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Oakland Bike Plan Update

Web Survey of Residents of Oakland, California

January 2017

Methodology

- Web-based Survey of Residents of Oakland, California, age 16 and older
  - Participants invited to survey via postcard (details on next slide)
- Survey offered in English, Spanish, and Chinese
- Margin of Error = ± 3.5 percentage points based on 800 weighted total interviews
  - A minimum of 100 unweighted interviews were collected in each of eight geographical designations (see page 5), for a Margin of Error of ± 9.8 percentage points within each Zone.
- While 1,688 completed interviews were collected citywide, final results reflect a weighted 800 interviews to accurately represent city demographics

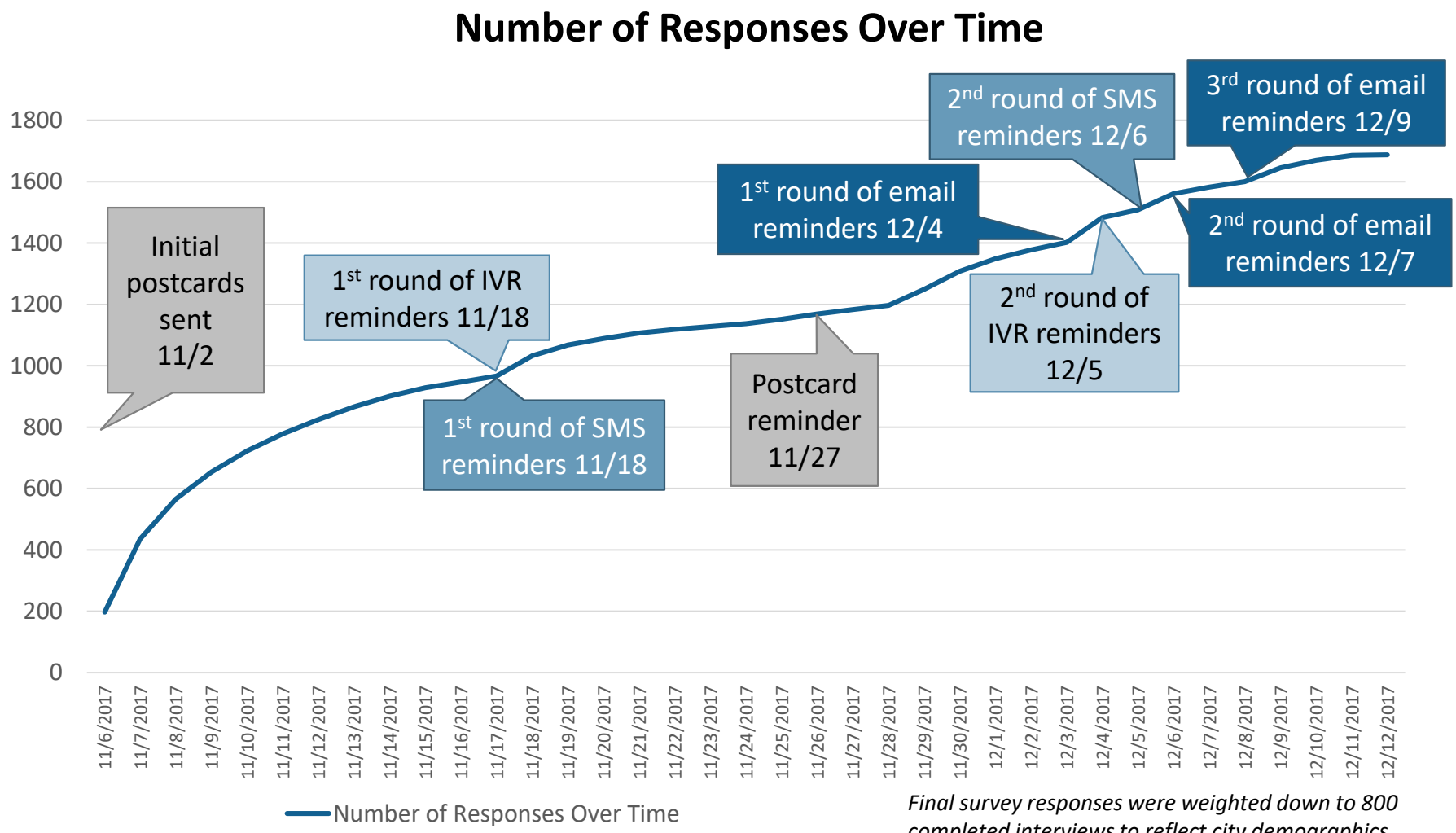
Please note that due to rounding, some percentages may not add up to exactly 100%.

Methodology (Cont'd)

- A random selection of Oakland households was mailed a postcard with an invitation to take the online survey, with a drawing for a $200 gift card as an incentive.
- The postcard included a link to the survey and a Survey ID, unique to the selected household.
- To boost responses among certain demographics, invited residents who did not complete the survey were sent reminder text messages, interactive voice response (IVR) calls, postcards, and emails at several different stages over the course of data collection.
- Respondents who preferred not to take the survey online were invited to request a paper copy of the survey by mail, which they could complete and mail back in. 31 residents submitted paper surveys, which were included in the final dataset.

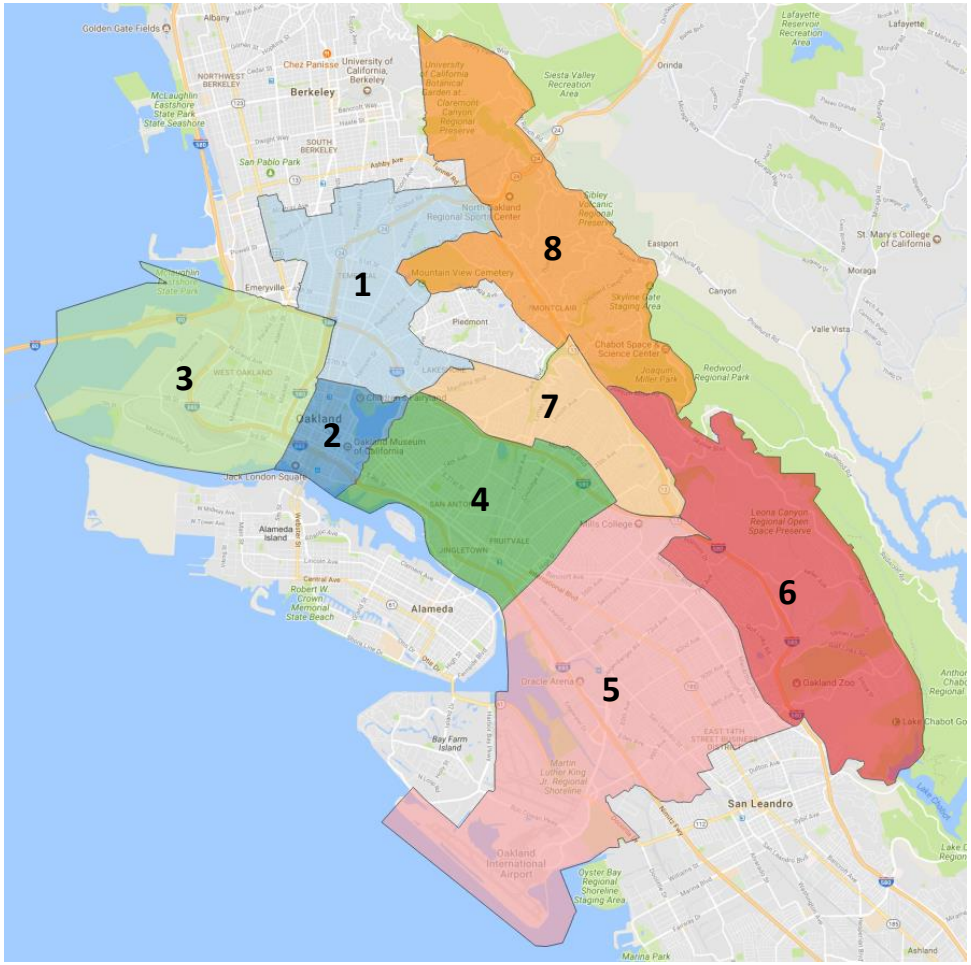
Response Rates and Reminders Timeline

Targeted IVR, text, postcard, and email reminders helped increase the number of responses.



Final survey responses were weighted down to 800 completed interviews to reflect city demographics.

Zone Geography



Zone	% of Weighted Sample
Zone 1: North Oakland Adams Point	6%
Zone 2: Downtown	6%
Zone 3: West Oakland	7%
Zone 4: Eastlake Fruitvale	22%
Zone 5: Central East Oakland	22%
Zone 6: East Oakland Hills	8%
Zone 7: Glenview Redwood Heights	8%
Zone 8: North Oakland Hills	21%

Percentages reflect the distribution of data collection after weighting.

