

## Survey Summary

### Introduction

Successful development and maintenance of the ATP depends heavily on engaging with the public and stakeholders. The MPO conducted a public survey to gather feedback on areas of risk and the need for active transportation, priorities, strategies, and potential project requirements. Additionally, the public was given access to an interactive map to pinpoint specific locations in need of bike or pedestrian upgrades. This survey complemented data and information gathered earlier in the process. Nearly 400 individuals (399) provided input through the survey, including 349 who used an interactive map to provide input at specific locations. This effort was used to enrich the plan's content, help shape its policies, and pinpoint potential projects for consideration.

The survey contains four core sections: demographics, ridership characteristics, active transportation for minors, and safety. Within each part, the survey question is posed with corresponding highlights from the results. The responses to the questions provide insight regarding specific elements of public interest. Responses play a key role in determining focus areas and initiatives that should be prioritized and pursued.

### Part 1

#### *What municipality do you live in?*

Out of 399 responses, all but one survey respondent reported as living within the county. Almost one-fourth were from individuals living in State College, while Ferguson, Patton, and College townships had the next greatest share of responses at 14, 11, and 10 percent, respectively. Figure 1 shows the distribution of responses by resident municipality. Note that the proportions include responses from those who left their home municipality blank, therefore lowering the ratio of other municipalities listed.

Figure 1: Municipality of Residence

What municipality do you live in?	Total	Percent	Actual Population
Bellefonte Borough	11	2.8%	3.9%
Benner Township	5	1.3%	5.7%
Boggs Township	1	0.3%	1.7%
Burnside Township			0.3%
Centre Hall Borough	2	0.5%	0.8%
College Township	40	10.0%	6.8%
Curtain Township			0.3%
Ferguson Township	57	14.3%	12.0%
Gregg Township	7	1.8%	1.4%
Haines Township	5	1.3%	1.0%

Halfmoon Township	8	2.0%	1.8%
Harris Township	23	5.8%	3.7%
Howard Borough			0.4%
Howard Township	1	0.3%	0.6%
Huston Township	1	0.3%	0.8%
Liberty Township			1.1%
Marion Township	1	0.3%	0.7%
Miles Township			1.3%
Milesburg Borough			0.7%
Millheim Borough	8	2.0%	0.5%
Patton Township	42	10.5%	9.9%
Penn Township	4	1.0%	0.8%
Philipsburg Borough	1	0.3%	1.8%
Port Matilda Borough	1	0.3%	0.4%
Potter Township	10	2.5%	2.3%
Rush Township			2.3%
Snow Shoe Township	1	0.3%	1.0%
Snow Shoe Borough			0.4%
Spring Township	8	2.0%	5.0%
State College Borough	84	21.1%	25.6%
Taylor Township	1	0.3%	0.5%
Union Township	1	0.3%	0.9%
Unionville Borough			0.2%
Walker Township	2	0.5%	2.9%
Worth Township	1	0.3%	0.5%
N/A	73	18.3%	
<b>TOTAL</b>	<b>324</b>		

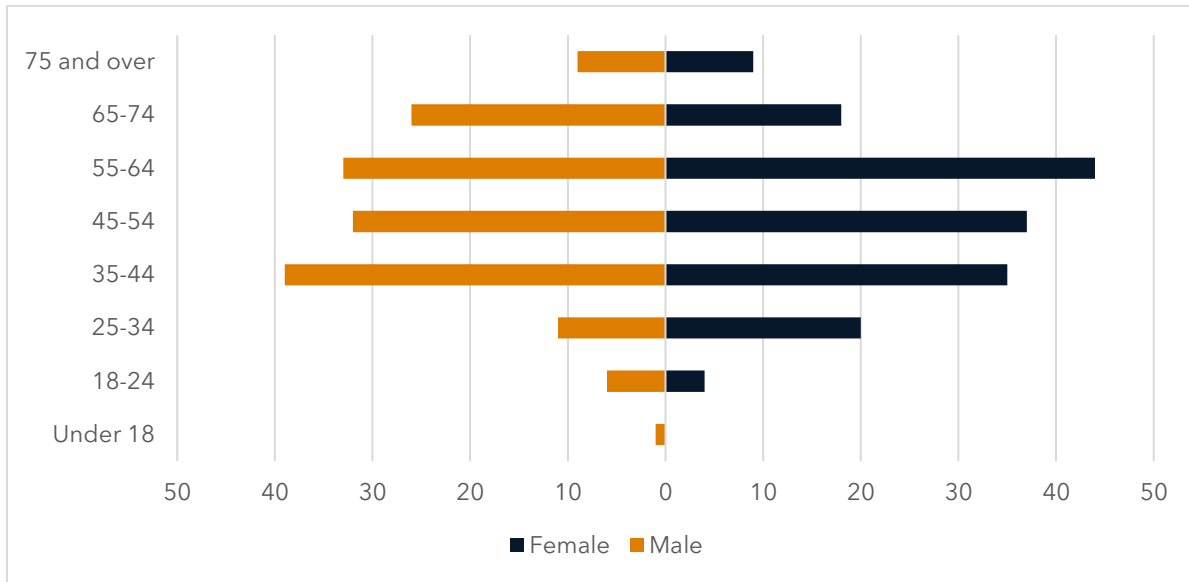
Add Map?

*What is your age?*

It was observed that the largest age group among female respondents was 55 to 64, comprising 26 percent of the total female respondents. Among male respondents, the 35 to 44 age group had the highest number of responses, constituting 25 percent of their total (Figure 2).

Of the total responses, 50 percent were from females, 47 percent were from males, and 3 percent preferred not to disclose their age.

Figure 2: Age Distribution



**Race?**

A majority of survey takers were white at 87 percent, with all other minority responses equaling 6.7 percent, as shown in Figure 3. Figure 4 references the countywide race distribution for comparison.

Figure 3: Race

Race (check all that apply)	Total	Percent
White	300	87.2%
Prefer not to say	21	6.1%
Asian/Pacific Islander	8	2.3%
Hispanic	7	2.0%
More than one race	5	1.5%
Black	2	0.6%
Other	1	0.3%

Figure 4: Race of County

Race	Percent
Population of one race:	95%
White alone	83%
Black or African American alone	3%
American Indian and Alaska Native alone	0%

Asian alone	7%
Native Hawaiian and Other Pacific Islander alone	0%
Some Other Race alone	1%
Population of two or more races:	5%

