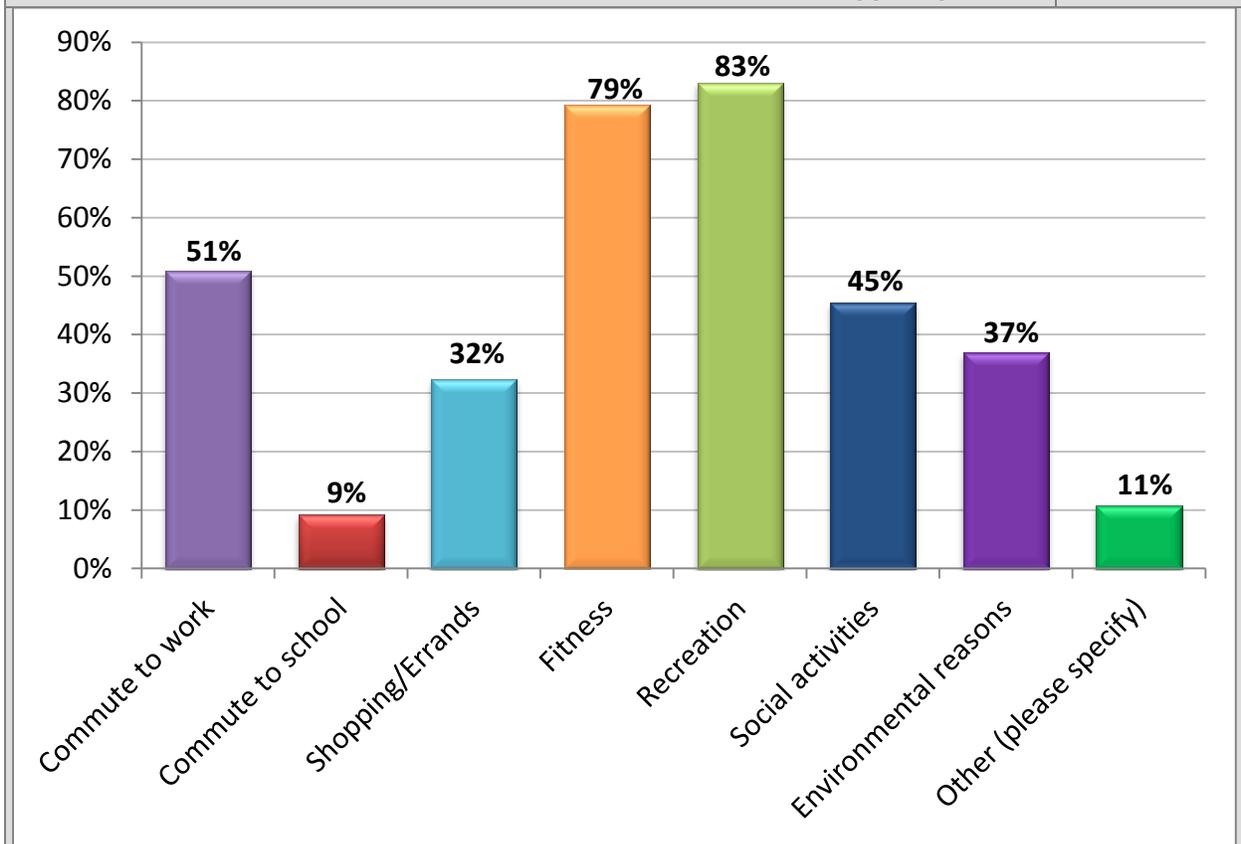
4. During which seasons do you ride a bike? (Please check all that apply.)

Answer Options	Response Percent	Response Count
Spring	95.4%	124
Summer	99.2%	129
Fall	96.9%	126
Winter	23.8%	31
<i>answered question</i>		130
<i>skipped question</i>		4



5. Why do you bike? (Please check all that apply.)

Answer Options	Response Percent	Response Count
Commute to work	50.8%	66
Commute to school	9.2%	12
Shopping/Errands	32.3%	42
Fitness	79.2%	103
Recreation	83.1%	108
Social activities	45.4%	59
Environmental reasons	36.9%	48
Other (please specify)	10.8%	14
<i>answered question</i>		130
<i>skipped question</i>		4



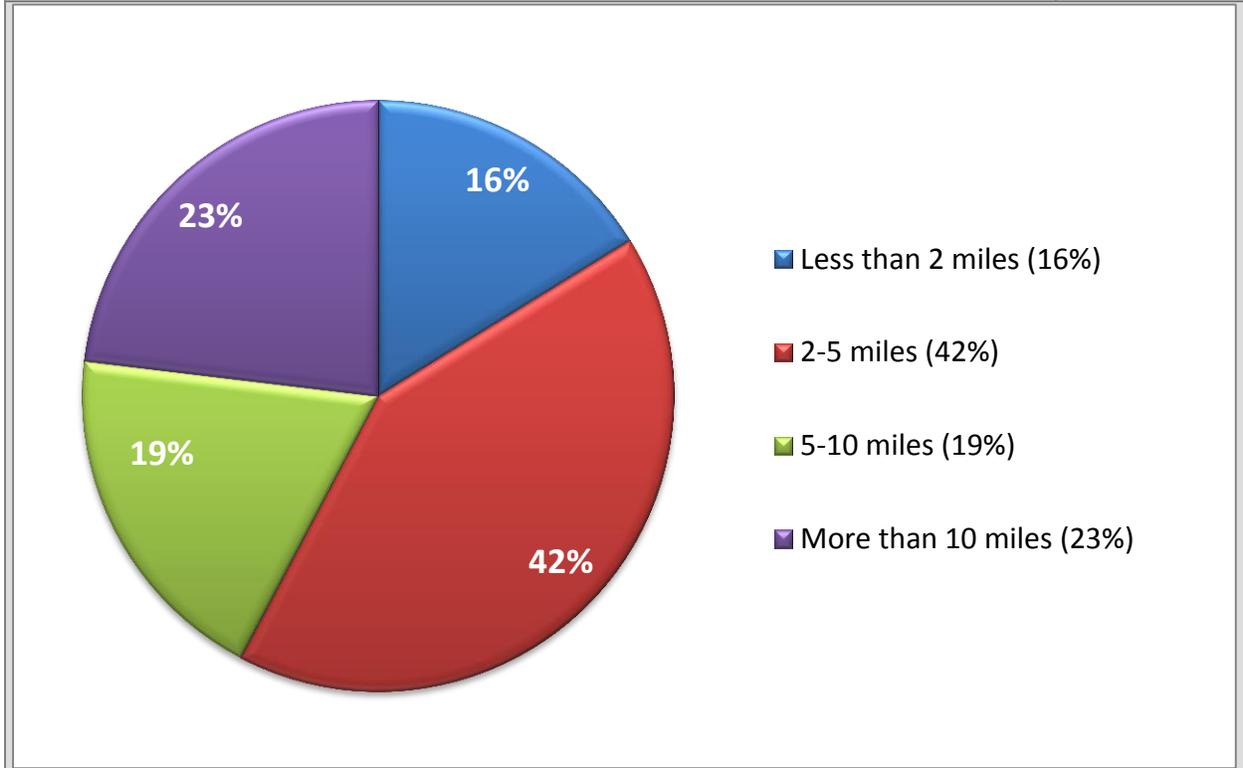
Other Responses:

1	Easier to park when on campus
2	Attend meetings
3	Economic (saves money on gas or bus fare)

4	To go to local places like the park
5	Mountain bike
6	Entertainment
7	To avoid owning a second car
8	Parking convenience and no cost
9	Stress relief
10	I don't.
11	I am part of the Centre Region Emergency Strike Team (CREST), which handles Search and Rescue for the county. We are developing a bike team as part of our resources.
12	Avoid game-day traffic
13	Saving money
14	To race

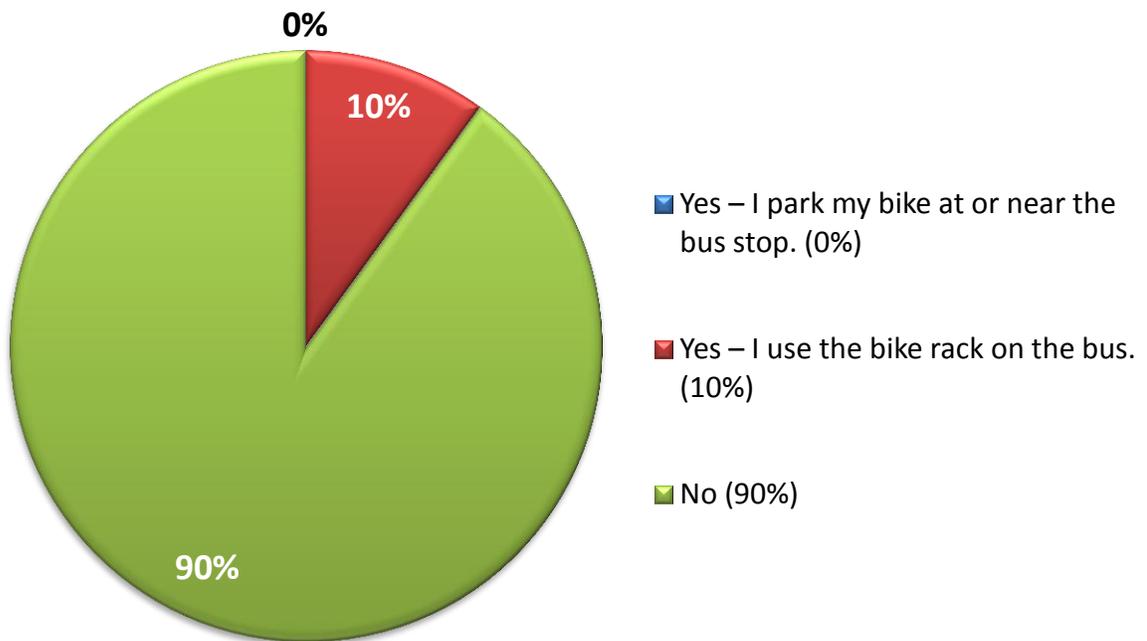
6. How far is your typical ride?

Answer Options	Response Percent	Response Count
Less than 2 miles	16.2%	21
2-5 miles	41.5%	54
5-10 miles	19.2%	25
More than 10 miles	23.1%	30
<i>answered question</i>		130
<i>skipped question</i>		4



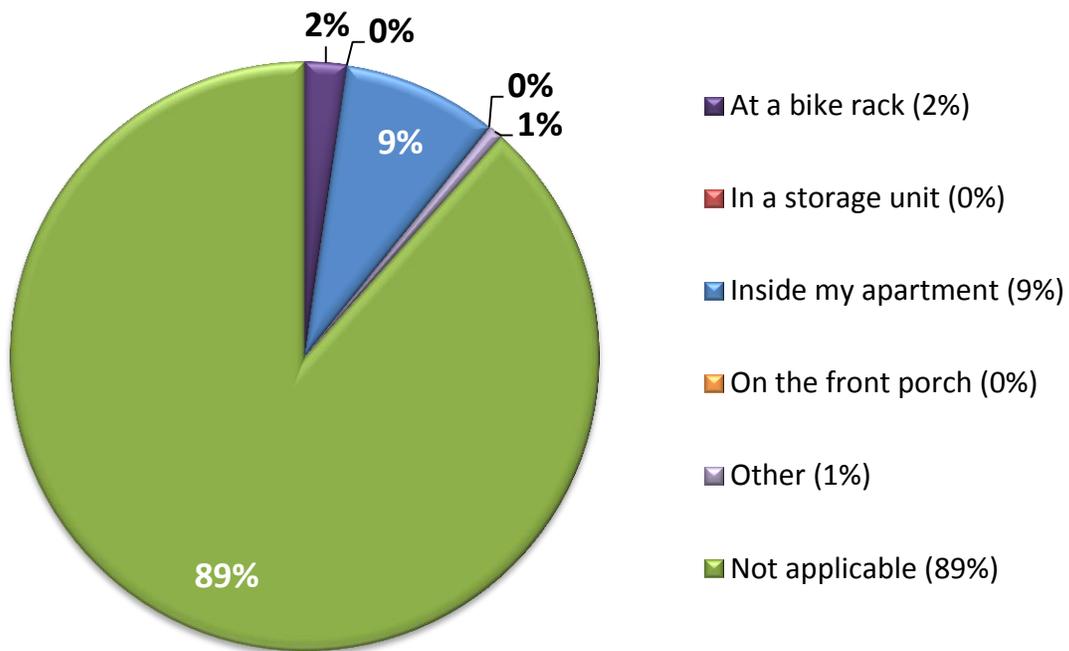
7. Do you ever ride your bike to a bus stop and take the bus?