Key Findings

- About a fifth of Oakland residents regularly bike for transportation.
- There are significant differences in cycling behavior and attitudes about cycling by zone.
  - Eastlake Fruitvale, West Oakland, and North Oakland Adams Point have the highest concentrations of people who regularly bike for transportation.
  - East Oakland Hills, North Oakland Hills, and Glenview Redwood Heights have the highest barriers to cycling.
- Levels of interest in biking, comfort with biking, and current cycling behavior also vary by gender, age, and ethnicity.
- 47% of Oakland residents are interested in biking more for transportation, but only feel comfortable biking when physically separated from traffic.
- Dealing with aggressive drivers, having a bicycle stolen or vandalized, getting in an accident, and having secure bike parking near destinations are major concerns when deciding whether to ride a bike.
- The logistics of biking for transportation are a common barrier.
  - Most say it would not be easy to travel by bike to and from most of the places they regularly go.
  - Those least likely to bike for transportation are more concerned about carrying the things they need, distance, time, and transporting others.
- Just over half say their neighborhood would be a better place to live if more people rode bikes.

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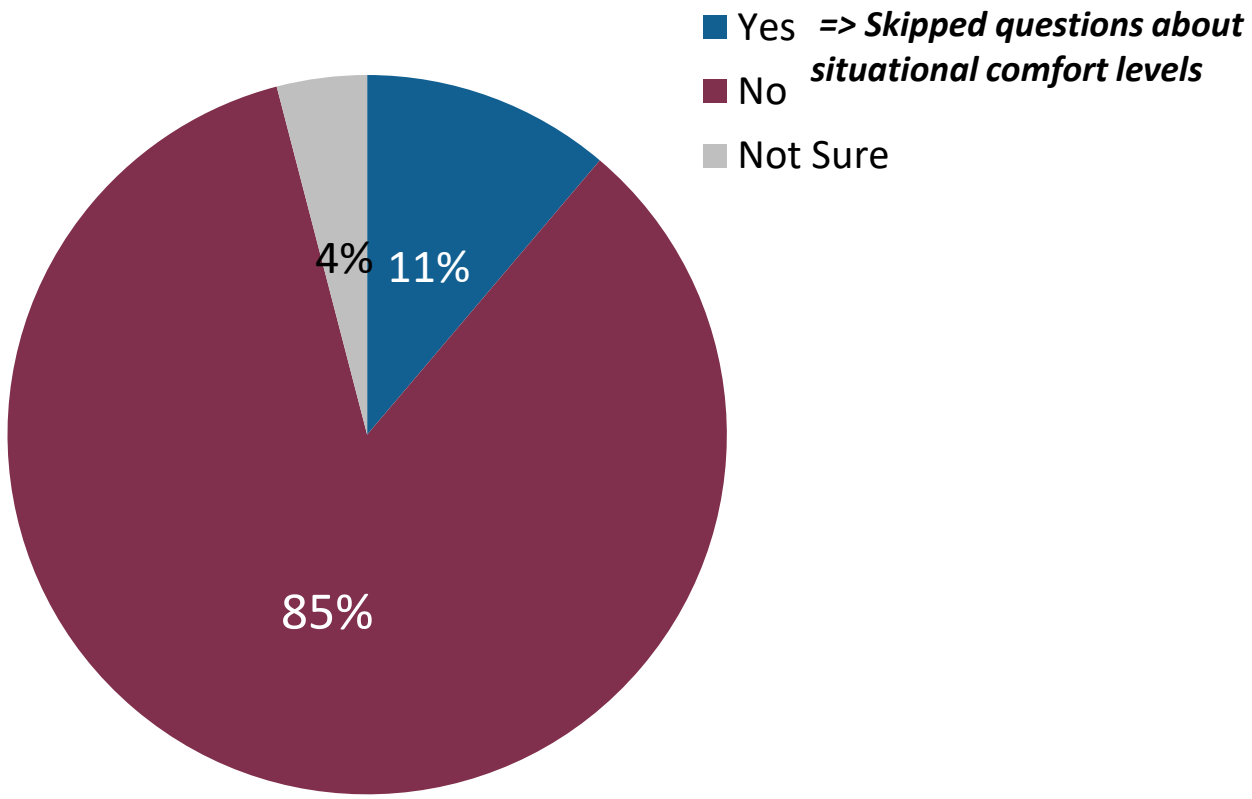
Comfort with Biking and Cyclist Typology

Physical Capability to Ride a Bike

Just over a tenth say they have a long-term condition or disability that makes them physically unable to ride a bike.

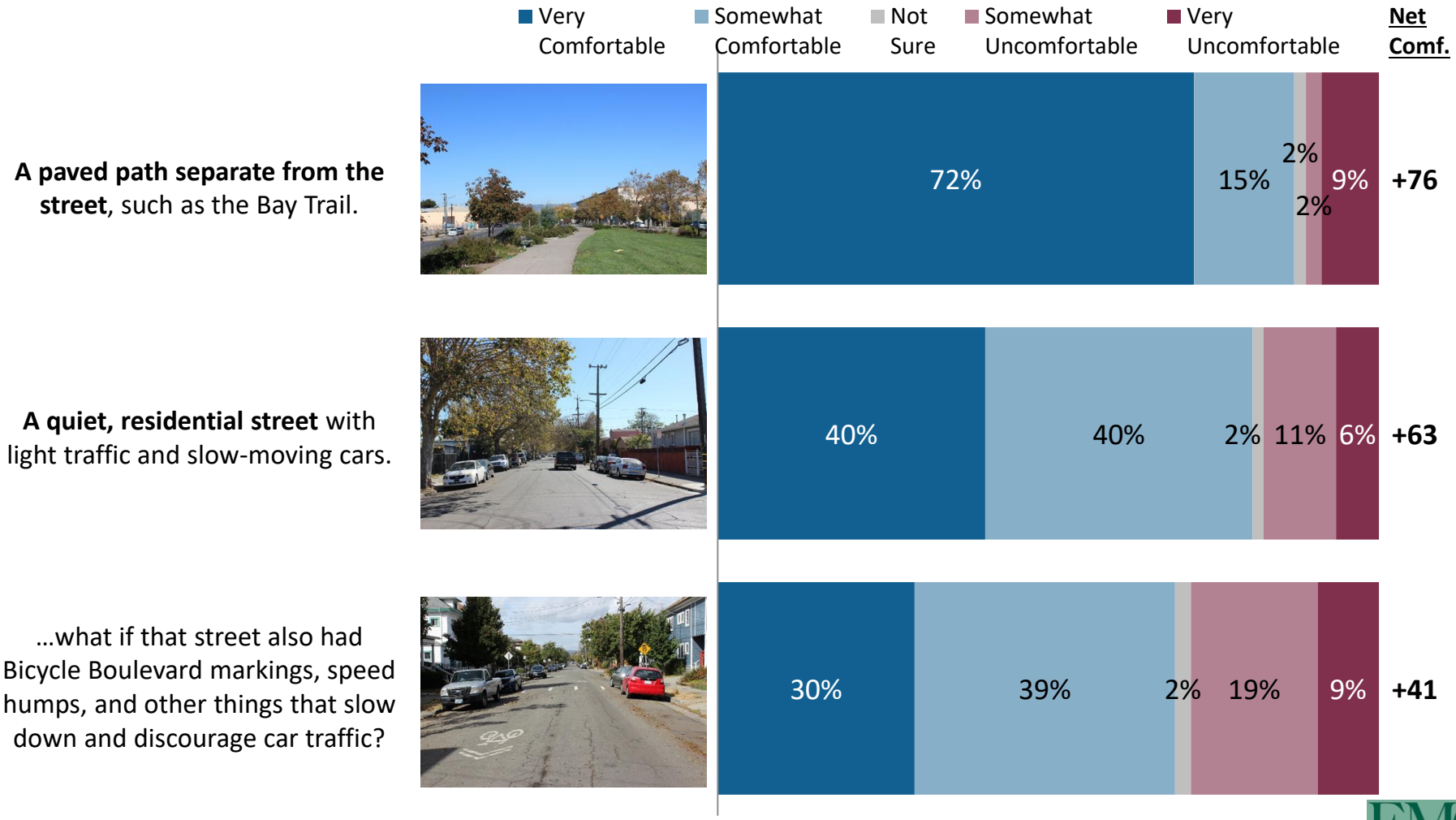
Q23. Do you have a long-term condition or disability that makes you physically unable to ride a bicycle?



Comfort Level Biking on Non-Commercial Streets

Among those without physical disabilities, over 7 in 10 say they would be very comfortable bicycling on a paved path separate from the street.