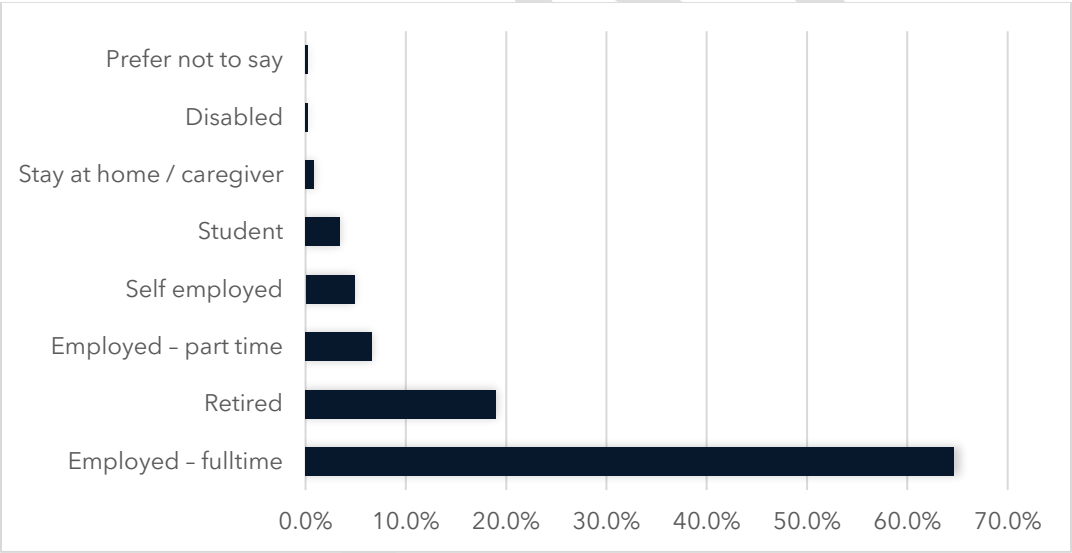
*Language(s) spoken in your home?*

About 91 percent of households use English as the sole language spoken at home. Around 7 percent of households speak English along with at least one additional language. Two respondents indicated that other languages, specifically Spanish and Chinese, were spoken without any English.

*What is your employment status?*

A majority of respondents, around 65 percent of the total, reported being employed full-time, while a little over 6 percent stated that they work part-time, and 5 percent identified themselves as self-employed. Additionally, around 19 percent mentioned that they are retired, while only 3 percent are students (Figure 5).

Figure 5: Job Status

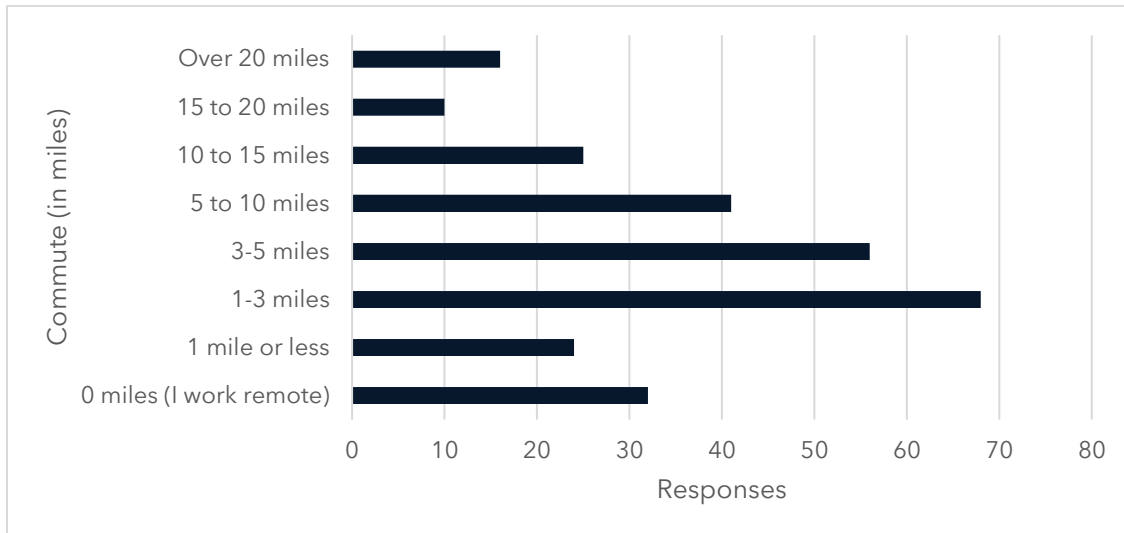


*Commute distance to work or school?*

Commute distance can discourage individuals from using active transportation, especially when the alternative of using a vehicle is readily available. The survey data indicates a concentration of responses in areas with a slightly more urban demographic, with rural areas within the county being underrepresented. More than 60 percent of the survey participants indicated that their commute to work or school is under 5 miles. Only 6 percent of the respondents reported that they have to travel more than 20 miles for their commute (Figure 6).

While the majority of respondents indicated that their commutes were within Centre County, 12 individuals reported commuting to locations outside of the county, such as Blair, Clearfield, Huntington, Snyder, and other counties.

Figure 6: Commute Distance



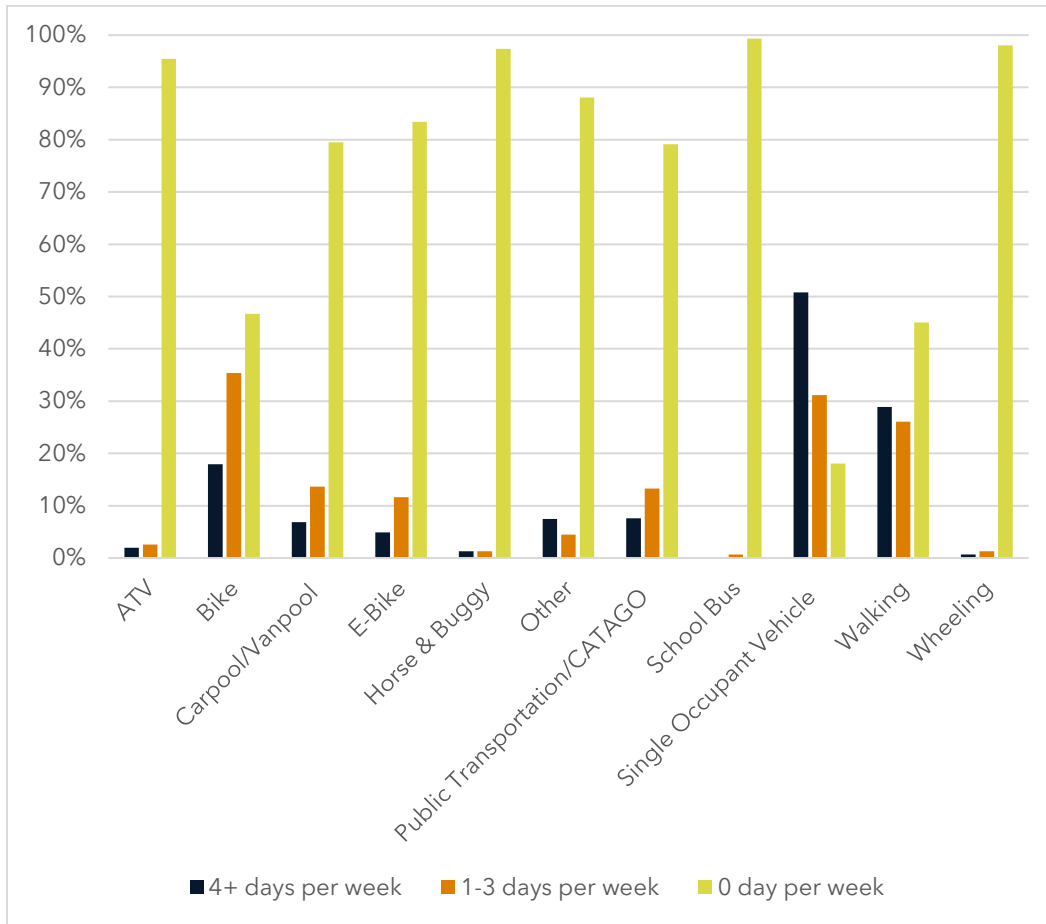
*What municipality do you work or go to school?*

Work and/or school locations have a significant impact on travel patterns and commute times. As mentioned in an earlier section, a significant portion of responses came from individuals living within State College Borough, 21 percent. While many of the responses did not list a home and or work municipality, still 33 percent of individuals commute to State College Borough for work or school and 15 percent of them live inside the borough. Ferguson and Patton townships also have many workers commuting in at 12 and 8 percent.