Answer Options	Response Percent	Response Count
Yes - I park my bike at or near the bus stop.	0.0%	0
Yes - I use the bike rack on the bus.	10.0%	13
No	90.0%	117
<i>answered question</i>		130
<i>skipped question</i>		4



8. If you live in an apartment building, where do you normally park your bike?

Answer Options	Response Percent	Response Count
At a bike rack	2.3%	3
In a storage unit	0.0%	0
Inside my apartment	8.5%	11
On the front porch	0.0%	0
Other (please specify)	0.8%	1
Not applicable	88.5%	115
<i>answered question</i>		130
<i>skipped question</i>		4

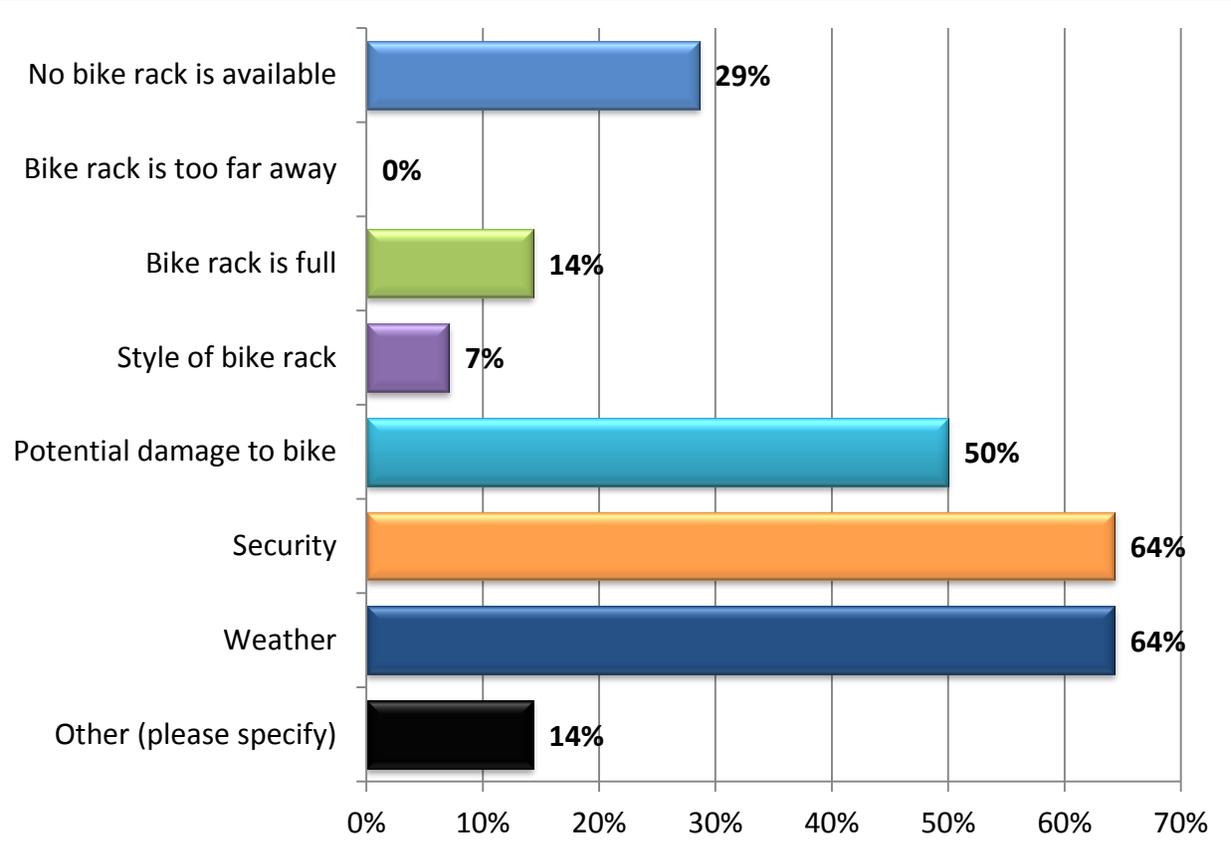


Other Responses:

1	No bike in State College
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9. If you live in an apartment but do not park your bike at a bike rack, why not? (Please check all that apply.)

Answer Options	Response Percent	Response Count
No bike rack is available	28.6%	4
Bike rack is too far away	0.0%	0
Bike rack is full	14.3%	2
Style of bike rack	7.1%	1
Potential damage to bike	50.0%	7
Security	64.3%	9
Weather	64.3%	9
Other (please specify)	14.3%	2
<i>answered question</i>		14
<i>skipped question</i>		120



Other Responses:

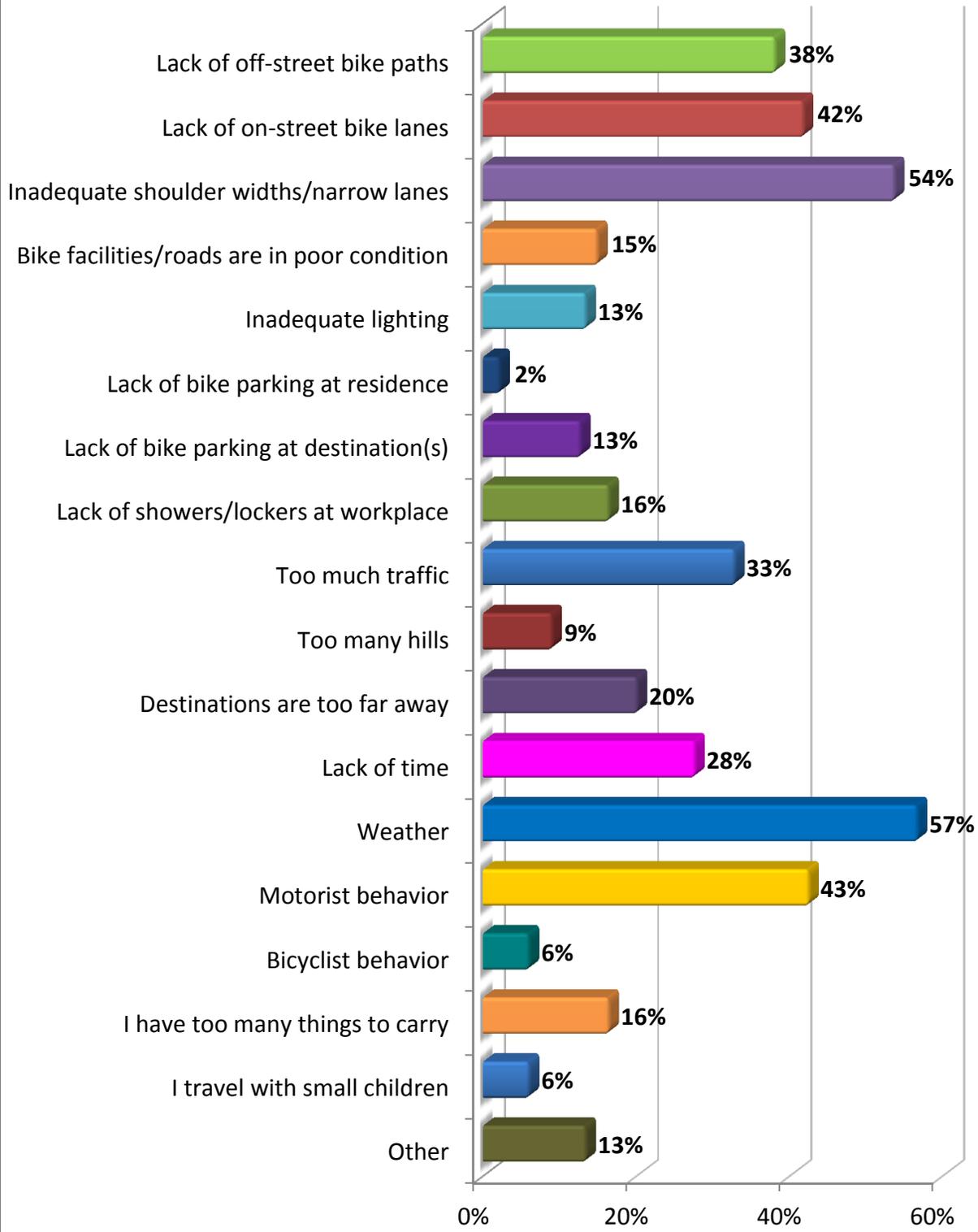
1	I do usually park at a rack, but it is always nearly full and sometimes I can't.
2	I don't have a bike.

10. What discourages you from biking? (Please check all that apply.)		
Answer Options	Response Percent	Response Count
Lack of off-street bike paths	38.1%	51
Lack of on-street bike lanes	41.8%	56
Inadequate shoulder widths/narrow lanes	53.7%	72
Bike facilities/roads are in poor condition	14.9%	20
Inadequate lighting	13.4%	18
Lack of bike parking at residence	2.2%	3
Lack of bike parking at destination(s)	12.7%	17
Lack of showers and/or lockers at workplace	16.4%	22
Too much traffic	32.8%	44
Too many hills	9.0%	12
Destinations are too far away	20.1%	27
Lack of time	27.6%	37
Weather	56.7%	76
Motorist behavior	42.5%	57
Bicyclist behavior	6.0%	8
I have too many things to carry	16.4%	22
I travel with small children	6.0%	8
Other (please specify)	13.4%	18
<i>answered question</i>		<i>134</i>
<i>skipped question</i>		<i>0</i>
Other Responses:		
1	Lack of off-street bike paths in my area	
2	My health is not conducive to biking.	
3	My absolute biggest drawback in bicycling is the behavior of pedestrians on campus. I fear them more than I do automobiles. My two worst crashes were caused by headphone-wearing and texting pedestrians walking into my path.	
4	Would love a more direct route along College Ave from CATO park to downtown	
5	I wish there was a way to cross Blue Course Dr down by Orchard Park without having to cross the street. Drivers can come around that curve quickly and it can be hard to see them. I work at the high school and would bike more if there was a solution.	
6	Disability requires I ride a recumbent bike, and would only do so in a very safe area...it is harder to see surroundings, and harder to be seen.	
7	I still ride my bike, but the Blue-White Path (behind the Penn State Golf Courses) is not maintained in the winter, which makes it difficult to get to campus.	

8	Bikes and cars do not belong on the same road. I lived in other communities where bikes had their own roadways away from both cars and walkers.
9	Not enough separation from traffic. Too many busy roads and intersections to cross. Can't go very far without having to cross a street or come off the bike path to cross an intersection.
10	Debris on road
11	Pedestrians wearing devices (ear buds) that prevent hearing audible warnings.
12	Lack of good interconnected routes to locations like the Penn Stater. Fox Hollow Rd is a major issue.
13	Paths are not connected enough – need paths to connect and take you from one end of town to another – better ways to cross Atherton St at busy intersections
14	Pedestrians, especially on campus.
15	Lack of bike path interconnectivity or connectivity via narrow/busy/high speed zone highways
16	Poorly maintained bike paths in Centre Region during winter months
17	Most motorists are courteous, but some (5-10%) seem to not know about the 4-foot rule and pass bicycles way over the speed limit (> 50 MPH in a 35 zone on Whitehall Rd). That's my biggest deterrent to not riding with kids, despite the widened road (which is fantastic, thanks!). Would be great to have speed/signal signs with flashing lights like they have in Lemont.
18	No bike