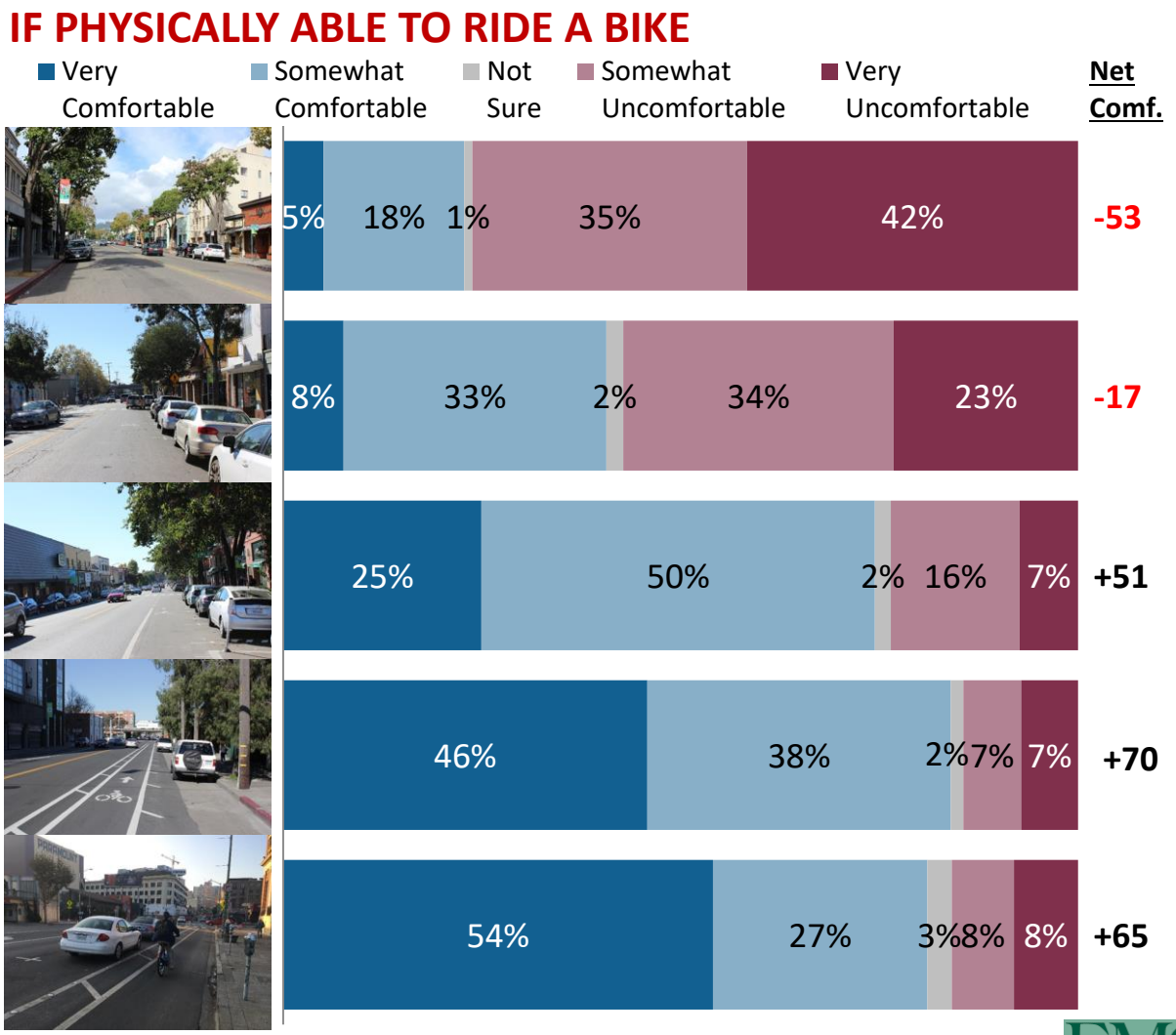
IF PHYSICALLY ABLE TO RIDE A BIKE



Q24-26. Below are descriptions and pictures of the types of places people ride bikes in Oakland. Regardless of how you usually get around, for each please indicate how comfortable you personally would feel biking there.

Comfort Level Biking on Two-Lane Commercial Streets

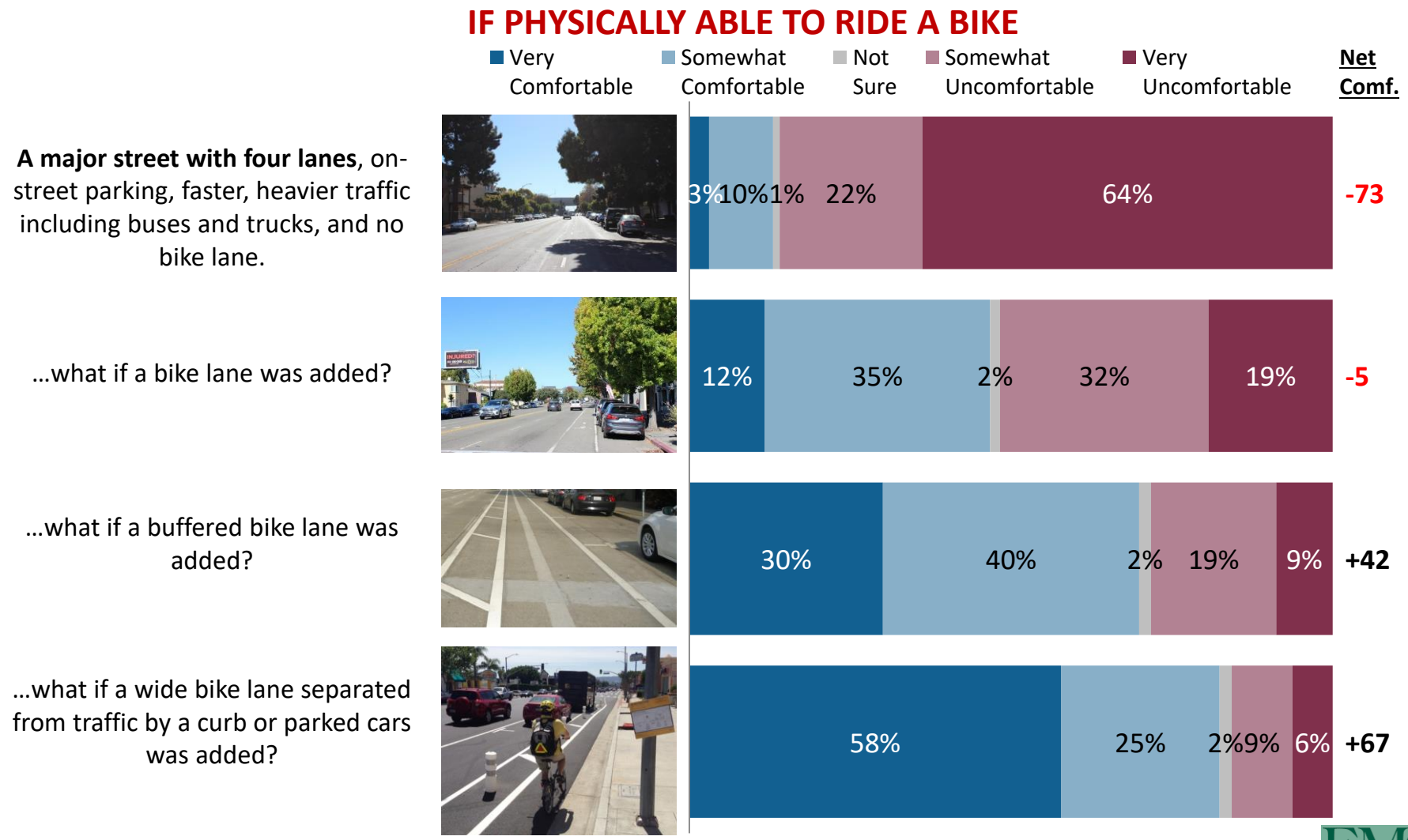
Bike lanes on two lane commercial streets substantially increase comfort with biking.



Q27-31. Below are descriptions and pictures of the types of places people ride bikes in Oakland. Regardless of how you usually get around, for each please indicate how comfortable you personally would feel biking there.