*In a typical week what is your primary mode of travel to or from work using the following modes?*

Responses for each mode were based on the general number of days per week they were used to get to work. Forty-one percent of people stated that they use a single-occupant vehicle at least 5 or more times per week and 25 percent of people walked. At least 10 percent of respondents use each of the following modes at least twice per week: Walking, Biking, E-Bikes, Single-occupant vehicle, Carpool/Vanpool, or public transportation (Figure 7).

Figure 7: Mode of Travel per Week



*Why is a personal vehicle your primary mode of transportation?*

Identifying motivators for use of specific modes of transportation is a key aspect in understanding public preferences. Approximately 25 percent of respondents indicated that the predominant consideration prompting the use of a personal vehicle for their daily commute is distance. In addition to this factor, the inconvenience associated with public transportation, along with apprehensions regarding journey safety, are identified as influential factors governing alternative travel modes (Figure 8).

Figure 8: Reason for using a personal vehicle

Reason or Motivation	Count	Percent
Distance of travel	46	24%
Public Transportation is inconvenient/not available	36	19%
Safety of journey	31	16%
Other	20	11%
Senior care/childcare pick up and drop off as part of my trip	18	9%
Multiple appointments are part of my trip	13	7%

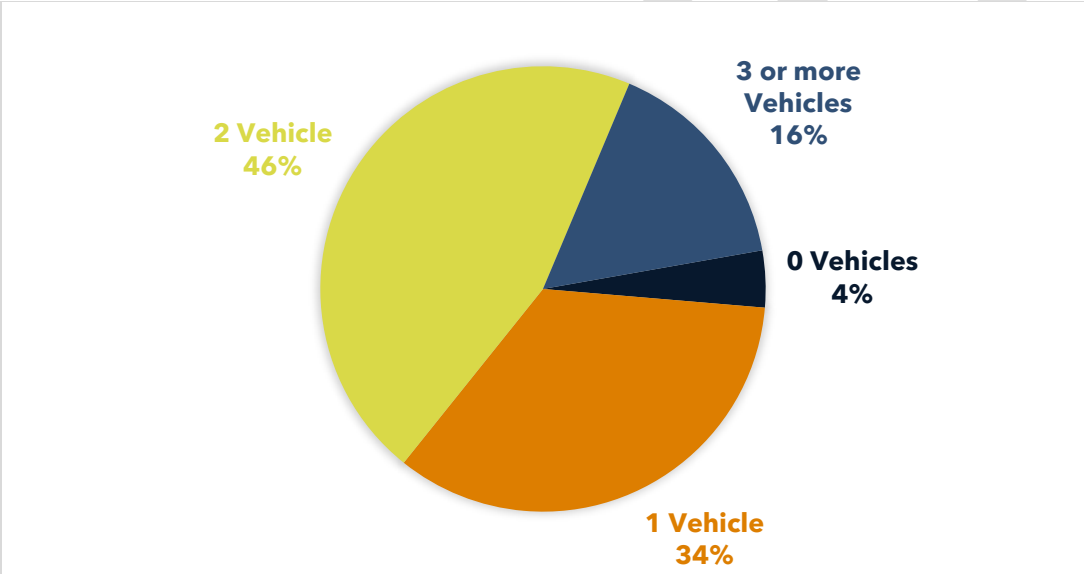
Winter maintenance/temperature/seasons	11	6%
Walking, biking, or wheeling is too strenuous	7	4%
Do not know where to walk, bike, or wheel to get to work or school	6	3%
Lack of bicycle parking at my destination	2	1%
<b>TOTAL</b>	<b>190</b>	

*How many vehicles are in your household?*

Ninety-six percent of survey participants reported having access to at least one vehicle (Figure 9). Among the remaining four percent, which equates to 14 people, 6 reside in State College, while 3 live in Ferguson Township.

Compared to the census data from 2018-2022, the countywide total is 10.2 percent of households without access to a vehicle.

Figure 9: Vehicle Access In Household



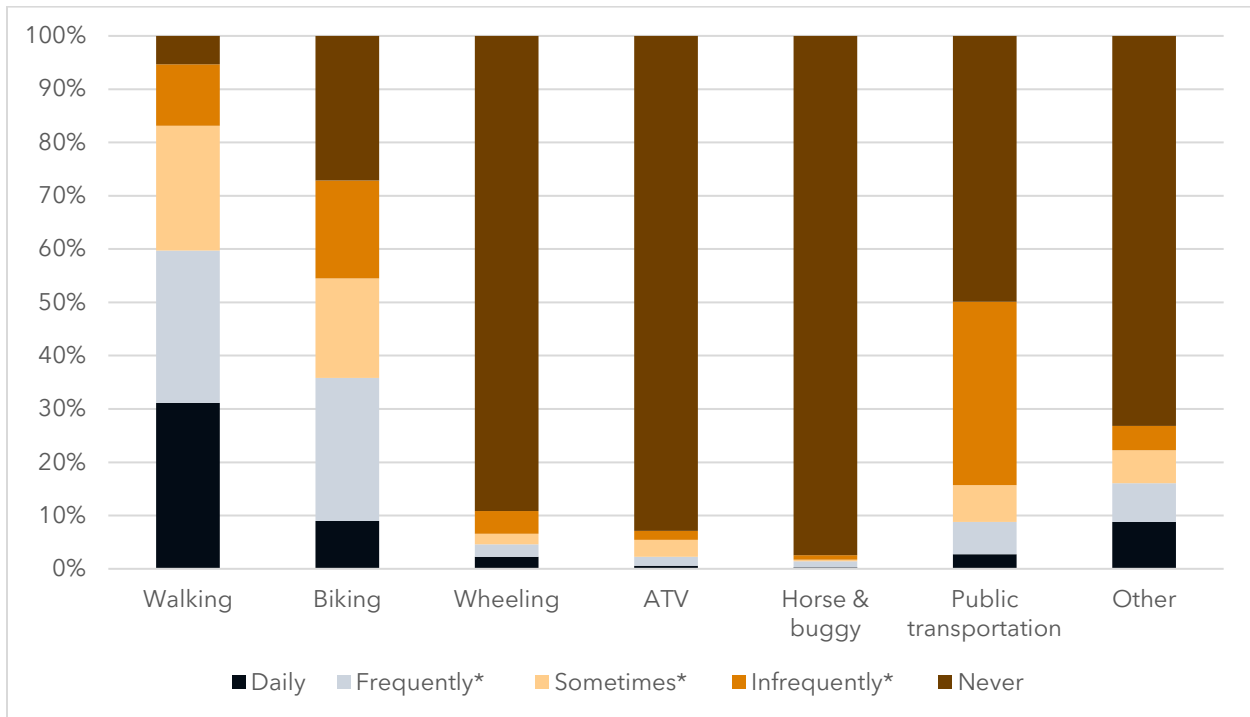
**Part 2**

*How often do you engage in each of the following for transportation purposes?*

In addition to identifying transportation modes when commuting, participants were asked about their frequency of use.