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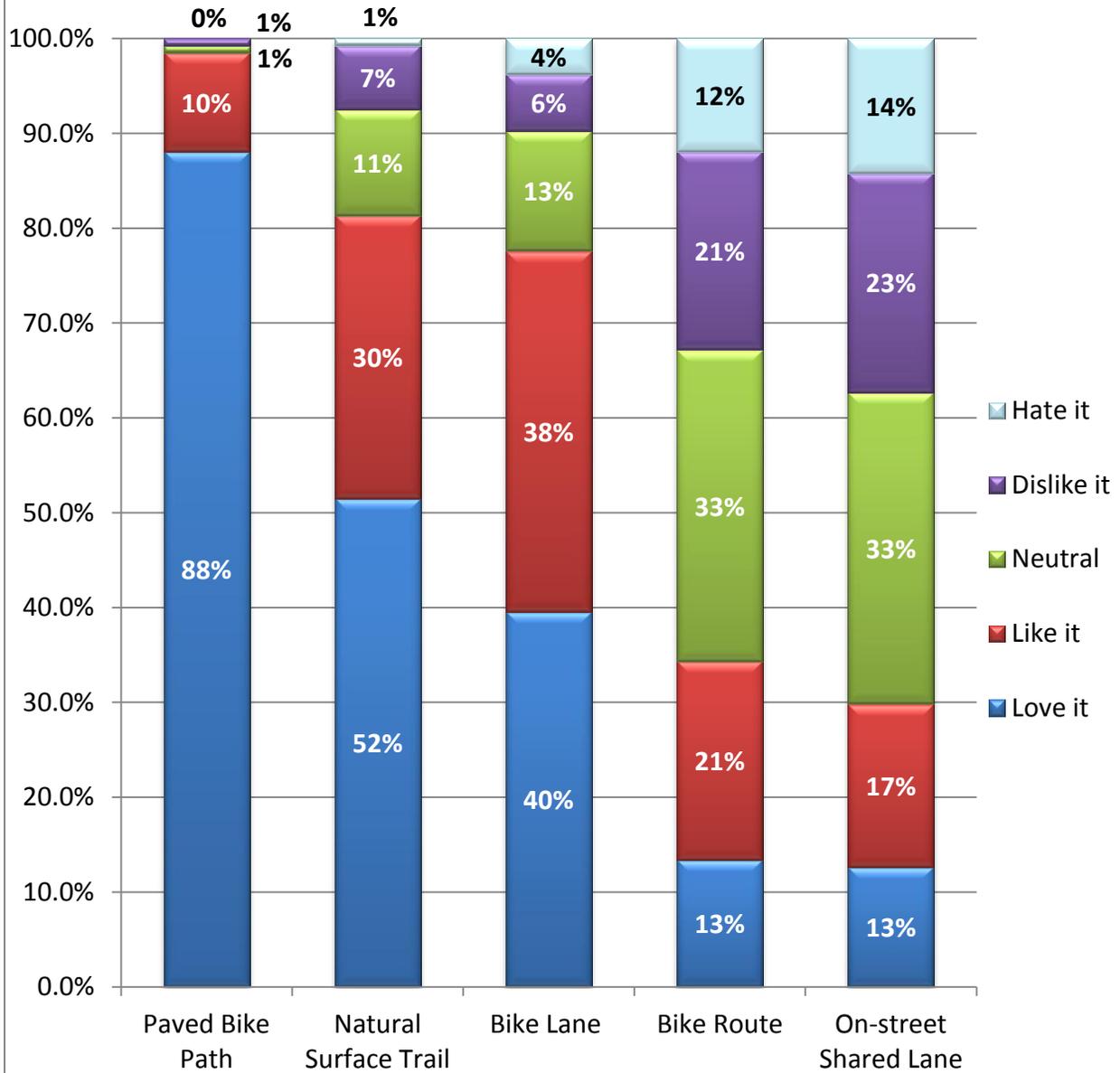
10. What discourages you from biking?



11. Please select your preference for the following bicycle facilities, whether or not you bike:										
Answer Options	Love it		Like it		Neutral		Dislike it		Hate it	
Paved Bike Path (separated from streets and vehicle traffic)	118	88.1%	14	10.4%	1	0.7%	1	0.7%	0	0.0%
Natural Surface Trail (separated from streets and vehicle traffic)	69	51.5%	40	29.9%	15	11.2%	9	6.7%	1	0.7%
Bicycle Lane (separated by roadway striping)	53	39.6%	51	38.1%	17	12.7%	8	6.0%	5	3.7%
Bicycle Route (shared roadway designated with signs only)	18	13.4%	28	20.9%	44	32.8%	28	20.9%	16	11.9%
On-street Shared Lane (designated by “Shared Lane” markings)	17	12.7%	23	17.2%	44	32.8%	31	23.1%	19	14.2%
<i>answered question</i>									134	
<i>skipped question</i>									0	

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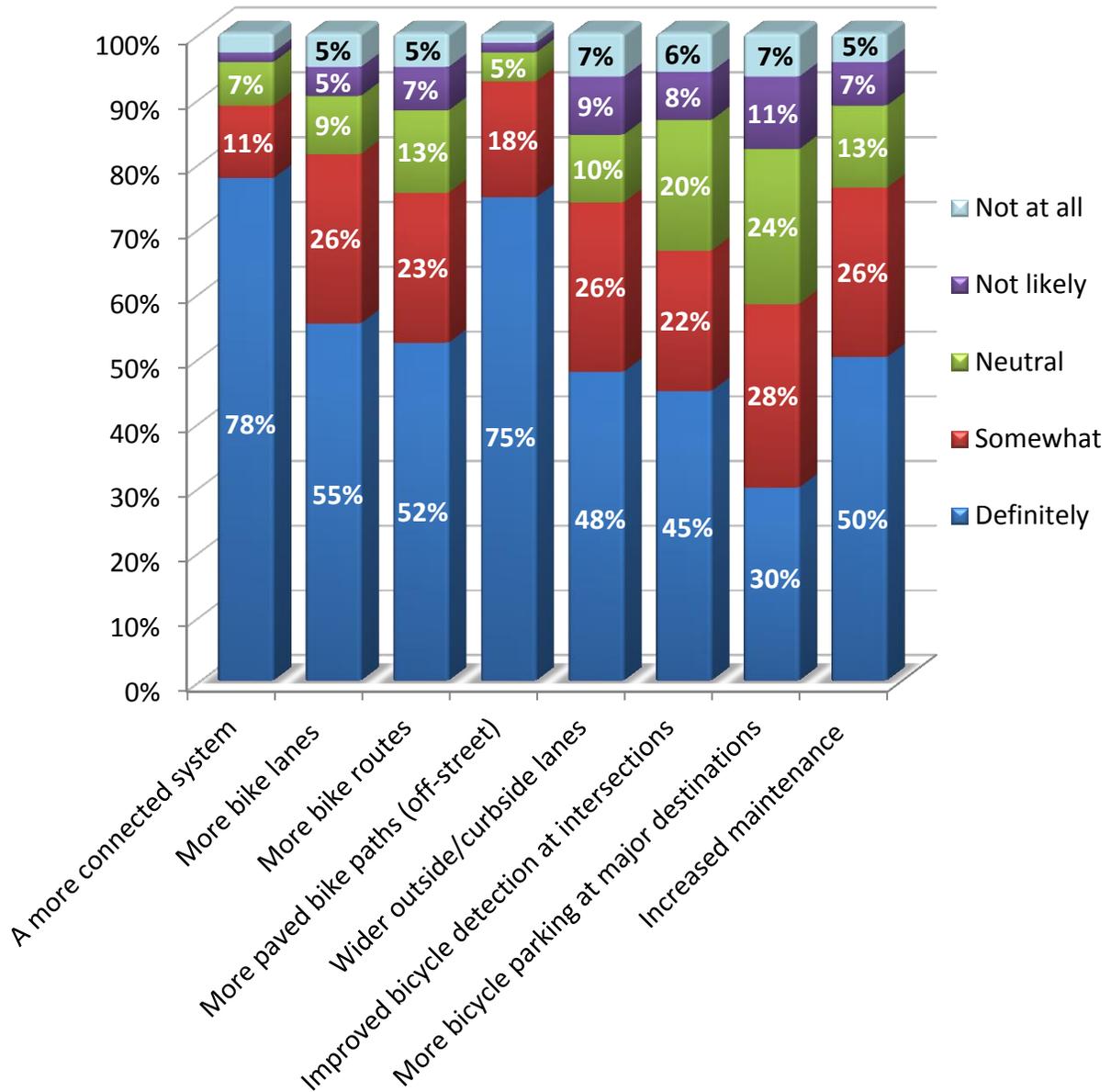
11. Please select your preference for the following bicycle facilities, whether or not you bike:



12. Would the following improvements encourage you to bike more often, or begin biking if you do not bike now? (Please rate each improvement by the likelihood of influencing your decision to bike.)											
Answer Options	Definitely		Somewhat		Neutral		Not likely		Not at all		
A more connected system	104	77.6%	15	11.2%	9	6.7%	2	1.5%	4	3.0%	
More bike lanes	74	55.2%	35	26.1%	12	9.0%	6	4.5%	7	5.2%	
More bike routes	70	52.2%	31	23.1%	17	12.7%	9	6.7%	7	5.2%	
More paved bike paths (off-street)	100	74.6%	24	17.9%	6	4.5%	2	1.5%	2	1.5%	
Wider outside/curbside lanes on major streets	64	47.8%	35	26.1%	14	10.4%	12	9.0%	9	6.7%	
Improved bicycle detection at intersections	60	44.8%	29	21.6%	27	20.1%	10	7.5%	8	6.0%	
More bicycle parking at major destinations and public facilities	40	29.9%	38	28.4%	32	23.9%	15	11.2%	9	6.7%	
Increased maintenance	67	50.0%	35	26.1%	17	12.7%	9	6.7%	6	4.5%	
Other (please specify)									18		
									<i>answered question</i>		<i>134</i>
									<i>skipped question</i>		<i>0</i>

(Continues on page 17)

12. Would the following improvements encourage you to bike more often, or begin biking if you do not bike now?



*Values less than 5% are not labeled

Other Responses:

1	Please include snow plowing on paved bike paths as part of increased maintenance.
2	Snow removal from bike paths in winter would help.
3	Get a bike path connected from Boalsburg to Tussey Mountain! So many great trails in Rothrock, but you have to drive to get there or risk riding on Rte 322 – not fun or safe!

4	Bike share program, for when I don't have my own bike on campus to get from place to place. More regular CATA bus service to Gate K of Russell Larsen Research Farm beyond Pine Grove Mills loop
5	More bike-friendly intersections along bike routes (e.g. traffic signals that can be seen from the bike path and don't require pushing a button [Blue Course Dr/Circleville Rd needs this]; bike turn lanes where applicable [Curtin Rd/Atherton St]; bridges/tunnels to avoid crossings but that don't require going out of the way and crossing additional streets [tunnel under Blue Course Dr or IT bridge over Atherton St])
6	It would be nice to have something like Rails-to-Trails in which you could go a long distance without having to cross streets.
7	Increased enforcement of traffic laws for cars (violations of which endanger cyclists) and increased education about the rights of cyclists and how drive in areas that include cyclists
8	If I had showering facilities at work, I would commute 7-8 months of the year.
9	More enforcement of traffic laws against aggressive motorists
10	Fox Hollow Rd is a good example of a route that needs to be improved. That road is a very easy road for cars to speed. One really wide bike lane with good demarcation and buffer would go a long way.
11	A mirror to see oncoming traffic where the Circleville to Penn State trail T's into Spruce Creek Ride (or making the homeowner take down the trees they've planted up to the corner, so that you can't see who is coming). Removing stop signs at the bottom of hills in direction of common bicycle traffic.
12	On the bike path between Cato Park and Orchard Park, there is a short part of the bike lane (College TWP?) that doesn't get cleared in the winter. That prevents commuting on that whole path, and seems silly. Can't we plow it for them, and get some kind of restitution? Or just do it?
13	Winter maintenance on bike paths
14	Safer bike racks to discourage theft and especially kicking
15	Flatter when possible
16	Fixing potholes in the road
17	Many paths are not plowed when it snows, so it is more difficult to use them during this time.
18	Winter maintenance

13. Where are additional bicycle facilities (bike paths, bike lanes, bike routes, bike racks, etc.) needed? (Please provide specific location and description.)

<i>answered question</i>		77
<i>skipped question</i>		57
Location and Description:		
1	Bike paths in the Fairbrook-Ramblewood Area	
2	Bike racks at transit center on College Ave	
3	W College Ave from CATO Park in SC	
4	W College Ave between campus and Pine Grove Mills	

5	Valley Vista Rd
6	More bike paths downtown
7	Expand current paths near Rte 45
8	Whitehall Rd between W College Ave and Nixon Ave
9	Throughout the Centre Region: Increase Policing of traffic laws (red means STOP, one way means ONE WAY)
10	Whitehall Rd west of College Ave to Tadpole Rd or to Diebler Rd
11	Connecting State College to Tussey Mountain/Rothrock
12	Convex mirror at the blind T-intersection between paths just off Hillcrest Ave
13	Chestnut Ridge, more bike paths
14	Whitehall Rd between College Ave and PA Furnace. Traffic keeps me from biking. Even though the road has been widened I am not comfortable without a bike path.
15	I think more bike paths are needed everywhere
16	Bike racks at schools
17	Bike racks needed downtown (often full)
18	Downtown State College – bike lanes/paths needed
19	College and Beaver Aves – the two main roads around PSU
20	Rte 26 from Whitehall Rd to Pine Grove Mills
21	Westerly Pkwy and Easterly Pkwy
22	W College Ave from Downtown to Harner Farm
23	A paved path connecting Whitehall Rd to Rte 45 where the new gravel path is would be great.
24	Connect Gray's Woods to Circleville Bike Path
25	Something connecting the Blue Course path to campus – e.g., the Blue-White path could be paved for winter riding
26	Park Ave – bike lane/wider shoulder
27	N Atherton St – to connect into commercial destinations
28	N Atherton St from campus to Wegman's area
29	Racks at Beaver Stadium!
30	Please add bike racks downtown around Allen St. We love to bike to town for lunch or dinner but it's hard to find a spot to leave multiple bikes
31	Path along Circleville Rd/Park to Scotia Rd
32	Valley Vista Dr from Circleville Rd to N Atherton St
33	Pine Grove Mills to State College
34	No safe route on Atherton St to stores like Wegman's, Walmart, Trader Joe's, etc.
35	Snow removal between Stonebridge and Blue Course Dr
36	W College Ave
37	http://www.psumap.com/#Physical%20Plant
38	Ferguson Twp