Comfort Level Biking on Four-Lane Commercial Streets

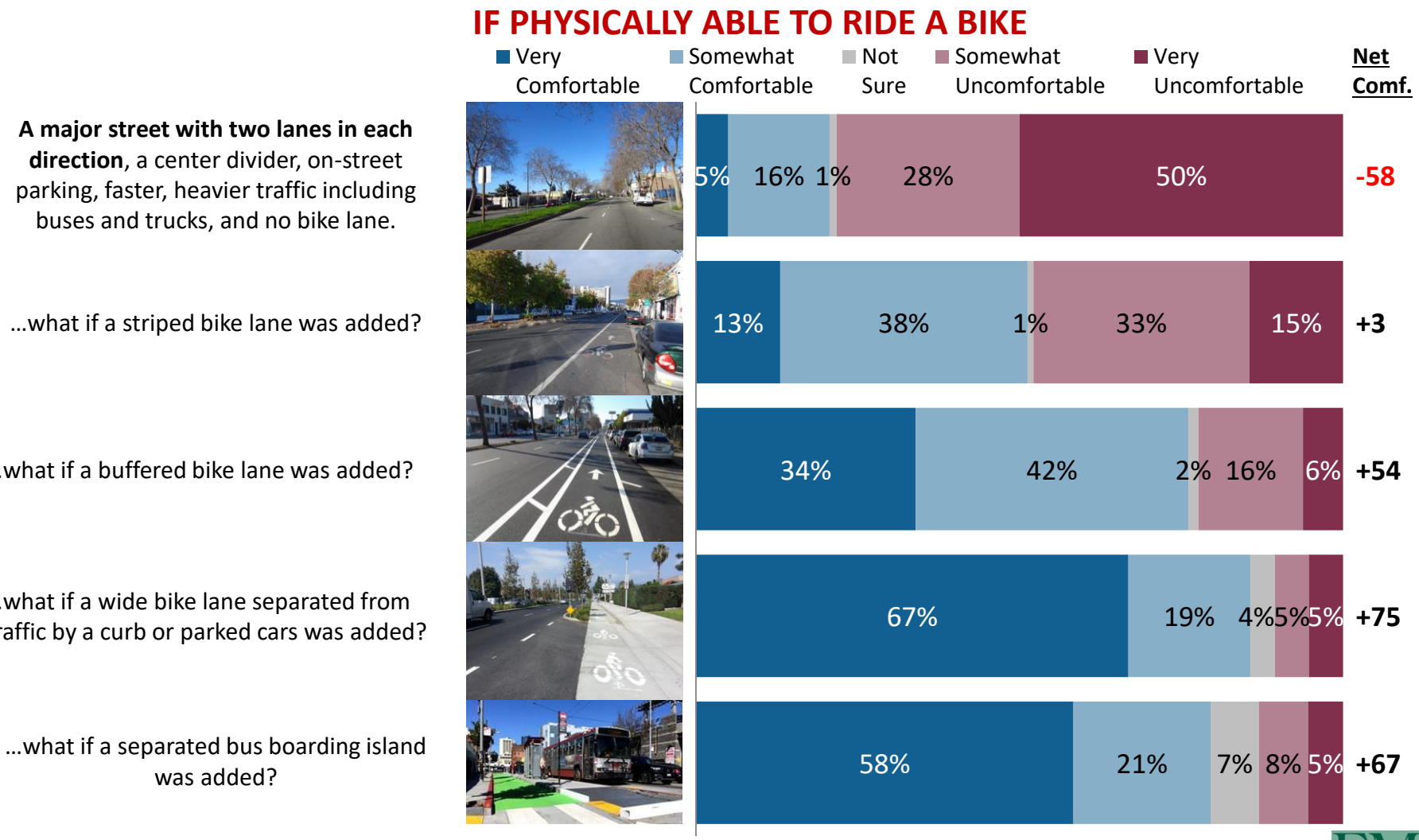
Over half say they would be very comfortable biking in a wide bike lane separated from traffic on a major street with four lanes.



Q32-35. Below are descriptions and pictures of the types of places people ride bikes in Oakland. Regardless of how you usually get around, for each please indicate how comfortable you personally would feel biking there.

Comfort Level Biking on Major Two-Way, Two-Lane Streets

As shown, a separated bus boarding island is not perceived as an improvement over a wide bike lane separated from traffic.

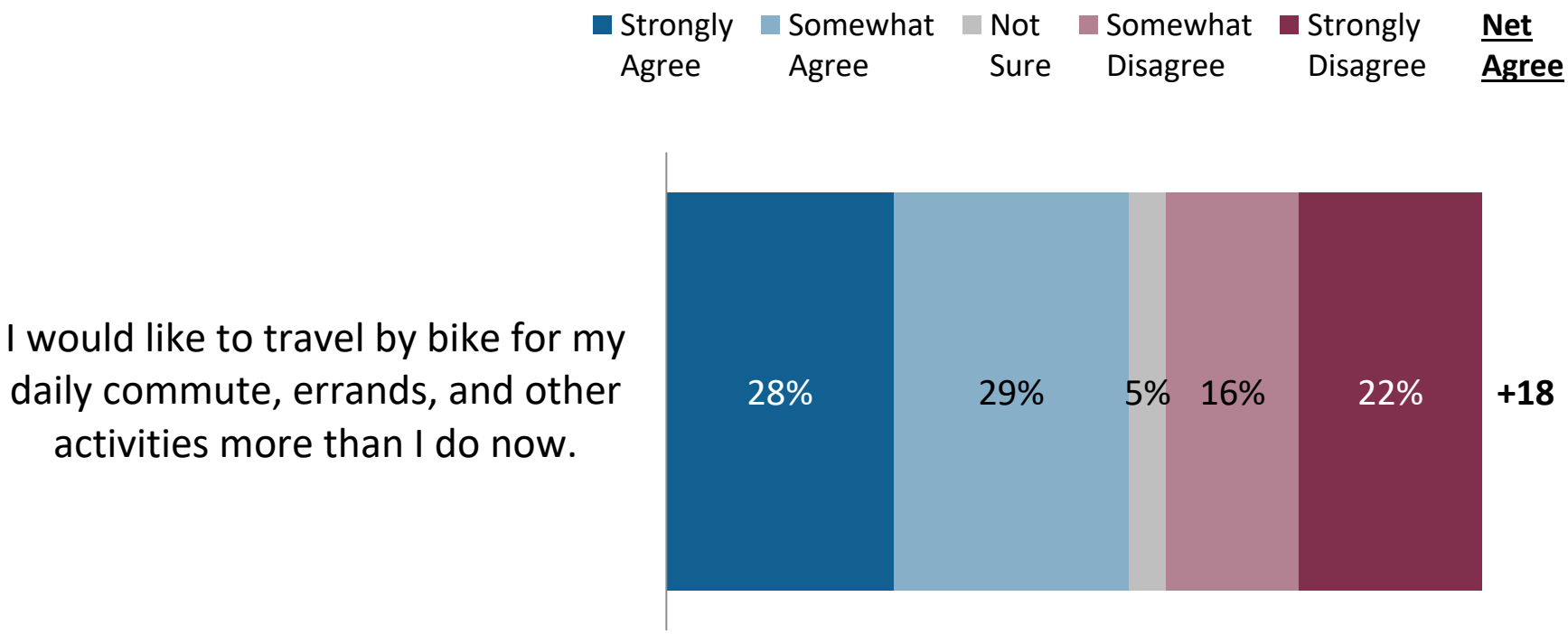


Q36-40. Below are descriptions and pictures of the types of places people ride bikes in Oakland. Regardless of how you usually get around, for each please indicate how comfortable you personally would feel biking there.

Interest in Biking More

Over half would like to bike for transportation more than they do now.

IF PHYSICALLY ABLE TO RIDE A BIKE



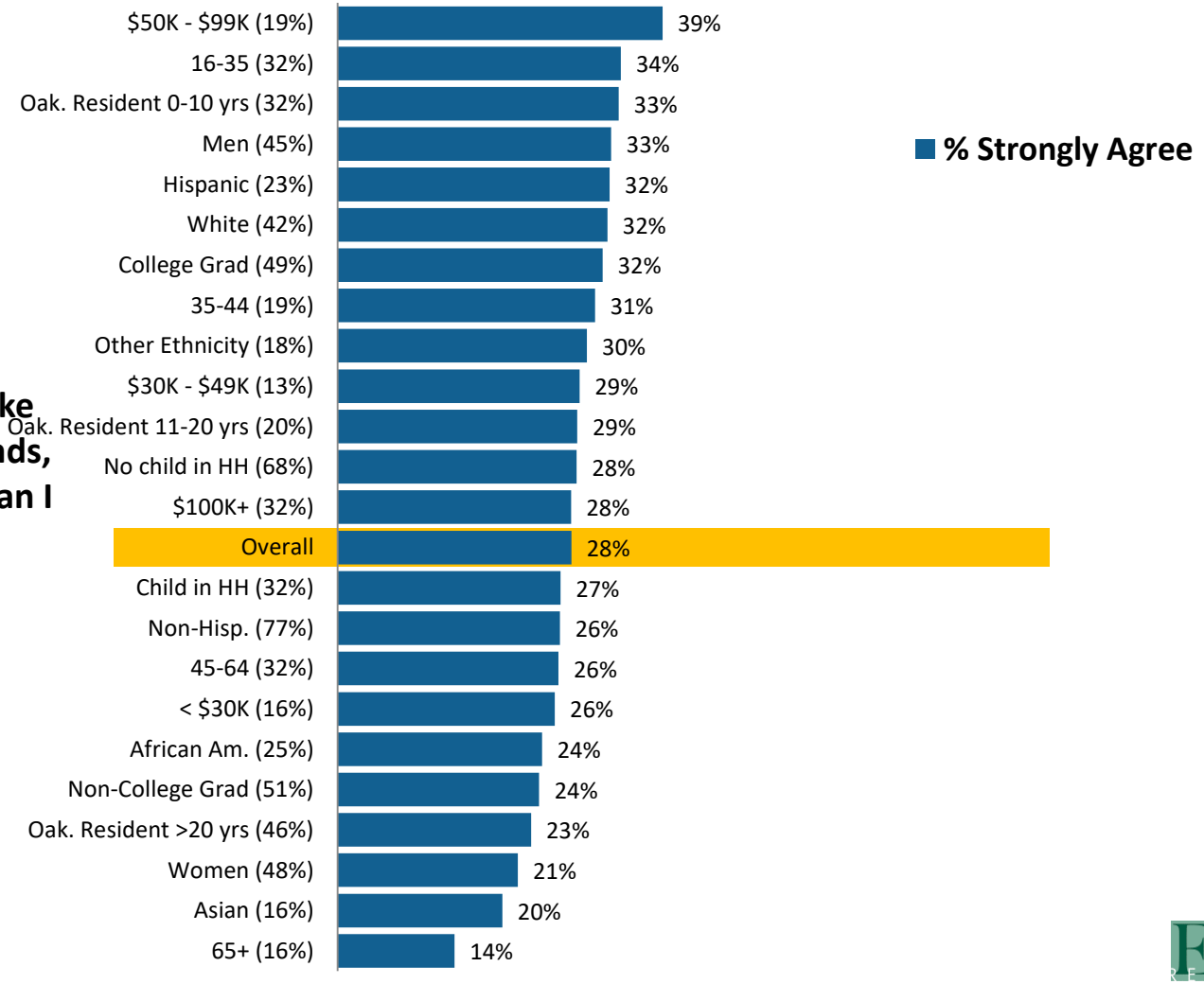
Q41-48. Please indicate whether you agree or disagree with each of the following statements.