Almost 60 percent of survey respondents reported walking daily or frequently, while around 35percent of people reported biking at the same frequency. Many other modes received a response of infrequently to never, as shown in Figure 10.

Figure 10: Engagement in transportation modes



\*Infrequently - a few times per year  
 \*Sometimes - once or more per month  
 \*Frequently - once or more per week

*Which types of active transportation do you use **within** and **outside** the municipality where you live?*

Identifying the mode of transportation used inside and outside the respondent's home municipality provides insight into the general purpose, whether it is for travel or leisure. The responses demonstrate that 87 percent engage in walking activities within their respective municipalities, with 58 percent indicating walking outside of their home municipality. A similar phenomenon is seen when comparing biking within and outside a respondent's municipality (Figure 11).

While many modes of use seem to decrease when comparing the use within and outside a respondent's municipality, there is an evident increase in the utilization of public transportation among respondents traveling outside their home municipalities as compared to those remaining within their residential areas.

Figure 11: Active Transportation Modes Used Inside of and Outside of the Respondent Home Municipality

Modes	Within your Municipality	Outside your Municipality
ATV	5%	2%



Biking	63%	51%
Horse and Buggy	1%	1%
Other	13%	16%
Public Transportation	18%	22%
Walking	87%	58%
Wheeling	8%	6%

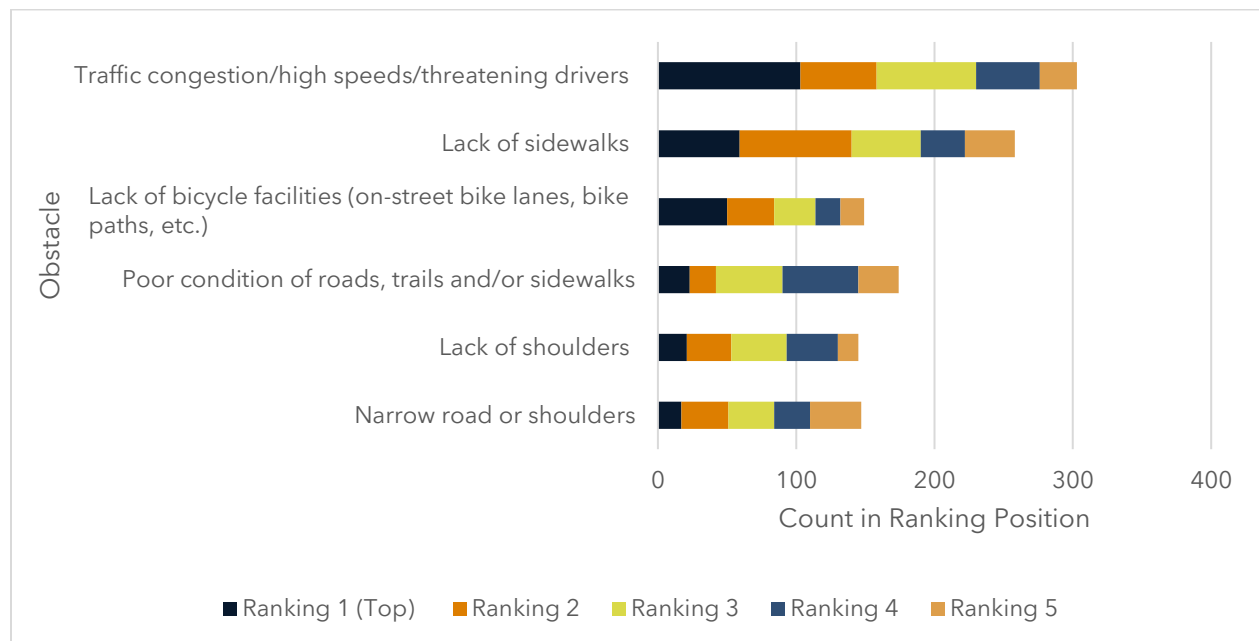
*Which of the following obstacles do you face when engaging in an active transportation mode in Centre County?*

Survey takers were presented with 26 options as possible obstacles when engaging in an active transportation mode:

- Lack of sidewalks
- Traffic congestion/high speeds/threatening drivers
- Poor condition of roads, trails and/or sidewalks
- Too dangerous for my kids
- Lack of family support
- Lack of changing facilities/shower
- Lack of equipment/resources (e.g. no bike helmet/lock, no coat, no good shoes)
- Lack of shoulders
- Lack of crosswalks at intersections
- Narrow road or shoulders
- Lack of ADA-accessible routes
- Lack of bicycle facilities (on-street bike lanes, bike paths, etc.)
- Lack of connected routes
- Lack of public transportation access/availability
- Flooding, wet leaves, other debris on facilities
- No winter maintenance
- Age or Injury or health limitation
- Lack of skill/confidence
- Unleashed dogs
- Too much to carry
- Lack of amenities (e.g bike parking, showers)
- Distance
- Too many hills
- Must travel with family members
- Weather/Climate
- Other: \_\_\_\_\_

Out of the 26 options, the top 6 receiving the most responses are shown in Figure 12. Traffic congestion, high speeds, and threatening drivers were rated as the top concerns by most survey participants, receiving almost double the number of selections as ranked one compared to the next highest concern, lack of sidewalks. The top-ranked obstacle, traffic congestion/high speeds/threatening drivers, received about 30 percent of the responses, ranking it as the number one obstacle.

Figure 12: Greatest obstacle to use active transportation



*Which of the following improvements would you like to see in Centre County?*

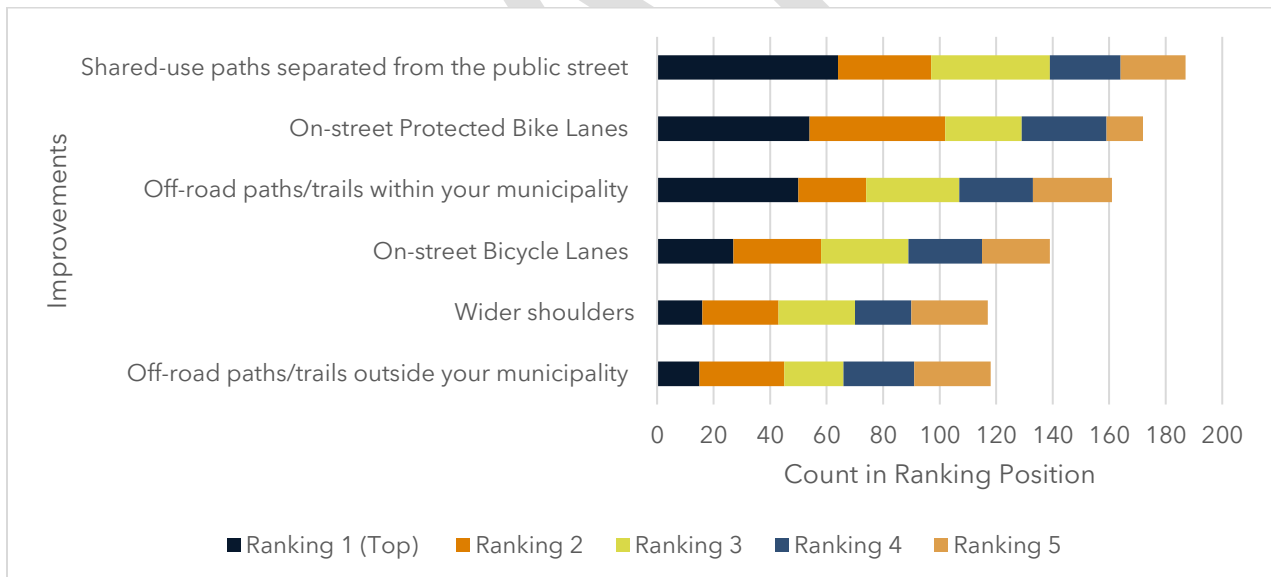
The most supported improvement, was "Shared-use paths separated from the public street." This was followed by "On-street Protected Bike Lanes," and "Off-road paths/trails within your municipality." Figure 13 displays the most desired public improvements.