39	Library – more bike racks
40	From Boalsburg Military Museum to Tussey Mountain (Bear Meadows Rd)
41	Finish connecting up all the existing paths so riding the paths is less disjointed
42	Either paving the closed section of Corl St behind the golf course or at least filling the monster potholes with gravel
43	End of Atherton St bike path to downtown
44	College Ave between Whitehall Rd and Blue Course Dr – less shared lane routes
45	North of Park Ave parallel to the top of campus. Better link between Aaron and Innovation Park.
46	E College Ave toward campus
47	Along Rte 550 between N Atherton St and Marengo Rd (paved separate path preferred)
48	Penn State Golf Courses – paved instead of gravel
49	Penn State
50	W College Ave in front of the cemetery, Pine Hall: road narrows unexpectedly at this point.
51	Dale Summit area to downtown
52	The intersection of N Atherton St and University Dr/Whitehall Rd – crossing that intersection is terrifying, and it connects two bike paths/lanes
53	Bike path from the East Residence Halls to the Penn Stater
54	Clinton Ave-Blue Course Dr connection
55	A curved mirror to see oncoming traffic where the Circleville to Penn State trail T's into Spruce Creek Ride
56	Whitehall Rd/College Ave path to Pine Grove Mills
57	There isn't a good way to travel north along College Ave in town
58	Bike path on N Atherton St – it would amazing to ride from one end of town to the other on one connected path
59	Martin St between Aaron Dr and N Atherton St
60	Better maintenance/paved surface on bikeway connecting Blue Course Dr to west campus.
61	The length of Atherton St from Valley Vista Dr to Scenery Dr
62	To connect Science Park Rd to bike lane at Blue Course Dr
63	Patton – Path along Circleville Rd to Gray's Woods
64	Pine Grove Mills to State College
65	N Atherton St from Walmart to Otto's area
66	Better "metering" at downtown bike racks. I see many bikes parked there for days/months at a time, which takes up space for the rest of us.
67	Circleville Park – the park is "isolated" from the rest of State College with high traffic narrow roads leading to it
68	Downtown alleyways (2-way please!)
69	Valley Vista Dr towards College Ave...bike lanes
70	Park Forest – better lanes/paths through this area, better links to cross N Atherton St

71	Rte 45 – cars travel too fast, need separate bike path off the roadway
72	At the end of Blue Course Dr where the road meets Atherton St – across Atherton St and past the Greek restaurant another bike path begins. The intersection at Atherton St/Blue Course Dr is dangerous. I am forced to ride in the road in order to be able to cross the street. The crosswalk outside the gas station is behind a big utility box, so when traffic is turning right onto Atherton St from Blue Course Dr, those cars have limited visibility of a cyclist. I have tried to cross here in the path and was unable because NO ONE would stop for me, even with the crosswalk lit. It doesn't make sense to me that the bike path on Blue Course Dr should end at the busiest intersection on my commute.
73	College Ave from Whitehall Rd to downtown. Going towards downtown the lanes are large but there is always winter debris in the road. Going from downtown towards Whitehall Rd, there is a section that is extremely dangerous without a lane for bikes. Extremely deterring
74	Crossing of W College Ave at/near Whitehall Rd, and a bike path connecting through the farms to the new park going in by Sunday Dr. HIGH PRIORITY! Maybe could connect all the way to Tadpole Rd somehow?
75	From the west side of town to downtown/campus. Another route parallel to the Penn State Golf Courses that is passable in the winter. Possibly a bike lane on College Ave.
76	College Ave heading west out of town into Ferguson Twp is WAY too thin to share the road easily (State College Borough section, and into Ferguson Twp). So dangerous to bike on right now! In winter (and much of spring), the golf course path is completely unrideable, which cuts off a huge part of Ferguson Twp – all the newer developments, anything south of College Ave... someone would have to bike a long way out of the way to get to town.
77	Bike racks at transit center on campus
78	University Dr
79	Expand current systems near Science Park Rd and high school
80	Rte 26 into Pine Grove Mills
81	Rte 45 west of Pine Grove Mills to Diebler Rd
82	Heister St and College Ave – additional bike racks
83	Continue bike lane on Allen St through downtown (where it gets dense and you need it most)
84	Valley Vista Dr, make it so people don't get run over by installing bike paths/lanes
85	Bike racks needed at more businesses
86	Beaver Ave
87	N Atherton St from downtown to Wegman's
88	A shoulder on Circleville Rd would improve safety
89	Pave University path from the Bypass to Graduate Housing
90	Something that prevents drivers from running me off the road in the winter, or paths that are separate from traffic so drivers can't kill me in the winter
91	W College Ave from Butz St to Whitehall Rd – bike lane/wider shoulder
92	Park Forest Village – to connect into Tudek Park/Circleville Rd Bike Path
93	Paving (not gravel) of path by old Corl St/golf course

94	Paths to N Atherton St shopping areas
95	Path along Valley Vista
96	Puddintown to Park Ave
97	University Park to Innovation Park
98	Blue Course Dr feels unsafe unless riding on the sidewalk
99	Easier connection across Atherton St between Blue Course Dr and Clinton Ave
100	Whitehall Rd/University Dr
101	Bike paths to campus
102	Park Avenue from Atherton St to the Penn Stater (or to Orchard Rd, at a minimum)
103	Bike lanes on College/Beaver Aves
104	Bike lane on Valley Vista Dr!!!!!!!!!!
105	More overnight bike parking at the Bryce Jordan Center
106	N Atherton St area
107	Fairbrook Park – section by basketball court needs paved and connected better to Tadpole Rd section
108	College Ave
109	More connected access from White Course bike path to Blue Course and neighbors in that area of town
110	Blue Course bikeway to high school
111	All of Atherton St – it is impossible to ride on
112	Bike path from the East Residence Halls to Millbrook Marsh and Mt Nittany Medical Center
113	Orchard Rd-Houserville Rd connection
114	Light at Curtin Rd and Atherton St should have a bike lane between the left turn and right turn lanes, so bikes can go straight to transfer to the Circleville to Penn State Trail
115	East Branch Rd marking/maintenance
116	E College Ave north of town very dangerous. It would be fantastic if it were possible to bike from downtown State College to the Nittany Mall area
117	Bike path Gray's Woods to Circleville Rd to Blue Course Dr – Circleville Rd would be an amazing road to have a bike path to take bikers out of danger and allow them to ride to the state game lands and Circleville Park
118	Flatter or more separated path to Boalsburg
119	Bike lanes on Rte 26 from Blue Course Dr through town
120	More covered bicycle parking downtown (garages)
121	Ferguson – College Ave from Blue Course Dr to Science Park Rd
122	Park Forest to State College
123	A bike path on Rte 26 just beyond the Waffle Shop and Blaise Alexander Auto (where the graveyard is). There is no shoulder on that 200' stretch (when heading away from downtown) and it's a really dangerous little section.
124	Airport – Fox Hollow/Fox Hill Rd is narrow and dangerous. There is a great possibility for a bike path there thru Innovation Park.
125	N Atherton St Corridor

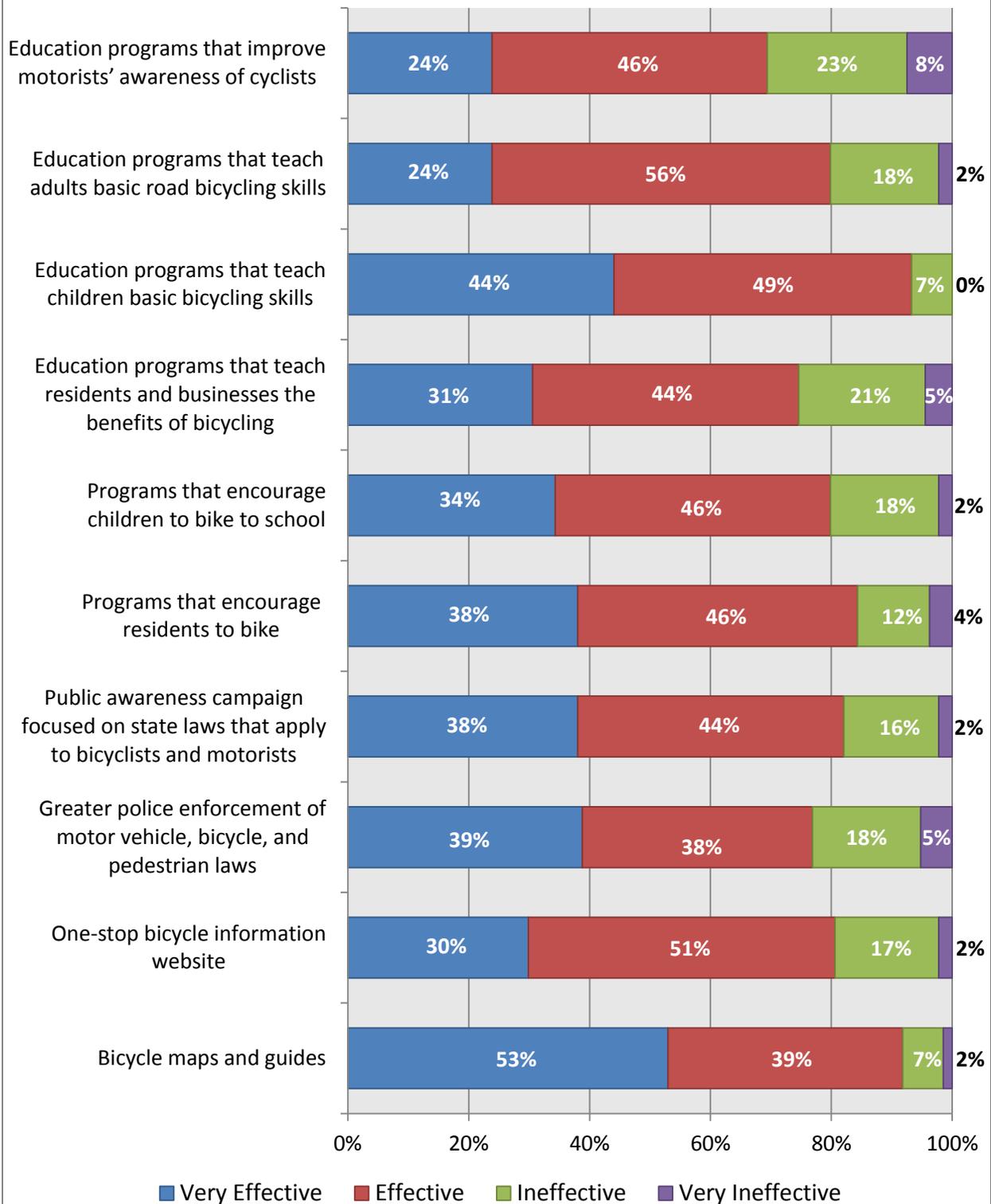
126	Atherton St/Blue Course Dr intersection – better crossing (for pedestrians too)
127	More crossings of N Atherton St similar to Foster Ave crossing (which is great).
128	Next to Atherton St – need bike path
129	More bike racks downtown!
130	Rte 45 from Pine Grove Mills to Boalsburg
131	N Atherton St between Blue Course Dr and Douglas Dr
132	“Protected” lanes along the major roads (e.g. Atherton St, College Ave) to let people bike the same places they currently drive
133	Easier ways to cross N Atherton St – sometimes cars turn when the walk sign is on
134	College Ave
135	Path from Blue Course Dr to Rte 45
136	Branch Rd from Rte 45, Pike St to Houserville
137	E College and Beaver Aves are unsafe. End up using E Calder Way despite it being one way, in poor condition, and full of delivery trucks.
138	Vairo Blvd
139	Safer bike racks at the HUB
140	Bikes lanes on Atherton St
141	Bike racks at Beaver Stadium and Bryce Jordan Center
142	W College Ave toward campus
143	Penn State Golf Courses – signage would be nice. Some locations I feel like I shouldn't be there. This way to x or this way to x.
144	Atherton St
145	Prevent developers from “selling” neighborhoods as having bike paths and then removing them after a homeowner purchases. Bike paths should be part of larger plan and not subject to the discretion of a developer. For example, Hunters Chase.
146	Bellefonte Central railway
147	W College Ave to the west of Blue Course Dr
148	Bike Path from Tudek Park to the Arboretum
149	Light at Park Ave and Atherton St should have a bike lane dedicated to bikes going straight to transfer to the Circleville/Penn State Trail
150	Science Park Rd path – winter maintenance
151	Signage that clearly indicates the bike path alternatives to N Atherton St. I know about these routes, but they're far from obvious.
152	Lights on gravel path between Blue Course Dr/Corl St and apartments
153	Flatter or more separated path to Nittany Mall
154	Rail line along Rte 550 to Bellefonte
155	Bellefonte to State College
156	Bellefonte Rail Trail – super underutilized recreation corridor.
157	Separated bike lanes on Waupelani/Westerly
158	Crossing of Park Ave (the signage/lighting is ignored).