Interest in Biking by Demographics

Nearly 4 in 10 with incomes between $50-$99k strongly agree they would like to bike more for transportation.

IF PHYSICALLY ABLE TO RIDE A BIKE

"I would like to travel by bike for my daily commute, errands, and other activities more than I do now."



Q47. Please indicate whether you agree or disagree with each of the following statements.

Cycling Comfort Level Typology

47% of Oakland residents would like to bike more for transportation, but are only comfortable biking when physically separated from cars.

Strong and Fearless (n=46)

- Very comfortable on streets without bike lanes.

Enthused and Confident (n=129)

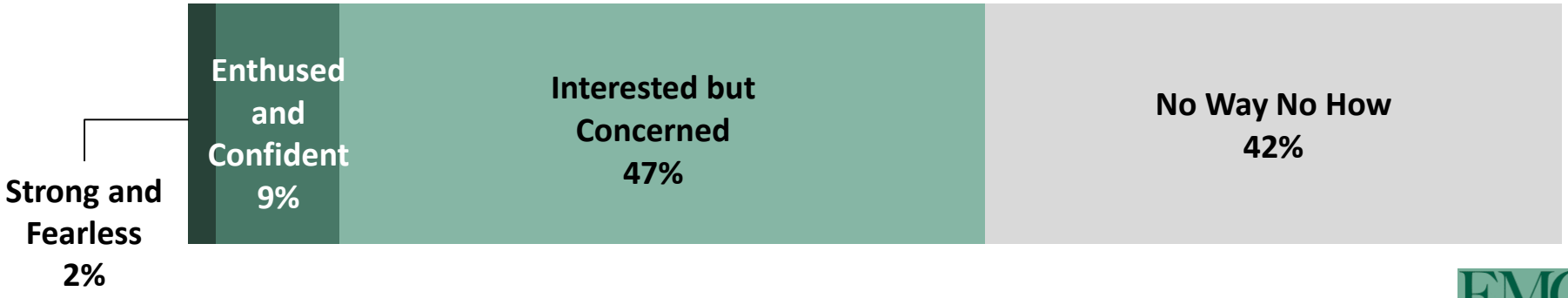
- Very comfortable on commercial streets with striped bike lanes.

Interested but Concerned (n=837)

- Not very comfortable on striped bike lanes, interested in biking more, **OR**
- Not very comfortable on striped bike lanes, currently cycling for transportation at least part of the year, and did not express interest in biking more, **OR**
- Very comfortable on commercial streets only with buffered/separated bike lanes.

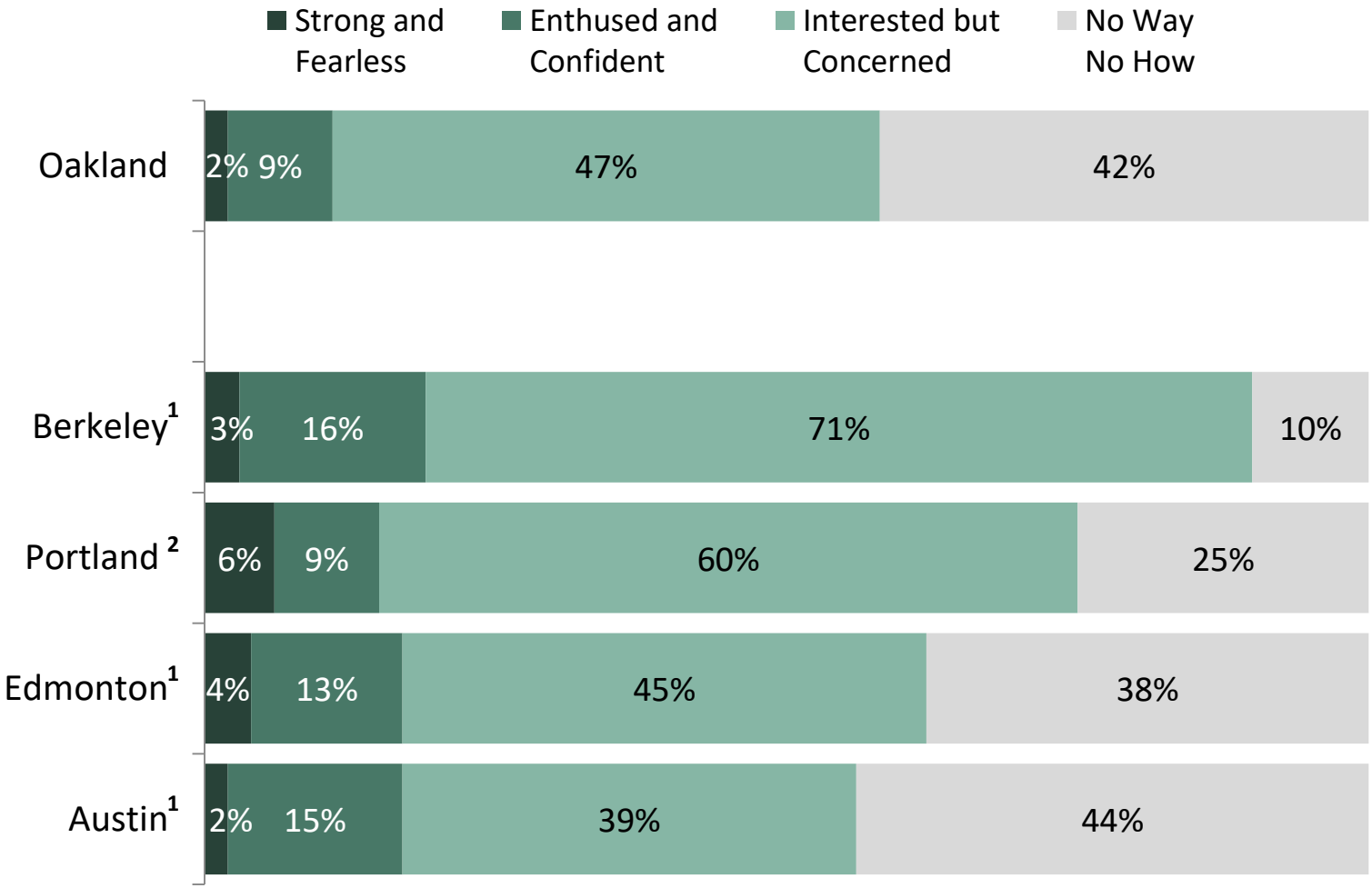
No Way No How (n=676)

- Physically unable to ride a bike, **OR**
- Very uncomfortable even on separated bike lanes, **OR**
- Not very comfortable, not interested, not cycling for transportation.



Typology Comparison

Oakland's portion of residents who fall into the No Way No How category is more comparable to Edmonton and Austin than to Berkeley or Portland, though methodological differences may contribute to these differences.