The following were the 25 potential improvements noted in the public survey instrument:

- Existing sidewalk improvements/repairs
- Sidewalk connections
- Crosswalks
- Crosswalks with flashing beacons
- Benches/seating
- ADA-accessible curb ramps
- On-street Bicycle Lanes
- On-street Protected Bike Lanes

- Off-road paths/trails within your municipality
- Off-road paths/trails outside your municipality
- Wider shoulders
- Wider shoulders for horse and buggy
- Street lighting/illumination
- Street trees or other landscaping
- Road / Pavement markings
- Bicycle racks
- Bike repair stations
- Shared-use paths separated from the public street
- Safety improvements
- Traffic calming
- More public transportation stops
- Wayfinding signage
- E-bike share access
- Other (please specify)
- No opinion/Don't know

Figure 13: Most desired improvement.



### What are your top reasons for using active transportation?

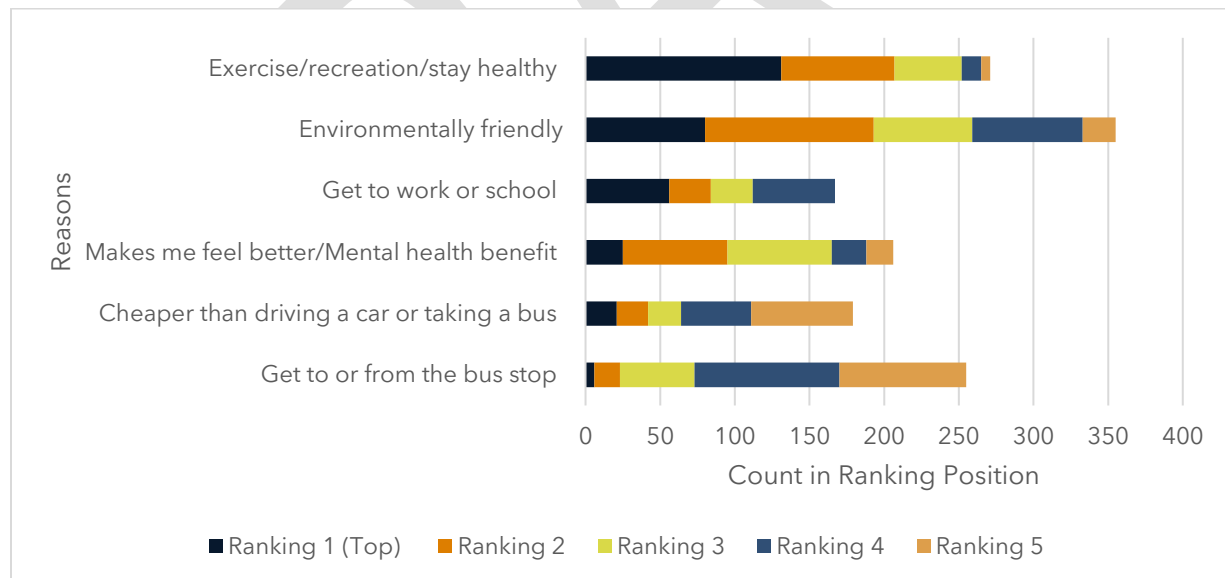
Understanding the factors that motivate people to engage in active transportation can play a crucial role in encouraging more individuals to participate. When asked to prioritize reasons for utilizing active transportation, "Exercise/recreation/stay healthy," "Environmentally friendly," and "Get to work or school" were the top responses. Nearly 50 percent of the rankings indicated using active transportation for exercise, recreation, or to stay healthy.

Interestingly, being environmentally friendly was included almost 30 percent more often than exercise, recreation, or staying healthy in the top five responses. “Access to a bus stop” was not ranked as frequently as a top concern, although it did register as a secondary concern within the survey results (Figure 14).

The 13 proposed reasons for using active transportation modes included:

- Environmentally friendly
- Get to or from the bus stop
- Get to work or school
- Cheaper than driving a car or taking a bus
- Lack of free parking where I work
- Exercise/recreation/stay healthy
- Shopping, errands, or go out to eat
- Visit friends or family or attend a social event
- Do not own a car
- Saves Time
- Makes me feel better/Mental health benefit
- It is fun
- Other

Figure 14: Reasons for using active transportation.

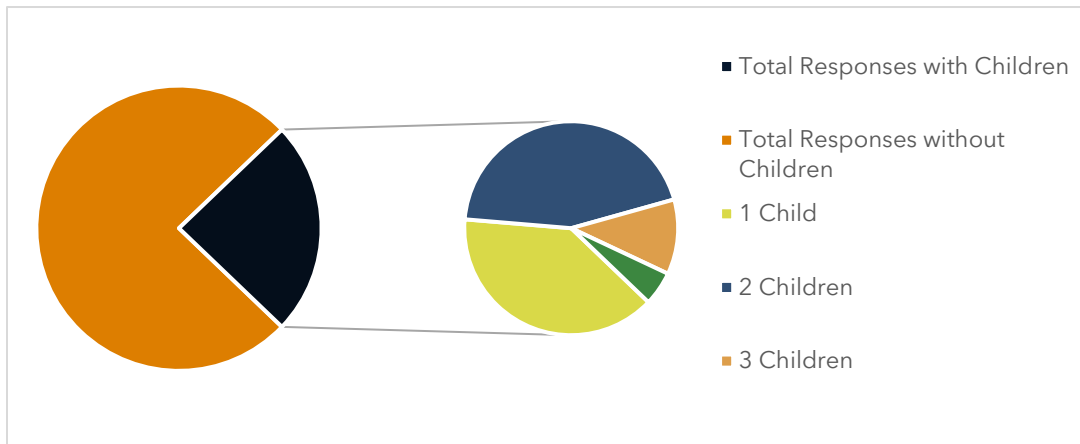


### Part 3

*How many children under 18 are in your household?*

Overall, 24 percent of the survey participants acknowledged having one or more children. Within this subset, over 80 percent stated having a minimum of two children below the age of 18 (Figure 15).