159	S Corl St
160	College Ave in downtown! Get rid of one of the lines of parking and make it a two-way bike path. It would be beautiful, vibrant, and HUGELY increase biking in town.
161	Straight bike lane between the left and right car turn lanes where Curtin Rd hits Atherton St, to connect campus with the bike path across the street
162	Pave the trail from Toftrees to PSU and link N Atherton St to Valley Vista Dr
163	No one ever yields at the McKee St/E Park Ave crosswalk. Not even for pedestrians
164	Atherton St
165	Improve the intersection of College Ave/Atherton St for cyclists crossing
166	Bike lane on W College Ave beyond Blue Course Dr
167	Beaver Ave
168	Penn State campus, designated shared bike/pedestrian paths that are clearly painted to mark walking and bike paths. For a model, see Purdue.
169	Bike path from Millbrook Marsh to Mount Nittany
170	Light at Circleville Rd and Teaberry Ln should not make bicycles and pedestrians wait so long. I've seen lots of bicyclists use the left turn lane of the main road which I think is very dangerous.
171	Bike route alternative to S Atherton St
172	Path to Bellefonte
173	N Atherton St, north of Tudek Park, is void of the ability to safely ride to the densest shopping in town.
174	More downtown racks like at Schlow Library and near the Corner Room
175	Path from State College to/through Lemont would be awesome, ideally connecting to the Bellefonte Rail Trail
176	If College Ave downtown doesn't work – NEED A WAY TO BIKE EAST/WEST in downtown!! It is so difficult and dangerous right now.
177	Bike lanes on Aaron Dr
178	S Allen St
179	Widen roads much like Whitehall Rd to Tadpole Rd, Gatesburg Rd, Marengo Rd to Rte 550
180	Major routes
181	Better way to campus from Atherton St bike path – University Dr and then cutting over to Garner St is dangerous
182	Better connectivity between parks in general: Circleville, Walnut Springs, Spring Creek, Slab Cabin
183	A bicycle escalator to get up Tudek Park and/or Devonshire Dr. :) (http://www.boredpanda.com/bicycle-escalator-cyclocable-trondheim-norway/)
184	Improvement of the bicycle connection between Toftrees and campus. The current “bicycle lane” along Fox Hollow is a dangerous joke of a shoulder
185	Path along Valley Vista Dr.
186	East of Rte 322
187	More frequent street/path sweeping (especially in winter/spring after all the salt/gravel builds up).
188	Crossing at Hamilton Ave. Crossing near Westerly Pkwy. Crossing at Allen St.

14. Please rate the potential effectiveness of each activity for improving bicycling conditions in the Centre Region:								
Answer Options	Very Effective		Effective		Ineffective		Very Ineffective	
Education programs that improve motorists' awareness of cyclists	32	23.9%	61	45.5%	31	23.1%	10	7.5%
Education programs that teach adults basic road bicycling skills	32	23.9%	75	56.0%	24	17.9%	3	2.2%
Education programs that teach children basic bicycling skills	59	44.0%	66	49.3%	9	6.7%	0	0.0%
Education programs that teach residents and businesses the benefits of bicycling	41	30.6%	59	44.0%	28	20.9%	6	4.5%
Programs that encourage children to bike to school	46	34.3%	61	45.5%	24	17.9%	3	2.2%
Programs that encourage residents to bike	51	38.1%	62	46.3%	16	11.9%	5	3.7%
Public awareness campaign focused on state laws that apply to bicyclists and motorists	51	38.1%	59	44.0%	21	15.7%	3	2.2%
Greater police enforcement of motor vehicle, bicycle, and pedestrian laws	52	38.8%	51	38.1%	24	17.9%	7	5.2%
One-stop bicycle information website	40	29.9%	68	50.7%	23	17.2%	3	2.2%
Bicycle maps and guides	71	53.0%	52	38.8%	9	6.7%	2	1.5%
<i>answered question</i>							134	
<i>skipped question</i>							0	

(Continues on page 26)

14. Please rate the potential effectiveness of each activity for improving bicycling conditions in the Centre Region



15. What do you think MOTORISTS need to be educated about?

answered question **110**

skipped question **24**

Responses:

1	How to understand bicyclist signals and to keep an eye out for them
2	It's the motorists' responsibility to watch for bicyclists and most people don't know the bicyclists rights.
3	That turning right at a red light requires the driver to STOP FIRST, rather than just blowing through the intersection. This is still an issue at the intersection of W College Ave and Blue Course Dr, even though a sign was recently placed saying "No Turn On Red". I had a very close call there with a motorcycle last year.
4	Environmental benefits!!! Respect and consideration of bicycles
5	Bicycles being operated lawfully warrant respect and appropriate rights of way.
6	Sharing the road, bicycle hand signals
7	Bicyclists have an equal right to the road.
8	How far is safe enough to be away from bicyclists
9	Sharing the road! That it is a reasonable mode of transportation that should be respected. In addition they should know signaling system for bikes
10	How to get around a bicyclist in narrow situations.
11	Not feeling entitled to the road; less road-rage; pay attention
12	Not texting during driving, observing safe distance for bikes. Watching for bikers/joggers at intersections.
13	Sharing the road with bicyclists. Appropriate times to pass bicyclists. Awareness of bicyclists in "blind spots."
14	That a ding-dong on a bike not stopping at an intersection could cost you dearly!
15	"Bikes Share the Road" "Look for Bikes"...there is another way to get to work that's a lot more fun–Bike to Work
16	Width of passing bicycles.
17	When turning right at an intersection, they need to watch out for bicyclists on their right who are going straight.
18	Not driving on auto-pilot. Empathy. All the ways that other people biking actually benefit them (reducing car traffic, oil demand/cost, pollution and its health side effects, the public burden of the costs of a generally unhealthy population)
19	1. The 4 ft minimum clearance of a cyclist required by law. 2. It's OK to slow down when passing a cyclist.
20	Not running over people.
21	Enough clearance
22	Stopping at stop signs "not stopping completely at stop signs"
23	To give bicyclists more room on the road
24	Pay attention to where the pedestrian/biker is
25	Looking for bikes. Where there are major crossings associated with bike paths or other places. How bicyclists sign for turns.

26	Waiting for bikes at stop signs and lights
27	Watching for Bicyclists and the rules and signals for Bicyclists
28	Learn to treat people biking on the road like a car.
29	Passing bicyclists...
30	Respecting cyclists' safety and knowing the laws in relationship to cyclists on the road.
31	Be aware of cyclists
32	When Bicyclists have the right-of-way; what to do when bicyclists do not follow traffic laws/signals/etc.; giving bicycles 4 ft clearance, and how to handle when lots of traffic, both directions, when you cannot do so safely; when is it appropriate to honk at a bicyclist.
33	Four 4 pass law
34	Bicycles are entitled to share the road, even though they slow you down for a few seconds. Slowing down is safer than blasting past bikes. Try to provide four feet of clearance.
35	Bicyclists don't obey motor vehicle laws so don't take any of their movements for granted.
36	Stopping at stop signs, letting pedestrians and bicyclists cross Blue Course Dr when we push the "walk" button, generally recognizing bicyclists' existence.
37	Four foot law
38	That cyclists have a right to be on the road.
39	Being patient. How to safely navigate around a bicyclist in different situations.
40	4 ft. rule
41	Passing cyclists
42	A greater awareness of bikes and giving them appropriate right of ways.
43	How to approach, pass and navigate when bicycles are present on roads and at intersections. They also need to understand bicyclists rights under traffic law and that they are part of the transportation system, not an impediment.
44	The penalty for hitting a cyclist – some motorists will nudge extremely close even when there is no oncoming traffic as though they get a thrill out of scaring a cyclist. Also texting and driving scares me in that a motorist will be texting and simply not see me! I definitely ride less on the road than I used too and try to stay more on fire roads or trails.
45	Looking for bicyclists (and pedestrians) when making a right-turn-on-red. Too often, the motorists never stop to look. They treat the red light as a green. This is a daily danger that I face while biking. Bike lanes exist at the two intersections where this frequently occurs.
46	Try not to open doors into bike travel lanes without looking for bikes first.
47	Not underestimating bicyclist speed and giving cyclists space.
48	Giving wider space between the car and bike.
49	Slowing down and giving a wider berth when passing bikes on road.
50	The rules of the road that apply to bicycle riders.
51	Safety, penalties, rules that apply to both car and bicycle
52	I think motorists are more aware of bicyclists now but it will always be dangerous to bike right next to high speed traffic.

53	Motorists need to know about the law requiring 4 ft passing space.
54	The new four foot passing a bike law. I see people not doing this every day.
55	Slowing down and giving a cyclist a break, the extra few seconds of their time is not going to kill them; cyclist have the same right being out on the roads...they pay taxes also; if a non-cyclist would just trying 1 time they would have a better understanding what cyclist go through out there; Here's an idea do a documentary following various cyclist from commuters, athletes to recreational riders throughout their rides.
56	Respecting the 4 foot passing distance
57	How to share the roads with bicyclists – how to be aware of bicycles – I'm always looking at their eyes but they never seem to be looking at me! Also if I'm riding in the street it's because there is no bike lane or the sidewalk is not well maintained – I get yelled at too many times when I'm riding on the side of the street to use the sidewalk – if I could I would!!
58	Share the road
59	Don't use your horn – it scares (edited) cyclists. Be patient – there will be an opportunity to get around cyclists soon – please don't brush us off the road into the corn field at 25 mph. You are big and deadly – cyclists are not.
60	To share the road.
61	Recommended clearance about passing cyclists.
62	Awareness of bikes, and of laws protecting cyclists.
63	How to pass a cyclist. How to be alert for cyclists in bike lanes. How to behave at an intersection with cyclists. That cyclists have the legal right to ride side-by-side IF they are not impeding traffic. That passing cyclists closely at high speeds is very dangerous.
64	That MOST cyclists obey the rules and want to be safe riding. Just because there are a few (edited) doesn't mean motorists should be discourteous to cyclists in general.
65	Giving bicyclists enough space, and not turning right in front of bicyclists.
66	Give space to cyclists, watch for them at intersections, respect cyclist right-of-way
67	Share the road message
68	Safe passing of bikes; moving over if at all possible
69	Bikes' rights to the road. Sidewalks aren't safe for bikes.
70	Being aware of bicyclists on the roads
71	Watching out for bicyclists, particularly when turning right. Understanding that bikes are vehicles, and are meant to share the road, not ride on the sidewalk.
72	Bicycles are allowed to use the road
73	Quit using your cellphone while you are driving a two-ton lethal weapon (edited).
74	Treating bicyclists as vehicles that have a right to the road. I've gotten honks and yells for riding on the road. Bike paths are usually occupied by dogs on leashes that cross in front of your wheels and children, and it is not convenient to use them to ride.
75	Passing bicyclists
76	When parking on the street, they MUST look before opening their doors. Bicycling next to parallel parked cars is by far the most dangerous place to bike.
77	Adequate passing distance and safe passing over blind hills.
78	Paying attention and respectfulness
79	They think bikes should not be on the road

80	Separation from bike when passing and using turn signals
81	Three foot passing law. Side-by-side cycling is permitted by law. Cyclists may appear to be a nuisance to some but they must remember that the person they harass or endanger is someone's son, daughter, husband, wife, neighbor, or co-worker.
82	Bicycle right-of-way (i.e. equal right to the road), how to safely pass a cyclist
83	How and when to safely pass cyclists. And maybe just a friendly reminder that cyclists are, in fact, allowed on the roads?
84	Giving room for bikers.
85	Watching for cyclists and proper distance for passing
86	Giving bikers space on streets
87	That they're not the only ones on the road. That they need to give the right of way to pedestrians, they need to watch out for cyclists. That they need to maintain a safe distance from walkers and bikers when passing. To be mindful of puddles when passing pedestrians and cyclists.
88	The rights of bicyclists in sharing the road
89	To pay more attention to bikes sharing the road
90	General awareness of bicyclists using roads; 4 ft clearance requirement;
91	To give cyclists enough room when passing them in a vehicle.
92	Bicyclists sharing the road
93	Sharing the road.
94	Sharing the road is required although at time aggravating (especially when cyclists don't stay single file and to roadway edge)
95	4 foot rule
96	Respect for bicyclists, i.e. sharing the road
97	Its ok, to cross a double yellow line when there is no oncoming traffic to give a cyclist 4, 6, 8 10+ ft. A cyclist may swerve at any moment to avoid a hazard that you would never see, but could be hazardous to the cyclist. Its ok to slow or stop for a bike until safe to pass, your car decelerates and accelerates with great ease and you will probably only save seconds by passing the bike at speed with great risk. Cyclists due pay taxes just like you. Perhaps not on our bike, but we have homes and cars too. State law to yield to peeps in a cross walk.
98	Being more vigilant for bikers and sharing the road.
99	That bicyclists are allowed to ride legally on the roads.
100	Stop looking at your phone so you don't hit anyone...!
101	Cyclists do not need to move into the gutter to let a car past. Be careful when opening your door. Cyclists should be praised for reducing traffic, improving air quality, etc. Have a modicum of patience—take a deep breath!
102	Cyclists rights to be on the road..
103	Keeping distance from cyclists.
104	Watching for bicyclists (and pedestrians) at intersections. Being aware of bike paths/routes and the potential for cyclists. Giving cyclists a wide berth where there are not good lanes for them. Signaling properly near cyclists.
105	Bicyclist have right of way, just like motorist.