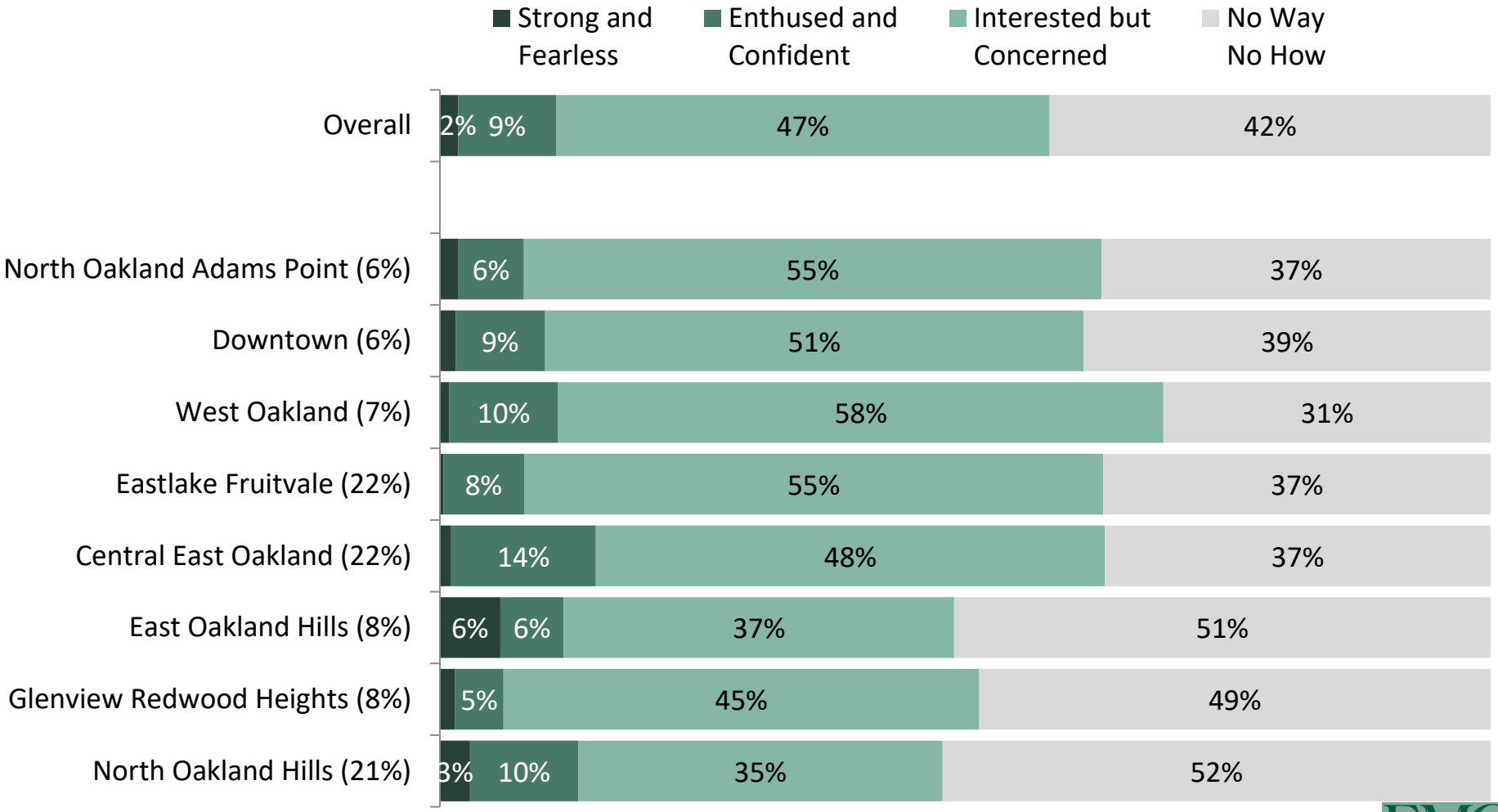
Source:

[1] "Berkeley Bicycle Plan." Berkeley Transportation Commission, 15 Oct. 2015, p. 19.

[2] "Categorizing Cyclists: What Do We Know? – Insights from Portland, OR." Jennifer Dill, Ph.D. Oregon Transportation Research and Education Consortium; Portland State University, 26 June 2012, p. 17.

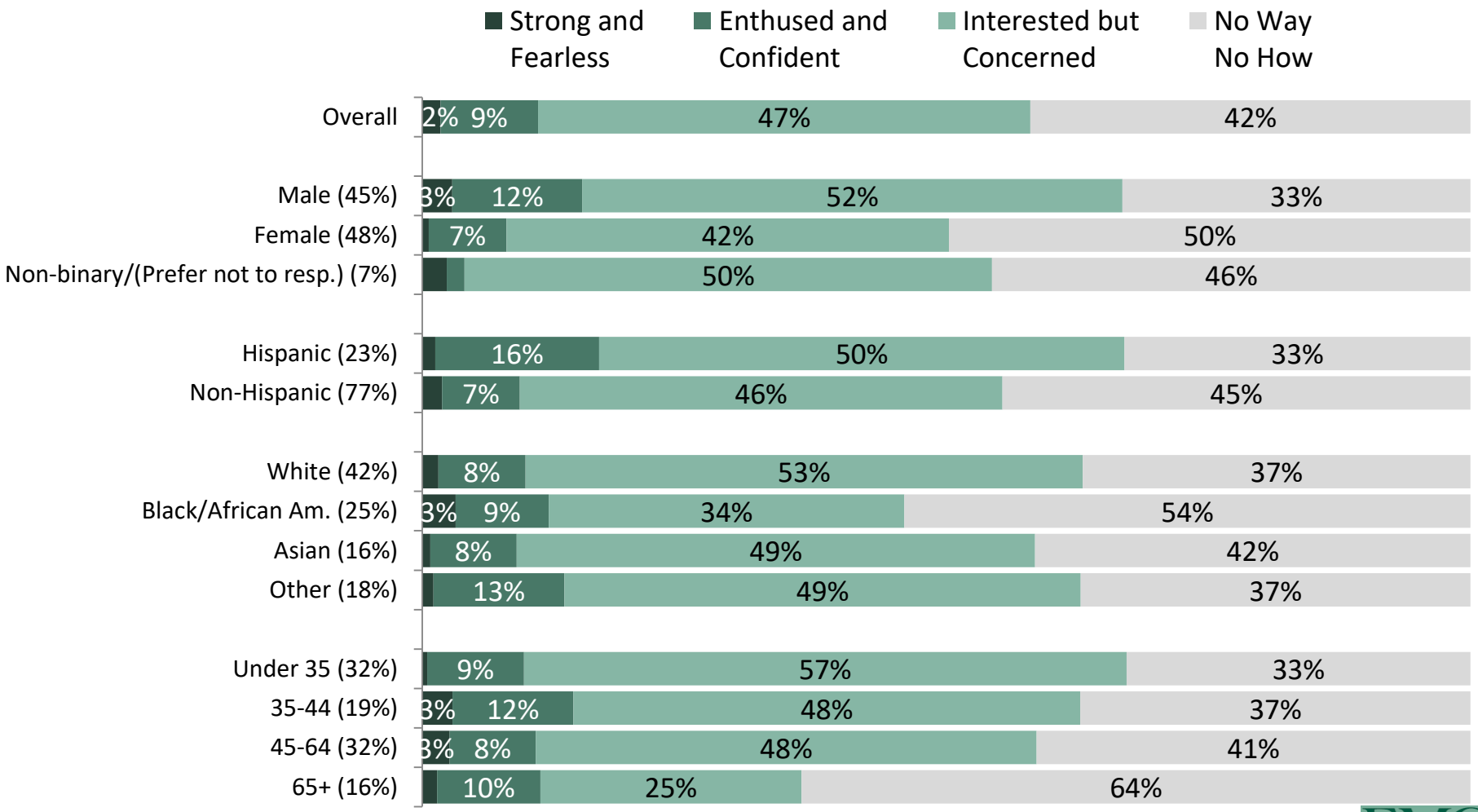
Cycling Comfort Level Typology by Zone

Over half of West Oakland, North Oakland Adams Point, Eastlake Fruitvale, and Downtown residents are in the Interested but Concerned category. North Oakland Hills, East Oakland Hills, and Glenview Redwood Heights residents are most likely to be in the No Way No How type.