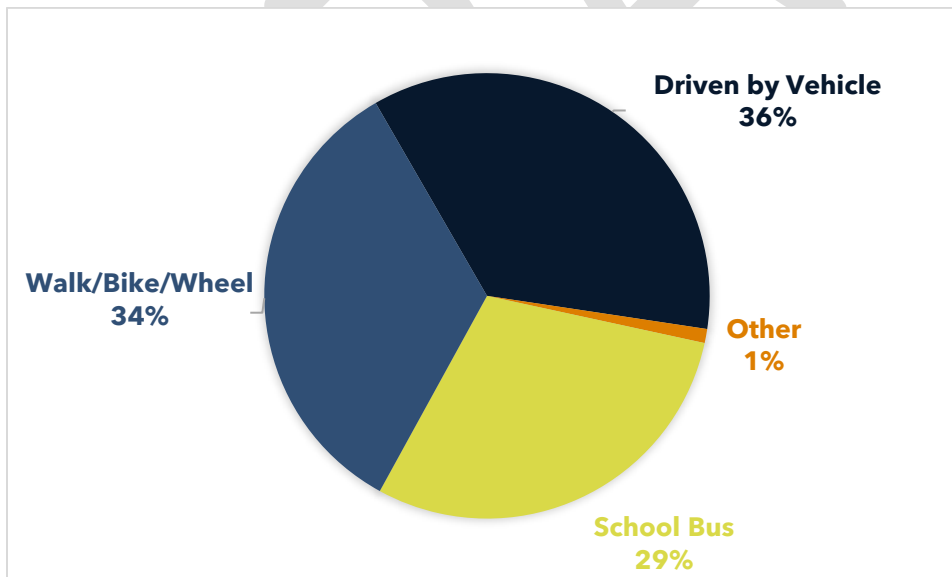
Figure 15: Children under 18 are in your household



*What is the primary mode of transportation for your children to get to/from school?*

Approximately 36 percent of children travel to school by vehicle, while approximately one-third walk, bike, or ride a bike, and another third take the school bus (Figure 16).

Figure 16: Mode of transportation to get to school

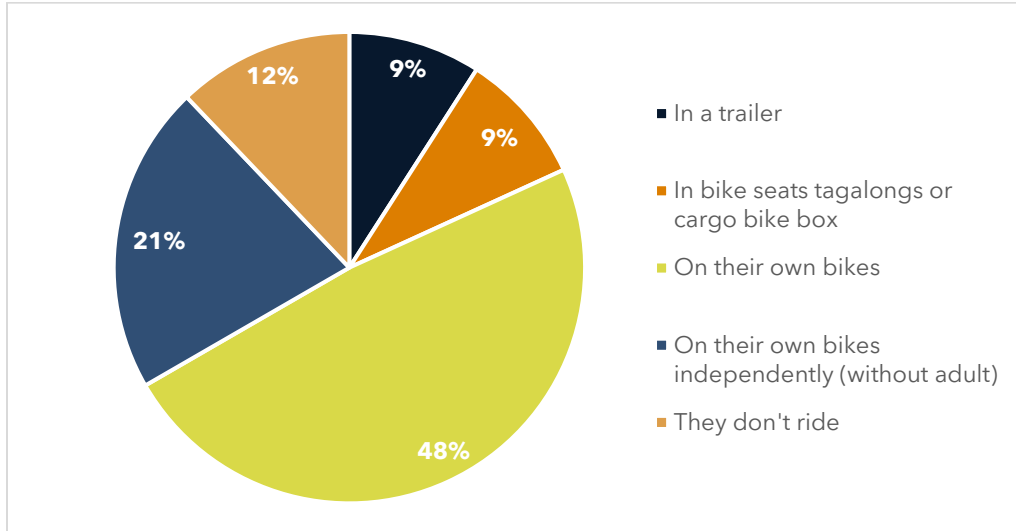


### Part 3.a.

### How do the children in your household ride?

In the survey, five options were given to determine how children in the household ride. Shown in Figure 17, nearly half of the responses indicated that the children ride their own bikes (not independently), while 21 percent mentioned that their children ride their bikes independently.

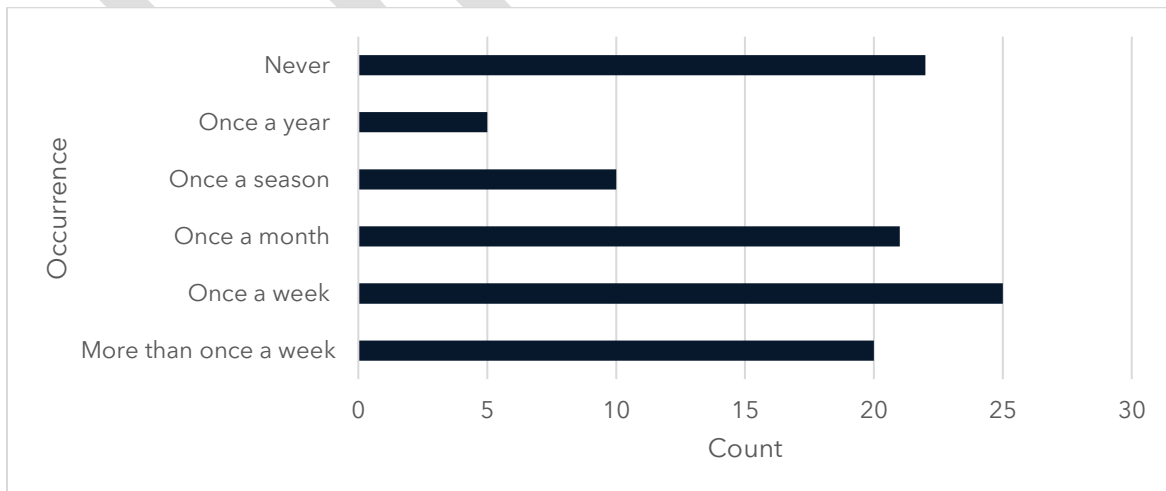
Figure 17: How do the children in your household ride?



### How often do you ride with children?

Roughly 64 percent of respondents stated that they rode with their children for transportation at least once per month, while 21 percent never rode with their children (Figure 18).

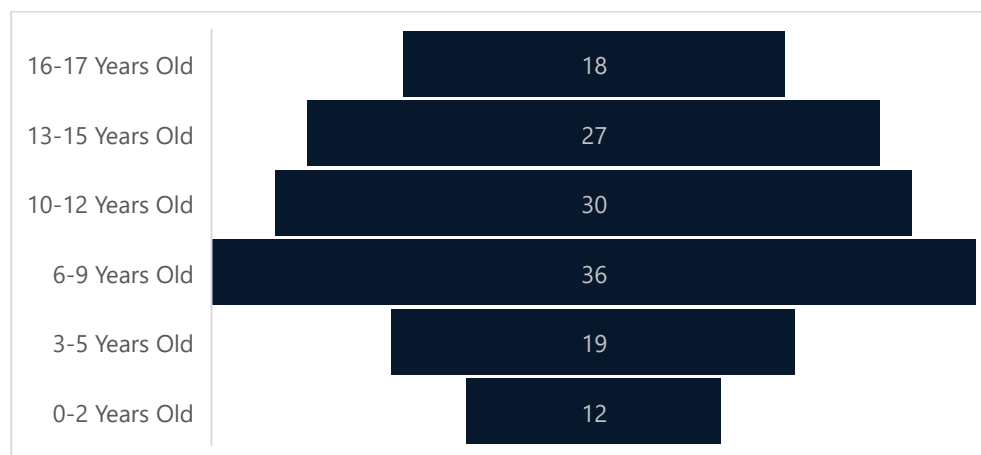
Figure 18: How often do you ride with children?