106	Bikes can ride on the road.
107	4 foot rule. Top priority. Many people seem to have no idea. Courtesy to pass at lower speed (even when they move over, many motorists are way over the speed limit when they pass). Get off the cell phone. When bike commuting, it's funny what you see (you see everything drivers are doing). Way too many people are texting and talking with a phone to their head, especially 1) women in SUVs, and 2) workers in pickup trucks and vans. These groups could be educated specifically, especially the company leadership (HVAC and landscape companies especially).
108	That cyclists have equal rights on the road. WHY it is important to increase cyclists on roads (less traffic, more parking, more \$\$ saved for road maintenance)
109	Where people might be biking or shared path areas on the road. Especially so they can be on the lookout at night.
110	Motorists need to understand that bike paths often run parallel to the roadway, but are set back from the road, leading to awkward and dangerous interaction where paths cross roadways. Cars turning do not always notice cyclists crossing the street since the poorly designed paths do not integrate well into the flow of traffic and are not in the natural line of sight for drivers. Motorists also need to understand that bike paths are typically dual use, and cyclists often have good reasons for not using them. I have had several near accidents because pedestrians have their dogs on long leashes that are nearly invisible to approaching cyclists. Pedestrians also tend to walk several abreast down the path, making for awkward passing. Also, PA weather tends to cause the path surface to bulge, buckle, and crack resulting in an unpleasant ride for bikes without suspensions. Also, paths tend to route cyclists into the flow of traffic outside of the motorist field of view, resulting in hazardous intersections. See Science Park Rd intersection with Pine Hall Rd for a notorious example, but the same is also true along Blue Course Dr between Whitehall Rd and College Ave to some extent. Motorists also have to understand that cyclists cannot cross into proper turning lanes without motorist cooperation in heavy traffic situations. A cyclist can signal, but a cyclist is traveling much slower than traffic typically, and if a cyclist needs to turn left by using a left turning lane, that cyclist has to cross the flow of traffic to use the properly lane. Cars have to yield to avoid stranding the cyclist at the side of the road.

16. What do you think BICYCLISTS need to be educated about?

	<i>answered question</i>	110
	<i>skipped question</i>	24
Responses:		
1	How to share a road with motorists and to not take up all of the road	
2	That stop signs and traffic signals apply to them, too; that riding against traffic is illegal; that wearing headphones while riding is illegal...and crazy STUPID.	
3	To ride single file where there are no bike lanes or no shoulders especially, when there is a large group riding together. To follow the same driving laws that motorists are expected to follow. To respect the motorists as much as the motorists are expected to respect the bicyclists. If riding for exercise, and not transportation to work, please find better times to ride than rush hours 8 AM and 5 PM	
4	Respect and consideration of cars and the difficulty in seeing bicycles.	
5	Operating bicycles ILLEGALLY on public roadways and sidewalks WILL result in fines.	

6	Bicycle hand signals, wear a helmet
7	Bicyclists have an equal responsibility to obey traffic laws.
8	To use bike paths when they are available
9	Proper rules for signaling in traffic.
10	They need to be educated to stay off the roads in particular roads that have no bike routes
11	Using bike paths where appropriate, staying off to the side of the road, using lights.
12	Safety and rules of the road. Regulations with registering bikes, wearing helmets, where to find good routes, etc.
13	A car hitting a bike doesn't usually end well for the bike. A stop sign means STOP, a red light means STOP
14	"Bikes Share the Road" Look for bikes and for pedestrians, ride defensively
15	They don't own the road.
16	How to safely navigate a transportation system not designed with them in mind
17	1. Announcing their presence on bike paths and sidewalks as they approach pedestrians and cyclists from behind.
18	Don't car-parkour
19	Courtesy. Riding single file.
20	Wearing a helmet
21	To be cautious and to not ride side by side on the road
22	Use the sidewalk instead of the roads
23	Properly signing for turns. Respecting motorists. Where bike paths are (need to educate new students, especially students from other countries so they do not try to ride on Atherton St).
24	Using flash lights at night
25	Bicyclists rules – Bicyclists need to protect themselves by following the rules, not just expect that it's on the motorist to watch out for them
26	Obey the laws of the road if you are biking on the road.
27	Stop riding 2-3 across the paved roads...which irritates motorists to sometimes pass too close or to tailgate. Motorcyclists are not allowed to ride side by side, why should bikes?
28	Knowing the road laws for sharing the road.
29	Be aware of motorists
30	Making themselves more visible/hearable, especially in dim/dark conditions; the need to follow the rules/laws, even when inconvenient; when to yield to motorists and pedestrians; when to get-off bikes in crosswalks, etc.; dangers/strategies for riding in poor weather conditions; which buses have racks, etc.; where bike paths and bike-friendly streets are; when it is acceptable to ride on sidewalks; where riding bikes is illegal.
31	Wear bright colored clothes, you must have lights at night, be courteous on shared use paths
32	I don't know
33	Obeying traffic laws... but it does not matter because motorists try to kill me, and I obey all traffic laws.

34	That even attentive drivers may not see them
35	Bikes need to not weave through traffic, as is common downtown. Obey the rules of the road as if you're in a car. Assume you're invisible. Just because something is legal, e.g. riding two abreast, doesn't mean it's always safe. Be cautious and respectful
36	Motor vehicle laws apply to them. Stop signs, traffic signals, staying in their lane versus riding between cars, using the bike paths versus riding on multi-lane roadways.
37	They need to follow road rules like stopping at intersections, not riding 4 across, staying to the right side of the road when there is a shoulder, and they need to realize that they need to drive in a safe manner.
38	Riding single file instead of side by side. Using bell or making noise when passing pedestrians. Making yourself visible. Proper signals. How to ride in traffic.
39	Their responsibilities as a cyclist to obey motor vehicle laws, traffic lights, stop signs, alerting pedestrians to your presence and staying the Hell off sidewalks
40	Responsibilities when sharing the road
41	When bike trails are available next to busy narrow streets, they need to use the bike trail.
42	Bicyclists need to understand they must obey traffic laws, signalization and motor vehicle user rights. They should also be aware that oftentimes motorists have a more difficult time visualizing them. They should utilize ways to make themselves more visible to motorists, take the time to ensure they have clear passage even if they have the right-of-way and to always wear a helmet, especially children.
43	Sometimes I see group rides that will take up the whole road and not give an inch – as a cyclist I am very patient but I don't think that does our sport any public relation favors!
44	Bicyclists do not have the same right as pedestrians when in an intersection. To obtain that right, they need to dismount and walk their bike across.
45	Helmets and headlights are a good idea (even if not required in all instances).
46	Stop signs and traffic signals and one way signs apply to them.
47	Bicyclists need to ride in safe areas and not assume the cars are going to see us and avoid us.
48	Riding in single file and near edge on roads, staying on the right on paths, slowing down and alerting walkers on paths when passing.
49	Recognize that if they want to be treated like a vehicle they need to obey laws – e.g. don't roll through stop signs
50	Rules that apply to both bicycle and car. Proper bicycle etiquette. Group riding doesn't mean certain rules don't apply. When traveling on mixed use paths, how to approach a pedestrian from behind.
51	Night safety. Having a mirror to see behind them. Not riding side-by-side.
52	Some cyclists fail to ride on the right, and observe stop signs.
53	A long list.....to use the bike path. It is so annoying to have to drive behind a bicyclist because there is not enough room to pass them, when there is an adjacent bike path that they are not using! This is just rude. The bicyclists are rude, and don't obey traffic laws. I have never seen an officer ticket a bicyclist for not obeying traffic laws. The bicyclists are the cause of the accidents mostly. They are in many cases arrogant. They should have to get a license and pass a test to be able to ride in the area! They should have to be on the bike path if there is one.
54	Safety from proper clothing to helmets. Understanding visibility of the motorist and they can't read your mind
55	Obeying traffic laws

56	Crossing safely and with traffic when appropriate
57	Share the road
58	Be courteous – If you want respect from motorists, you need to obey the traffic laws and not ride four-abreast down College Ave. Be aware – riding with headphones, etc. is not acceptable.
59	To use the bike lane when there is one and not to ride 3, 4,+ across a lane blocking motor vehicles.
60	Illumination!!!
61	Staying within the laws so that motorists know what to expect.
62	That they must obey traffic rules (e.g., stop signs, lights, etc.) That they should cross at designated areas. That impeding traffic is not acceptable. That being inconsiderate of drivers/pedestrians creates an environment that hurts all cyclists.
63	Obey traffic laws. If there are bike paths, use them instead of roads going to the same destination.
64	Proper traffic laws and behavioral consistency.
65	Using lights, reflective gear, following traffic control devices, not riding 2 and 3 abreast hindering motor vehicle traffic
66	Adherence to vehicle requirements when driving on the road (e.g. riding between stopped vehicles, signaling turns, stopping at intersections, etc.) and proper lighting when traveling at dusk/dark
67	Bike road rules; not riding side by side, even in rural areas
68	STOP SIGNS, Signaling, paying attention, lights, clothing, how to be visible.
69	Bicyclists need to obtain the rules of the road just like a motor vehicle. Stop signs mean stop your bike. Red lights mean stop. I encountered a bicyclist last week that ran 2 red lights in a row. He was out in the intersection at both red lights waiting for oncoming traffic to pass so he could go thru. He had a red light and so his behavior was illegal. I feel all bikes should have a license plate so that they can be reported when they do illegal behavior. Right now there is no way to report them effectively. People like this give bicyclists a bad name.
70	DO NOT RIDE ON THE SIDEWALKS. DO NOT RIDE AGAINST TRAFFIC (YOU ARE NOT A SALMON!). Obey the traffic sign/signals, ride your bike as you would drive your car. When on a group ride, do not ride side by side.
71	Bicyclist need to obey all traffic laws, stop at red lights, not ride up the side of road at lights/stop signs.
72	Use a helmet cam always.
73	Bike handling skills and signaling. Proper lighting and reflective clothing.
74	Entering and exiting traffic
75	Inappropriate comment*
76	Obey traffic lights. Ride on MUPs (multi-use paths) and not sidewalks.
77	Bicycles must follow traffic laws. Do not ride on sidewalks. Make yourself visible and ride with the mentality that motorists cannot see you.
78	Common sense awareness: how to distinguish between a law that can safely be bent (i.e., not completely stopping at a stop sign at a clear intersection) and a law that cannot (i.e. cutting through pedestrians or cutting between lanes of stopped traffic)
79	Paying attention and respectfulness
80	Signaling and stopping at intersections

81	NOT TO BE JERKS TO MOTORISTS. NOT TO BE JERKS TO PEOPLE THAT ARE WALKING.
82	1. How much safer it is to ride in the street rather than along sidewalks!! 2. The existence of bike routes, lanes, etc. All in one map. It took me a long time to figure out how to get around State College, Centre area safely by bicycle. 3. Bike light laws
83	Following posted road signs
84	Being aware of cars
85	That they have to follow the same rules of the road as automobiles do. That they need to stay off the sidewalks. That they need to share the roads without sidewalks with pedestrians and keep a safe distance from pedestrians when passing. They need to drive on the right side of the road, just as other vehicles do.
86	Laws of the road. Obeying traffic signage/signals. NOT wearing headphones!
87	To obey traffic laws and not sour motorists by running stop signs and riding the wrong way on one way streets
88	Crossing Procedures at high volume intersections
89	Our responsibility to follow the “rules of the road”, just like vehicles.
90	Wearing bright colors ... Using hand signals.....how to appropriately use paths shared with walkers
91	Sharing the road.
92	Following traffic rules/laws
93	Especially in town, they need to obey traffic lights and signs. On open roads, learn that even when bikes have the right of way, cars and trucks rule.
94	The law permitting the riding of 2 abreast does not negate the law that must travel 1 abreast and as far to right as safe when moving slower than other traffic.
95	Respecting motorists and roadway signs. (In other words, don't blow thru stop signs or squeeze to the right past cars stopped at lights)
96	Following traffic rules. stopping at stop signs, etc.
97	Don't be arrogant; riding two abreast or in large packs only incites the ire of motorists. Routinely blowing off signals and laws only serves to incite motorists. If there is an available dedicated bike path parallel to your route, use it. Be very respectful and audibly signal on bike paths for these people will be the next motorist who passes you. Ok, just plain being kind to everyone when you can will pay big dividends. Don't unnecessarily obstruct traffic to exert your right, remember that incited driver, yep, still there. The old automobile hand signals are dead, but do signal early and often.
98	Following the rules of the road. Some bikers give commuters a bad reputation because they completely disregard the rules of driving/riding on the roads. Always wear a helmet and be well lit!
99	To obey traffic laws.
100	If you want to be respected on the road, follow the rules! Also, stop looking at your phone while biking...!
101	Stay off of sidewalks (except where allowed, like on campus). Be respectful of pedestrians. Wear bright clothing, lights. Signal turns.
102	...our rights on the road means we follow the same laws and stop at stop signs, for instance. “Elite” cyclists as they like to consider themselves think those signs don't apply to them giving the rest of us a bad image.
103	Bicycle laws (red lights, etc.).
104	Better awareness of safety: Lights, clothing, how to ride in traffic.