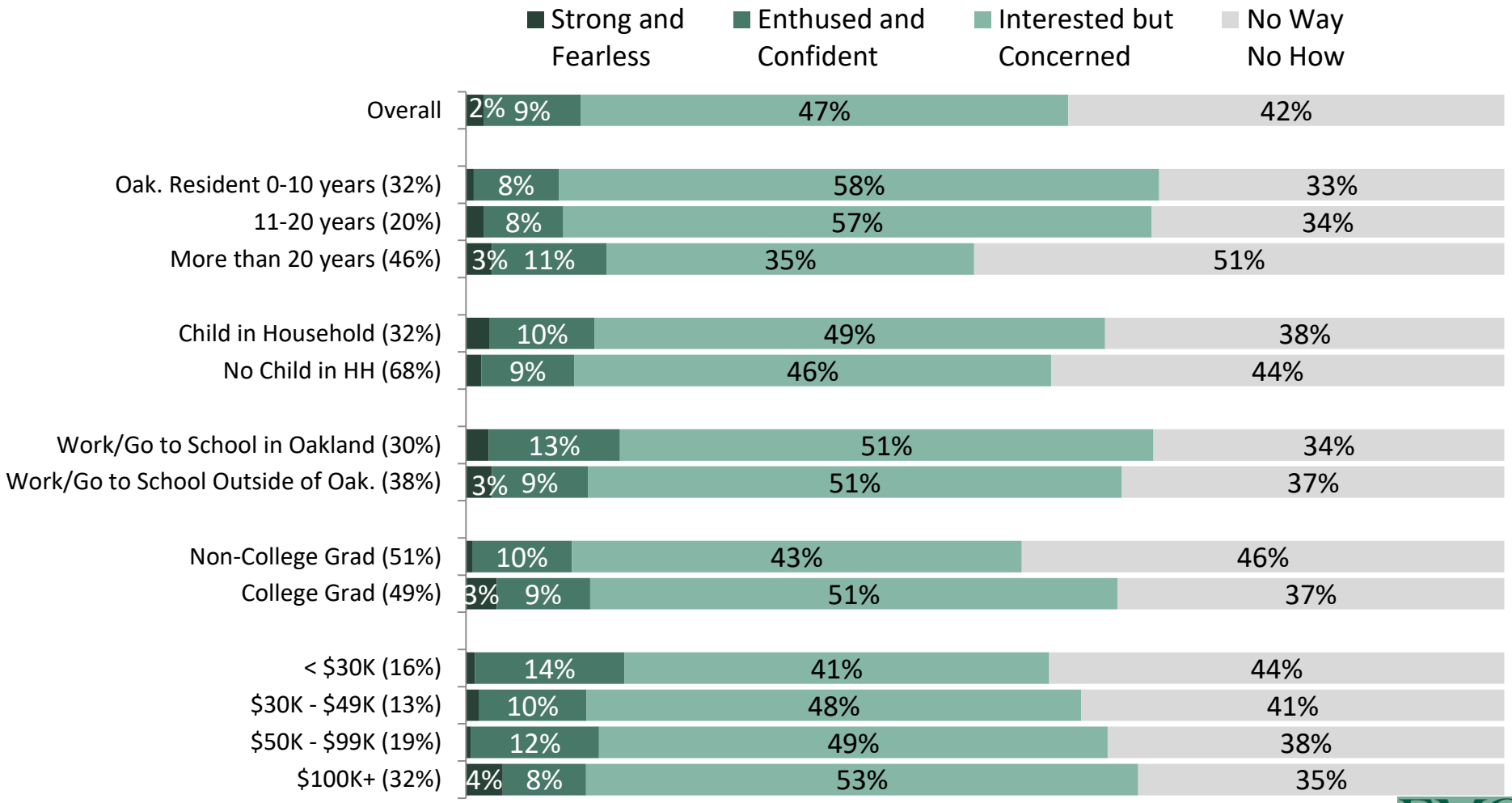
Cycling Comfort Level Typology by Demographics

Confidence and interest in biking varies by gender, age, and ethnicity.



Cycling Comfort Level Typology by Demographics

Nearly half of those without college degrees are in the No Way No How type.



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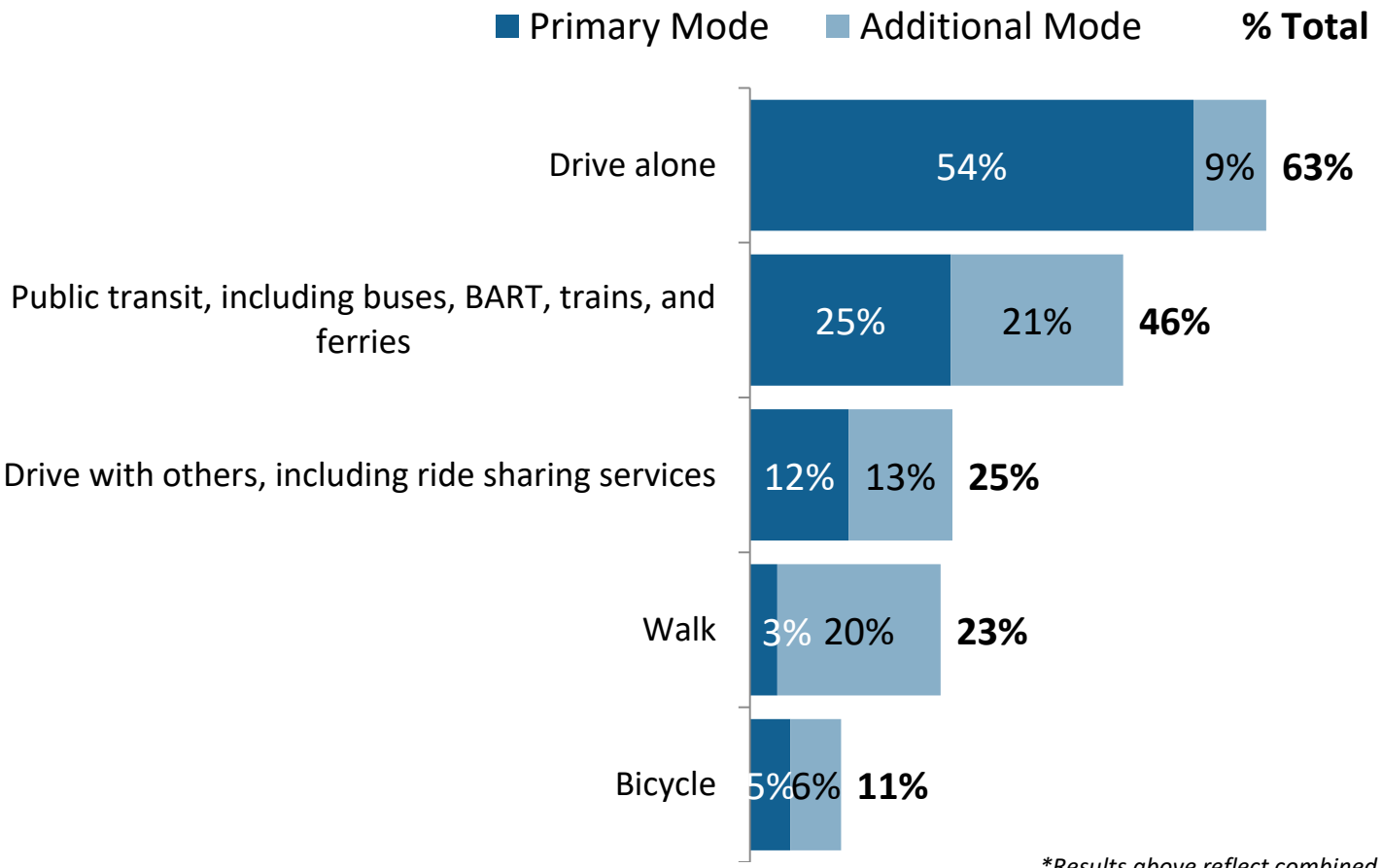
Biking Habits

Modes of Transportation

Over half say that driving alone is the primary way they get around. Biking is a typical mode of transportation for about a tenth of Oakland residents.



**Results above reflect combined responses to Q3 and Q4. Multiple responses were accepted for Q3, but only one was accepted for Q4 .*

Q3. In general, how do you typically get to work, school, or other places that you travel to regularly?
Q4. Of all the ways you get around, which one would you consider your primary mode, meaning the one you use the most often?

Modes of Transportation by Zone

Transportation mode varies greatly by zone. Biking is most common in North Oakland Adams Point and West Oakland.