*What age group are your children who ride or travel by bike are in your household?  
Check all that apply.*

The majority of responses show that children are primarily in the 6-9 or 10-12 age groups when riding for transportation purposes (Figure 19). These age groups make up approximately 46 percent. Given their young age and inexperience, it's evident why many children are unable to ride independently.

Figure 19: Age of children who ride



*What factors prevent your child from riding more frequently? (e.g., to and from school)?*

Identifying factors that hinder children from participating in more frequent active transportation activity is an important issue to address. "Safety of the road (e.g., vehicle speed, roadway crossings, condition)" accounted for 20 percent of the contributing factors, with "crossing certain roads being considered too dangerous" making up 15 percent. Figure 20 lists the deterring factors that have been identified as preventing a child from riding more. Understanding why parents are reluctant to allow their children to ride can help in finding a solution.

Figure 20: Factors preventing your child from riding more frequently?

Factors	Count	Percent
Safety of the road (e.g., vehicle speed, roadway crossings, condition)	70	21%
Crossing certain roads too dangerous	51	15%
Lack of separated bike paths to key destinations	36	11%
Age (Not ready to ride by themselves)	29	9%
Weather	29	9%
Too much to carry (e.g., musical instruments, books, sports equipment)	22	6%
Distance from school	21	6%

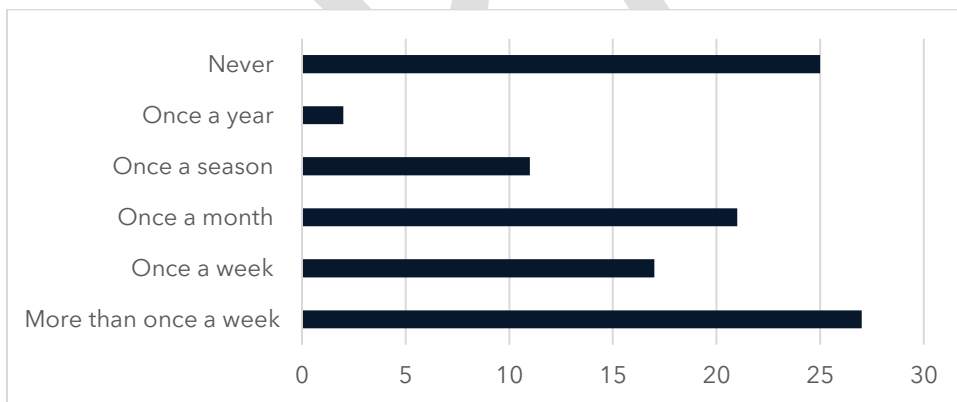
Lack of connections to school	21	6%
Lack of confidence or skill	17	5%
Parent schedule	12	4%
School does not support this mode of transportation	7	2%
School schedule (start/end time, extracurricular activities)	6	2%
Lack of bike parking	5	1%
Poor Lighting	4	1%
Personal safety concerns (abduction fears)	3	0.9%
Child with disability	2	0.6%
Other	2	0.6%
Lack of equipment (e.g. a suitable functioning bicycle, helmet, and/or lock)	1	0.3%
Perceptions of other parents and community members	1	0.3%

**Part 3.b.**

*Roughly, how often do you walk with children for transportation?*

Similarly, to those who ride with their children, roughly 63 percent of respondents stated that they walked with their children for transportation at least once per month, while 24 percent of them never walk with their children, as shown in Figure 21.

Figure 21: How often do you walk with your children for transportation?

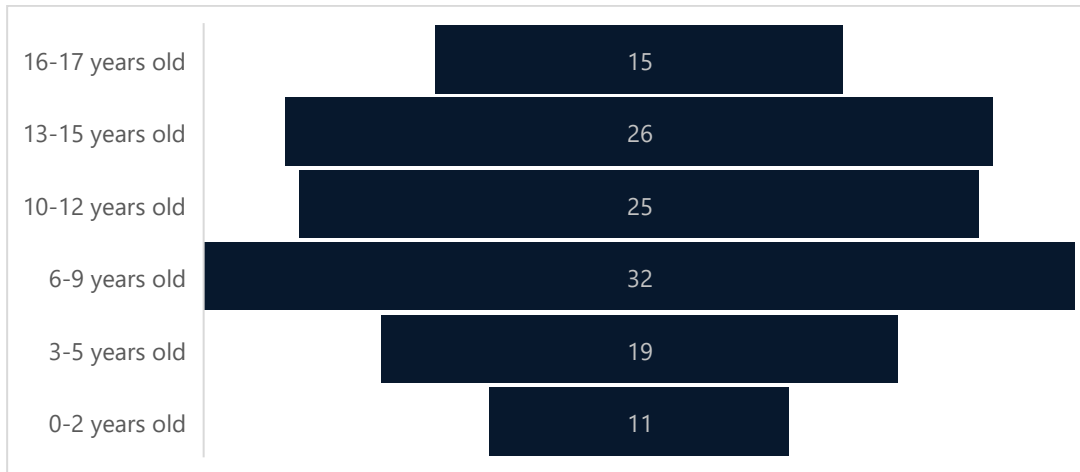


*What age group are your children who travel by walking in your household?*

In alignment with children traveling by riding, the majority of children traveling by walking belong to the age groups of 6-9, 10-12, and 13-15, accounting for 25, 20, and 20 percent, respectively. These age groups collectively represent 65 percent of all responses related to children using walking as a means of transportation (Figure 22).



Figure 22: Age of children who travel by walking



*If your children would like to walk more, what factors prevent them from doing so?*

Understanding the factors that inhibit children from engaging in more frequent active transportation activity is significant. "Crossing certain roads that are perceived as too dangerous" constitutes 20 percent of the contributing factors, while "distance" is identified as the next most significant factor, accounting for 15 percent (Figure 23).

Figure 23: Factors preventing your child from walking for transportation more frequently?