105	Obeying traffic laws when on the road. Calling out to pedestrians on paths to alert that you are passing. Wearing proper safety equipment. I cross major roads in pedestrian walkways, pushing the button and waiting for the light – it adds a few minutes to my ride, but it is safer during rush hour.
106	Reporting dangerous drivers. Would be great if cyclists had a one-stop place to report dangerous drivers by license plate, and the drivers knew this was possible. Would help snuff out the small but dangerous set of drivers.
107	Cyclists need respect the flow of traffic. Do not weave in and out of traffic, or cause motorist to have to take evasive action to avoiding hitting cyclists. While following traffic laws is important, defensive biking is even more so. While defensive driving is often taught to motorists, the same cannot be said for cyclists. Poor roads, poorly designed paths, the lack of shoulders, and many other reasons contribute to making cyclist more challenging than it might otherwise be. Anything that can be done promote visibility (clothing, lights, etc.) is helpful, as is avoiding conflicts with motorist traffic.
108	Where good routes are; when you are allowed to ride on sidewalks and when you aren't. WHY it is important to be predictable. (I don't think a lot of the student cyclist population currently cares if they are predictable, where they are allowed to ride, hand signals, etc.)
109	Stay right and stop at signals and stop signs.
110	The biking laws and how to be courteous on the road and sidewalk to other commuters. They often come too close to people who are walking on the sidewalk.

17. Other comments, suggestions, ideas:

<i>answered question</i>	56
<i>skipped question</i>	78

Responses:

1	I would like to see some kind of program for university employees who bike to work and have to pay an automatic parking fee each month. I envision some kind of electronic sensor that can be attached to a bike and would record when that bicycle is on campus, kind of like the toll sensors for commuters on the PA Turnpike. There could be several “entry gates” at different points on campus that a bicyclist could choose to ride through, depending on their destination. When a bike is shown to be on campus, then the car parking fee is adjusted for the bicyclist. Honestly, what I save in gas each month by riding to work is wiped out by my parking fee.
2	One-stop shop website WITH bicycle paths listed / maps sounds like a winner to promote to the general public and make priority for continuous quality improvement.
3	I have a 5 year old, and I'd like to take him for longer rides on bike paths that don't cross streets.
4	Thanks, keep it up!
5	I would love to see a larger bike community in State College!
6	Make a required simple test when people renew their drivers' licenses that at least makes them aware of how cyclists behave on the road.
7	Thanks for providing this opportunity.
8	More bike paths and separate bike lanes!

9	Would love a Rails-to-Trails in Centre Country in which you could go 10 to 30 miles one way without crossing a lot of streets.
10	Right now I am a stay-at-home mom and ride with a bike trailer to as many activities as we can (swim lessons, gymnastics, soccer, park). I find it really pretty easy to make our way around town on bike trails. Thank you for the great job you have done with creating these bike trails! Probably only area that is tough is around the Nittany Mall and Houserville area and areas out E College Ave to get into downtown, but that does not usually affect me personally as I do not live on that side of town.
11	Enforcement of rules on cycling, not just on motorists
12	It's common for city policies to require street parking in commercial areas, but with several large parking garages within a few blocks, it's really not necessary in the Frances/Allen/Pugh area downtown. If that policy can be changed, getting rid of street parking there would open up loads of space for bike lanes, as well as improve visibility and make the area more aesthetically pleasing. Also, Calder Way could make a really nice bike/pedestrian-only throughway (sort of like State St in Madison, WI) if posts were put in to block through-traffic and calming measures put in where it crosses streets. It's useful for business loading zones (as long as they don't block things too badly) but really not necessary for regular traffic, being half a block from two major streets.
13	Making more bike paths
14	To encourage children to ride bikes to school
15	Community bike rides with rain-dates, in different areas/neighborhoods/school neighborhoods, for all ages and levels, with at least one pit stop along the way, once a month or more, weekends best. Could do rides on each of the area bike paths, through campus, to parks/playgrounds, etc. Could also combine such bike hikes with destinations being school or community events, such as concerts, picnics, fairs, etc. Do not know of any printed resources with lists of rules/laws for riding, sharing the road, etc.
16	CATA drivers are always considerate and aware of cyclists, much appreciated! The area school bus drivers are dangerous and at times seem to intentionally threaten cyclists; I've had more than one bad experience. Motorist in the CR by and large are aware of and considerate of cyclists. Too many cyclist (read PSU students) are reckless, riding against traffic, on sidewalks, etc. The number one threat to me as a cyclist is drivers texting! Every close call I've had, and they aren't few, is the result of a texting/cell phone talking driver. I wish the local PD would enforce texting while driving laws.
17	Start to consider bicycle amenities found in more urban areas where the budget is feasible. Bike Corral parking, bike share programs, green lanes, traffic calming and signalization. As a parent, increasing the bike path network would allow myself and my family to use bicycles more often while feeling safer.
18	Many thanks for your past work.
19	Thanks for all your work to make this area as cycling friendly as possible!!
20	Thank you.
21	There should be enough bike trail interconnectivity to get from anywhere to anywhere without going too much out of the way on busy streets.
22	I am very happy about the new connection to Musser Gap.
23	I think texting while driving provides the most danger to cyclists. Drivers don't pay attention to driving let alone cyclists.
24	Thanks for doing this survey!!

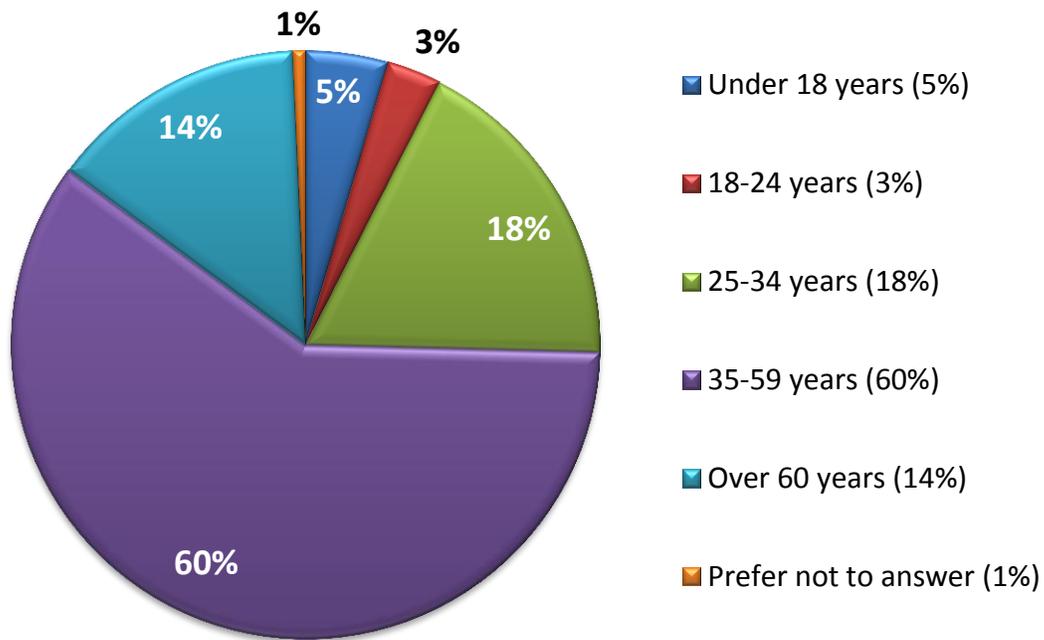
25	Although I personally don't bicycle a lot – at least currently – due to shortage of time, I think that bike trails and lanes are a great resource that the region should support. I hope to someday be a more active cyclist!
26	I feel like our region is close to becoming a more bike friendly community but we are not there yet. Many improvements are needed to road surface and width. There needs to be more awareness throughout the community as to bicycle rights and shared use. Most people don't understand that a bicycle is just as much a form of transportation as a car or motorcycle. It's not just for fun anymore. I have a job in sales that takes me all over the state, so biking to work is not an option for me, but I have neighbors that bike into campus from Ramblewood. Even with the widening of Whitehall Rd, you have too many motorists pushing you to the edge and honking their horns in anger, all while you are simply traveling to work just as they are.
27	Step up ticketing bicyclists. You are not helping them by letting them get away with everything they are doing. It will get them into an accident. I am never surprised when a cyclist gets hit by a car. I see them do dumb stuff every day. I think that there needs to be provisions made for electric assist bicycles, scooters, and other small, portable means of alternate transportation for people with disabilities. I cannot ride a bike due to my health, but could ride a small electric scooter (not a motorcycle). This would save running my car. But to my knowledge, I cannot take this on a bike path or a sidewalk or a street!
28	I like our new laws regarding the minimum separation between cars and cyclists when the cars are passing. The next step is enforcement...I have yet to witness or hear of an incident when a motorist was fined for violating this distance, and violations occur literally on every ride. Cars in general are very scary and limit my road riding – poor/ignorant/disrespectful drivers are worse (I generally stick to forest roads, designated bike paths, and trails to avoid the inevitable problems with motorists). If you want people to ride on the road, you need to either separate them from the cars, or enforce the rules that are in place to prevent accidents.
29	When we see public officials (like the gentleman from Harris Twp last year) making disparaging remarks about cyclists and their rights, it is incredibly discouraging. Both cyclist and drivers make mistakes and poor choices. But if I make a mistake on my bike, the consequences are likely to be worse for me than they are for you in your car. General request of the world: Get off your damn phones and pay attention to what's around you!
30	Move/add bike racks at the Bryce Jordan Center/Beaver Stadium commuter lots further away from "prime parking" (closest to campus and bus stops). This should eliminate parking spot competition between people walking, getting busses, and biking.
31	A one stop website would be fantastic for knowledge, routes, events and laws. If it can be mirrored into an app, that would be beneficial as well. Paper maps are a nice back up but the more things should be digital.
32	If you are going to put more bike paths in, then bikes should be licensed. Then when they do something illegal, it can be documented. Bicyclists need to be held accountable for their actions also.
33	I believe the biggest gain would be to have more education/enforcement for bicyclists to not ride on sidewalks on campus and off, and to have designated bike lanes such as at Purdue or in NYC,
34	I would like to see a unified bicycle map with both Penn State's campus and the rest of the State College area included. Right now some of the information is on the Penn State website. As a bicyclist I am still a bit fuzzy about how to handle intersections and travel from bike paths to surface streets. I often dismount my bike and walk on the sidewalk to avoid troublesome multi-direction stop sign intersections.

35	Love that Ferguson Twp started winter maintenance on more bike paths this winter – fantastic!!
36	While I have lots of wishes, the two most practical things are a curved mirror I mentioned and adjusting traffic lights to recognize and change for bicyclists, rather than treating them as second class citizens.
37	Please connect paths around town with more paths it is too disconnected and hard with kids
38	Could stand to work on the skateboarding along campus paths and College Ave
39	Make a bike only path or make it so they cannot ride on the sidewalk.
40	Having a place to report potholes and other surfaces that need maintenance would be useful
41	More winter maintenance please! My husband bikes to work from the Landings neighborhood (to campus) every day, and this winter it was impossible for him to use the paths, which added 10-15 minutes to his commute and also resulted in him riding on College Ave and being forced off the road into a snow bank by an SUV (fortunately snow broke his fall and he was not hurt, but having accessible paths would have prevented this)
42	Compared to the previous area we lived, the Centre Region is light years ahead with respect to bicycle infrastructure, please keep up the good work. I would absolutely love to see a Valmont Park (Boulder, CO) style park in the area, possibly in conjunction with the Jamie Bestwick action sports park concept. Failing that, a public pump track in the corner of an existing park would be a very welcome addition.
43	Ticketing people who drive motorized or non-motorized vehicles (including bicycles), and pedestrians is not the answer. Cops already have plenty of authority and we get bullied enough by them. Education would be the best option. Spend the money on street fairs, bus ads, or other types of interesting ways to educate the public. Spending money on policing drivers, riders, and walkers is ridiculous. Cops on bikes as a presence is not such a bad idea, either. Maybe we'd have less sexual assaults if cops could quietly move around in vehicle inaccessible places.
44	Keep doing things like this survey to encourage interest and public participation in cycling
45	Could there be signs added on Whitehall Rd showing where the new bike path starts? I see them on Rte 45, but not on the Whitehall Rd side. Thanks!
46	I would like to see some kind of system that would discount a PSU staff members parking fee if they bike to work a certain number of days per week or month. I always feel like the money I save on gas by cycling is then wasted by the parking I paid for but didn't use. What if there was something similar to the Easy Pass toll reader device that we could attach to our bikes or helmets, then have it read as we ride through designated intersections when entering campus
47	I think the Centre Region has done a really great job with the paths/street lanes. Just have to make sure all new and repaved streets/developments consider the fit into this system and make necessary adjustments to add on. Also, particularly on major highways with 35+ mph speeds, cyclists have to understand that they have to share the roadway also and should yield to motor vehicles. Being antagonistic isn't helping the cause any. It would also be great to have a Rails-to-Trails or similarly attractive destination.
48	This is a great region for cyclists. Efforts toward improving the bike paths and bike lanes are greatly appreciated.
49	Rails-to-Trails in the beautiful parts of our county would be great. So would really large awareness/engagement events, like a Cyclovia every Sunday in the summer, etc.