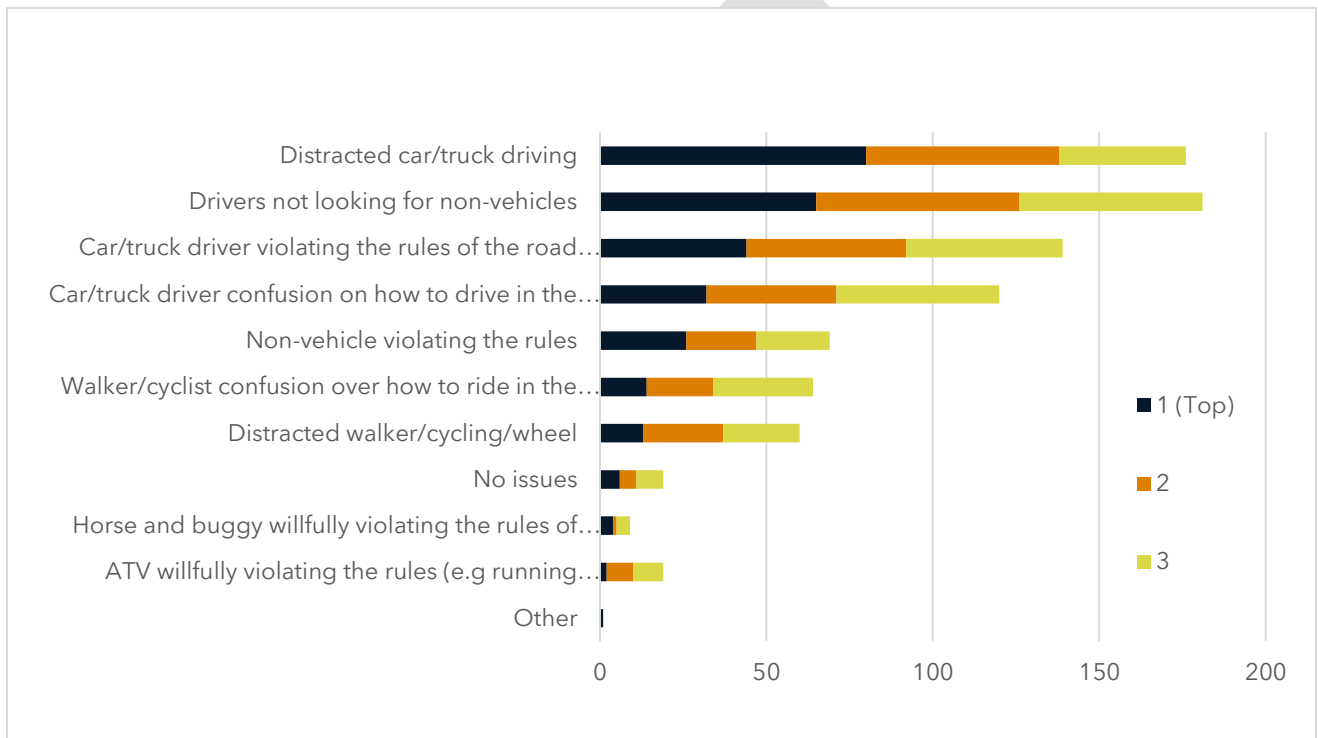
Factor	Count	Percent
Crossing certain roads too dangerous	50	20%
Distance_	38	15%
Age (Not ready to walk by themselves yet)	30	12%
Weather	25	10%
Lack of separated sidewalks/paths to key destinations	22	9%
Sidewalks not safe to walk on	21	8%
Lack of connections to the school	17	7%
Too much to carry (musical instruments, books, sports equipment, etc.)	16	6%
Personal safety concerns (abduction fears)	11	4%
School schedule (start/end time, sports practice times)	9	4%
Parent schedule	6	2%
School does not support this mode of transportation	4	2%
Child with disability	2	1%
Lack of equipment (e.g. cannot afford shoes and clothing for the elements)	1	0.4%
Perceptions of other parents and community members	1	0.4%

## Safety Concerns - Part 4

*In your experience, what are the major points of contention between walkers, bicycling, wheels, transit, motorists, etc. in this area?*

The survey included twelve proposed options, or themes for consideration for survey respondents to rate. Themes could be rated on a 1-2-3 basis. Figure 24 shows how many responses a topic received in each of the rankings. Distracted car/truck driving was recognized as the highest point of contention between walkers, bikes, wheels, transit, and motorists. Following that were “drivers not looking for non-vehicles” and “Car/truck driver violating the rules of the road (e.g. buzzing/4-foot passing rule).”

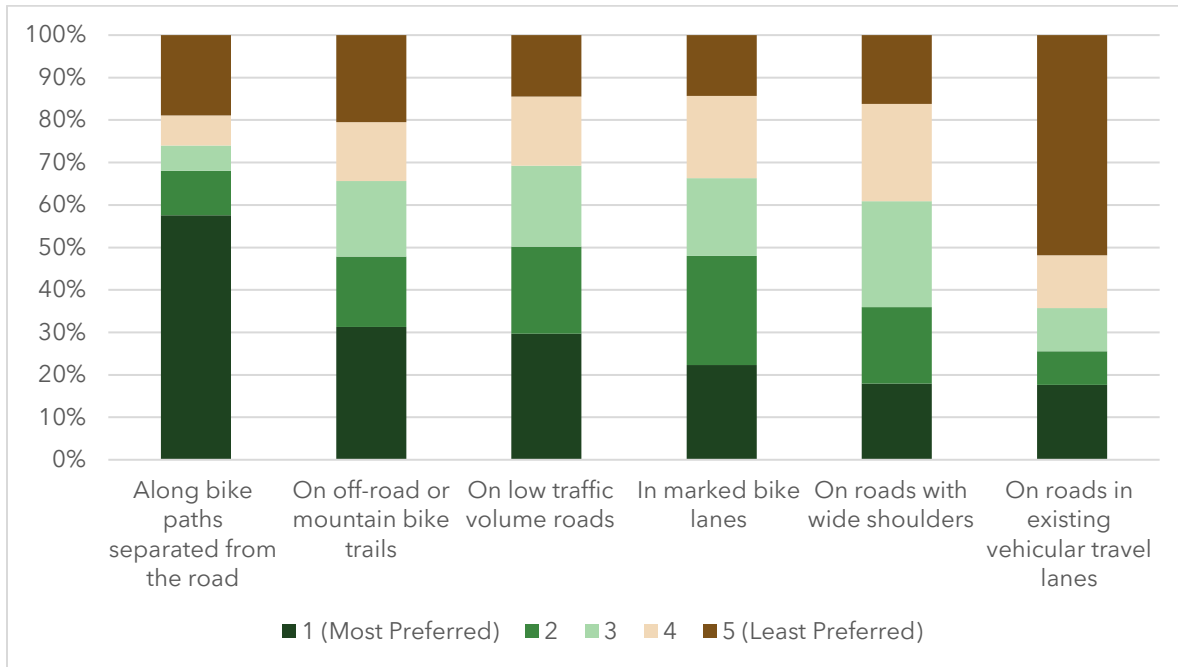
Figure 24: Points of contention



*How do you prefer to bike, walk, or wheel?*

Almost 60 percent of survey respondents indicated that using active transportation modes along bike paths separated from the road is a highly preferred way to walk, bike, or wheel. Conversely, 52 percent of people consider utilizing these modes on roads in existing vehicular travel lanes to be the least attractive (Figure 25).

Figure 25: How do you prefer to bike, walk, or wheel?



*Rate the importance of select topics?*

A total of 22 topics were presented as important factors for active transportation usage. The foremost priority identified was the "Enforcement of traffic laws for drivers," with almost 50 percent of responses citing this topic's primary importance. Better maintenance of shoulders and other bike facilities was also noted as a preferred choice at 40 percent. The respondents considered the factor of "No bike paths" as the third most preferred choice expressing that it also holds significant importance. (Figure 26).

Figure 26: Importance Ranking