50	My #1 request in Centre Region that I know impacts hundreds of bikers and pedestrians: Maintain/plow in winter months the gravel bike path that runs parallel to College Ave next to the PSU Golf Courses (behind where Athletic Club used to be and behind West Side Stadium Bar). That path ices/snows over and that cuts it out completely for everyone living west of downtown and trying to make it into downtown. A beautiful path that keeps us safe in the winter and off Rte 26. Thanks for asking!
51	Make the bike path crossing on Science Park Rd near the Circleville Rd intersection clear and usable. As it stands, it is unclear to both pedestrian and motorist alike who has the right of way. A sign says pedestrians cross at intersection (assuming Science Park and Circleville Rds) but two white lines are painted across the road. Does that make it ok for cyclist to cross there? Nearly 100% of motorists ignore those lines. I would like it to be striped and marked with signs that say pedestrians have the right of way. In a perfect world it would be a tunnel under such a busy street. \$\$\$\$ Spend the money to keep bike paths unobstructed by street crossings. It takes a tremendous amount of energy to come to a complete stop at these intersections. The signs at intersections are WAY too high...cyclists look down and in front, probably no higher than 3 or 4 ft. A stop sign on a 5-7' pole is out of view of a cyclist. Most roads in the area do not have an adequate shoulder to safely ride. Please keep up the hard work. I moved to State College 4 years ago and bought a house on a paved bike path and near great trails. My money goes into this economy because I picked State College as a place to raise a young family that was safe and bike friendly. I have 3 cars, but choose to ride when I can. I could live anywhere in the States, but I CHOSE State College!!!!
52	I find it safer to ride on the roads next to all-purpose paths (formerly, bike paths) because many of the people using those paths that are not on a bicycle are rude and interfere with safe bicycling. They have too many dogs and lots of them are not on leashes. People walk and run on these paths with ear buds in their ears. They rarely hear you coming whether you used a horn, a bell, or a loud holler. It upsets me when I see a cyclist using ear buds too!
53	I would be so super happy if that bike path on Blue Course Dr could somehow continue across Atherton St. That is always the scariest part of my commute to and from work, and I have seen other bikers doing the same thing as me—riding in the road so they can use the light to cross Atherton St.
54	My main concern is the lack of designated bicycle lanes on major roads. From Whitehall Rd, the worst part is College Ave up until Blue Course Dr. Once at Blue Course Dr, there is a dirt path to get to campus. The other paths to take from this area of State College are long and have lots of hills.
55	On multi-use paths, it would be nice to see pedestrians, especially those with dogs, be more aware of their surroundings. I ALWAYS call out and regularly surprise people listening to loud music or talking on the phone. I also have issues on some paths with the leash being stretched across the path between owner and animal and there being nowhere to go.
56	Thanks!

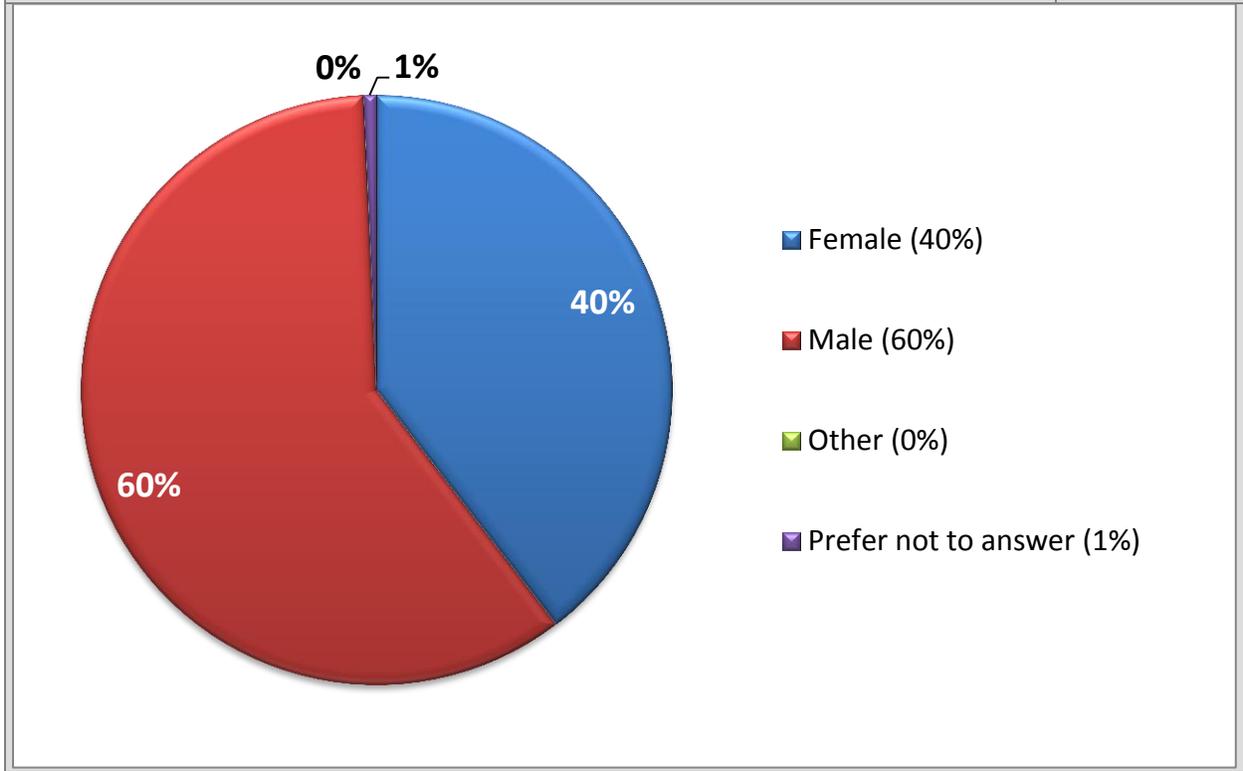
18. What is your age?

Answer Options	Response Percent	Response Count
Under 18 years	4.5%	6
18-24 years	3.0%	4
25-34 years	17.9%	24
35-59 years	59.7%	80
Over 60 years	14.2%	19
Prefer not to answer	0.7%	1
<i>answered question</i>		134
<i>skipped question</i>		0



19. What is your gender?

Answer Options	Response Percent	Response Count
Female	39.6%	53
Male	59.7%	80
Other	0.0%	0
Prefer not to answer	0.7%	1
<i>answered question</i>		134
<i>skipped question</i>		0



20. In which municipality do you live?		
Answer Options	Response Percent	Response Count
College Township	0.0%	0
Ferguson Township	100.0%	134
Halfmoon Township	0.0%	0
Harris Township	0.0%	0
Patton Township	0.0%	0
Borough of State College	0.0%	0
Not sure	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		134
<i>skipped question</i>		0

21. Nearest street intersection:		
		<i>answered question</i>
		108
		<i>skipped question</i>
		26
1	Tadpole Rd / Whitehall Rd	
2	Bristol Ave / College Ave	
3	Aaron St / Atherton St	
4	Devonshire Dr / Berkshire Dr	
5	Science Park Rd / College Ave	
6	Quail Run Rd / Falcon Pointe Dr	
7	Madison St / Westerly Pkwy	
8	Science Park Rd / Circleville Rd	
9	Blue Course Dr / Whitehall Rd	
10	Chelsea Ln / College Ave	
11	Rte 26 / Rte 45	
12	Science Park Rd / Circleville Rd	
13	W Pine Grove Rd / Deepwood Dr	
14	Blue Course Dr	
15	Linn St / North Hills Pl	
16	Bristol Ave / College Ave	
17	Farmstead Ln / Circleville Rd	

18	Bristol Ave / Stonebridge Dr
19	W Aaron Dr / Martin St
20	Broadmoor Ln / Cogan Cir
21	Pine Hurst Dr /Pine Hurst Ct /Oak Leaf Dr
22	Teaberry Ln
23	Delaware Rd / Wyandotte Ln
24	Country Glenn Ln / Autumnwood Dr
25	S Nixon Rd / Rte 45
26	Park Ln / Aaron Dr
27	Blue Course Dr / College Ave
28	Westerly Pkwy /Madison Ave
29	Bristol Ave / Rte 26
30	Blue Course Dr / Westerly Pkwy
31	Blue Course Dr / Circleville Road
32	N Atherton St
33	Blair Rd / Birch Ct
34	Blue Couse Dr / Shellers Bend
35	Raven Hollow Rd / Hawk Nest Rd
36	N Foxpointe Dr / Sleepy Hollow Dr
37	Park Center Blvd / Hawk Nest Rd
38	Bristol Ave / W College Ave
39	Cornwall Rd / Park Ave
40	Tanager Dr / Farmstead Ln
41	Blue Course Dr / Teaberry Ln
42	Blue Course Dr / Bristol Ave
43	Williamsburg Sq / Red Lion Dr
44	McBath St / Westerly Pkwy
45	Circleville Rd
46	Farmstead Ln / Circleville Rd
47	Grace St / Bayberry Dr
48	Whitehall Rd / Ramblewood Rd
49	Chester Dr / South Nixon Rd
50	Harris St / Clinton Ave
51	Westover Dr / Sheffield Dr
52	Autumnwood Dr / Setter Run Ln
53	Rte 26 / Whitehall Rd

54	Park Hills Ave
55	Science Park Rd / Circleville Rd
56	Park Hills Ave / Princeton Dr
57	Whitehall Rd / Tadpole Rd
58	Quail Run Rd / Park Center Blvd
59	Park Hills Ave / Princeton Dr
60	Sleepy Hollow Dr / Deerfield Drive
61	W Aaron Dr / Atherton St
62	Whitehall Rd / Tadpole Rd
63	Science Park Rd
64	Marengo Rd / W Gatesburg Rd
65	Blue Course Dr / Shellers Bend
66	Whitehall Rd / Tadpole Rd
67	Science Park Rd / West College Ave
68	Farmstead Rd / Berkshire Dr
69	Blue Course Dr / West College Ave
70	Park Ln / Devonshire Dr
71	Bristol Ave / College Ave
72	Devonshire Dr / Wiltshire Dr
73	Pine Hall Rd / Science Park Rd
74	Science Park Rd / Pine Hall Rd
75	Butz St / College Ave
76	Butz St / College Ave
77	Clinton Ave / North Allen St
78	Blue Course Dr / Circleville Rd / Teaberry Ln
79	Tanager Dr / Teal Ln
80	Raven Hollow Rd / Park Center Blvd
81	Quail Run Rd / Park Center Blvd
82	College Ave / Bristol Dr
83	W Aaron Dr / Park Ln
84	Rte 26 / Science Park Rd
85	Park Hills Ave / Circleville Rd
86	Westwood Dr / Berkshire Dr
87	Circleville Rd / Valley Vista Dr
88	Rte 26 / Rte 45
89	Sheffield Dr / Raleigh Dr

90	Pine Grove Rd / Banyan Dr
91	Circleville Rd / Chestnut Ridge
92	Science Park Rd / Valley Vista Dr / Circleville Road
93	Science Park Rd / College Ave
94	Foxpointe Dr / Sleepy Hollow Dr
95	Whitehall Rd / Deibler Rd
96	N Foxpointe Dr / Nantucket Cir
97	Longfellow Ln / North Foxpointe Rd
98	Gatesburg Rd / Science Park Rd
99	W College Ave / Corl St
100	Corl St / Beaver Ave
101	Bristol Ave / Blue Course Dr
102	Bristol Ave / College Ave
103	College Ave / Bristol Ave
104	Atherton St / North Hills Pl
105	Nixon Rd / Chester St
106	Country Glenn Ln / Autumnwood Dr
107	Pine Hall Rd / Science Park Rd
108	Vairo Blvd

22. What is your zip code :	
<i>answered question</i>	134
<i>skipped question</i>	0

23. OPTIONAL: Please provide your e-mail address if you would like to stay up to date with the planning process for the Centre Region Bicycle Plan, including upcoming events and activities.	
<i>answered question</i>	47
<i>skipped question</i>	87