		Overall	N. Oakland Adams Point (6%)	Down-town (6%)	W. Oakland (7%)	Eastlake Fruitvale (22%)	Central E. Oakland (22%)	E. Oakland Hills (8%)	Glenview Red-wood Heights (8%)	N. Oakland Hills (21%)
Drive alone	Primary	54%	36%	23%	24%	48%	60%	68%	65%	70%
	Additional	9%	15%	18%	6%	8%	4%	7%	12%	12%
	Total	**63%**	**51%**	**41%**	**31%**	**55%**	**64%**	**75%**	**77%**	**82%**
Public transit	Primary	25%	27%	42%	42%	31%	24%	19%	15%	13%
	Additional	21%	23%	29%	25%	20%	14%	15%	23%	27%
	Total	**46%**	**51%**	**70%**	**67%**	**51%**	**39%**	**33%**	**38%**	**41%**
Drive with others	Primary	12%	17%	14%	8%	8%	13%	13%	16%	13%
	Additional	13%	20%	11%	16%	11%	10%	12%	17%	13%
	Total	**25%**	**37%**	**25%**	**24%**	**19%**	**24%**	**25%**	**33%**	**26%**
Walk	Primary	3%	5%	12%	13%	6%	0%	0%	0%	1%
	Additional	20%	30%	41%	39%	22%	13%	7%	18%	16%
	Total	**23%**	**35%**	**53%**	**52%**	**28%**	**13%**	**7%**	**18%**	**17%**
Bicycle	Primary	5%	14%	7%	12%	8%	1%	0%	4%	2%
	Additional	6%	8%	10%	10%	8%	3%	3%	4%	7%
	Total	**11%**	**21%**	**18%**	**21%**	**16%**	**5%**	**4%**	**8%**	**9%**

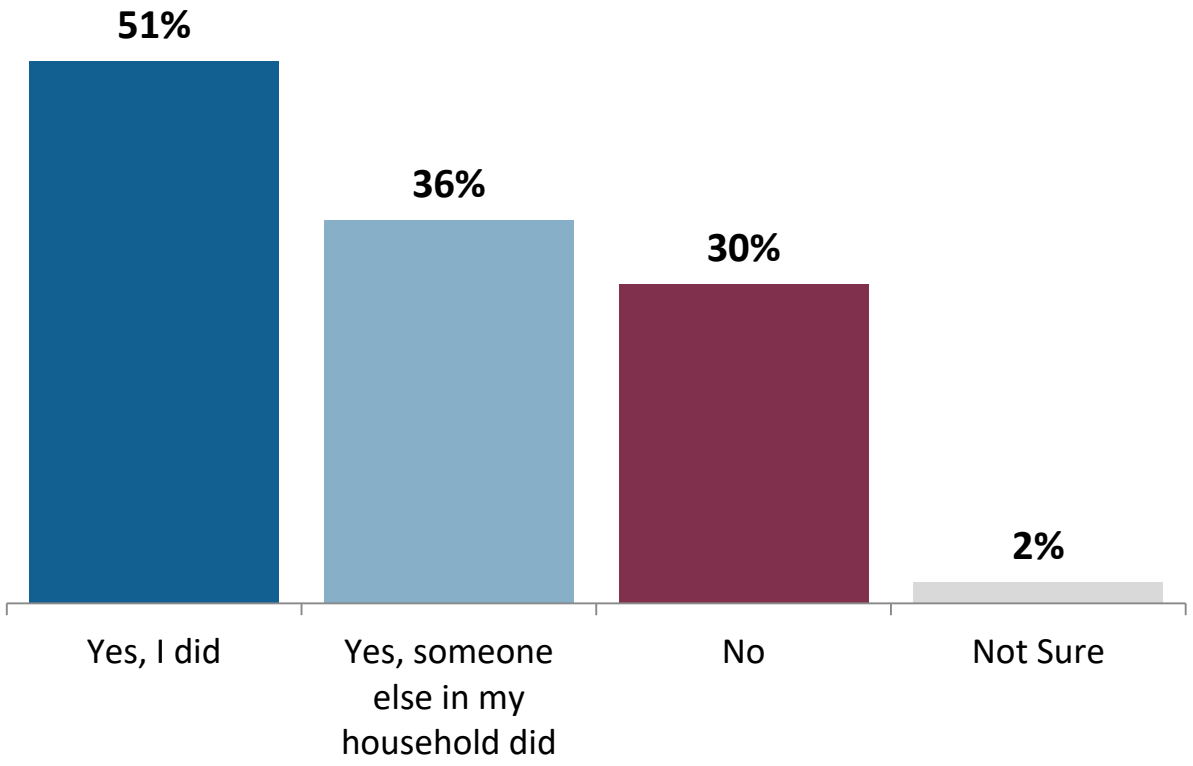
**Results above reflect combined responses to Q3 and Q4. Multiple responses were accepted for Q3, but only one was accepted for Q4 .*

Q3. In general, how do you typically get to work, school, or other places that you travel to regularly?
Q4. Of all the ways you get around, which one would you consider your primary mode, meaning the one you use the most often?

Biking History in the Last Five Years

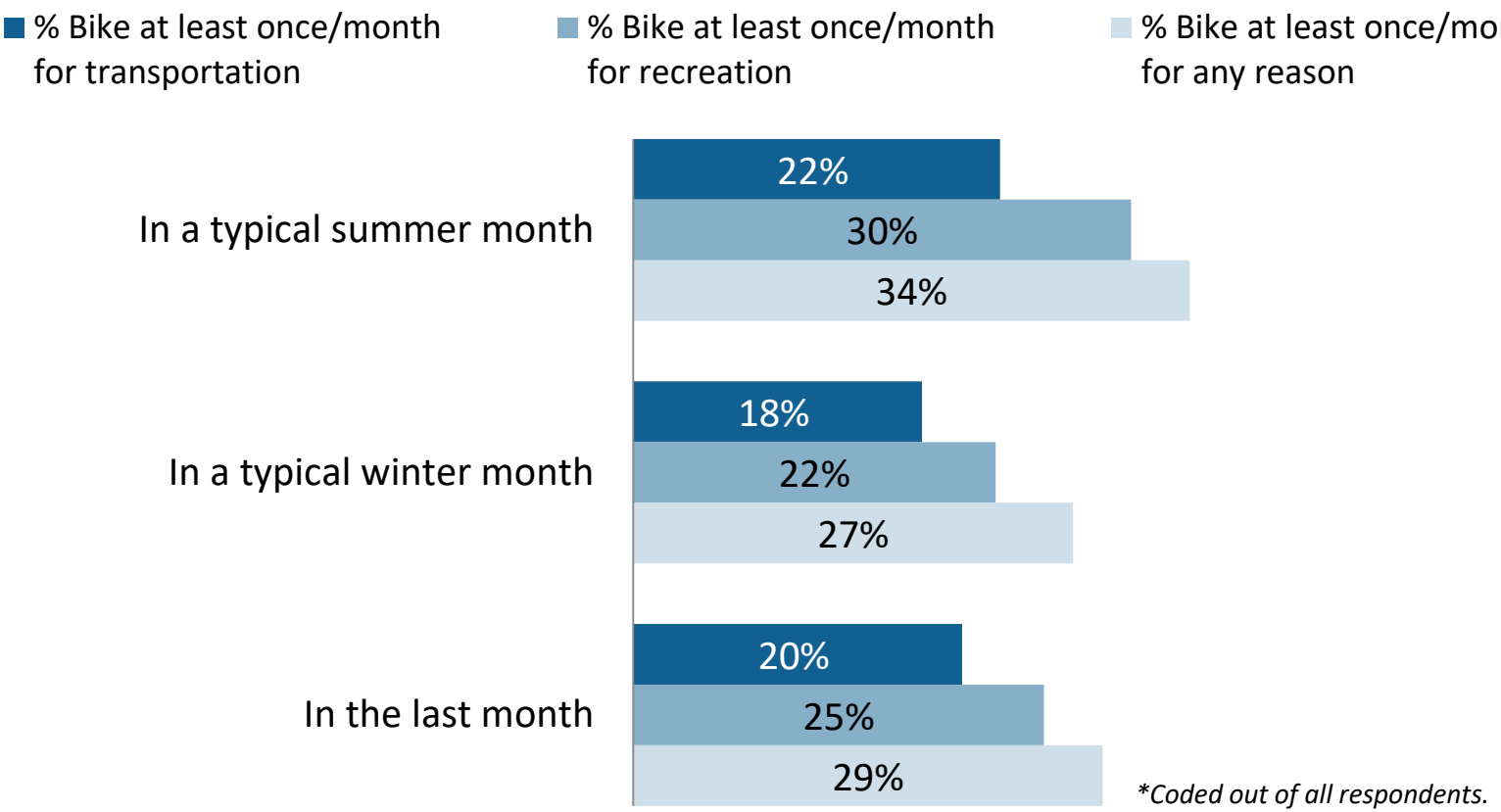
About half say that they personally rode a bicycle in the last 5 years.

Q66. Did you or did anyone in your household ride a bicycle in the last five years?



Biking Frequency by Time of Year

Biking for recreation is more common than biking for transportation. There is greater seasonal variation in recreational cycling.



*Coded out of all respondents.

*Q67-69. In **summer** months (from May through October), how often do you typically ride a bicycle… **[to work or school] / [to shop, dine out, run errands, visit people, go to a movie, or similar activities] / [for recreation or exercise]**?*
*Q70-72. In **winter** months (from November through April), how often do you typically ride a bicycle… **[to work or school] / [to shop, dine out, run errands, visit people, go to a movie, or similar activities] / [for recreation or exercise]**?*
*Q73-75. And now, just thinking about **the past month**, how often did you ride a bicycle… **[to work or school] / [to shop, dine out, run errands, visit people, go to a movie, or similar activities] / [for recreation or exercise]**?*

Cycling Behavior Segmentation

About a fifth regularly bike for transportation at least once a month.

Utilitarian Cyclists (n=350)

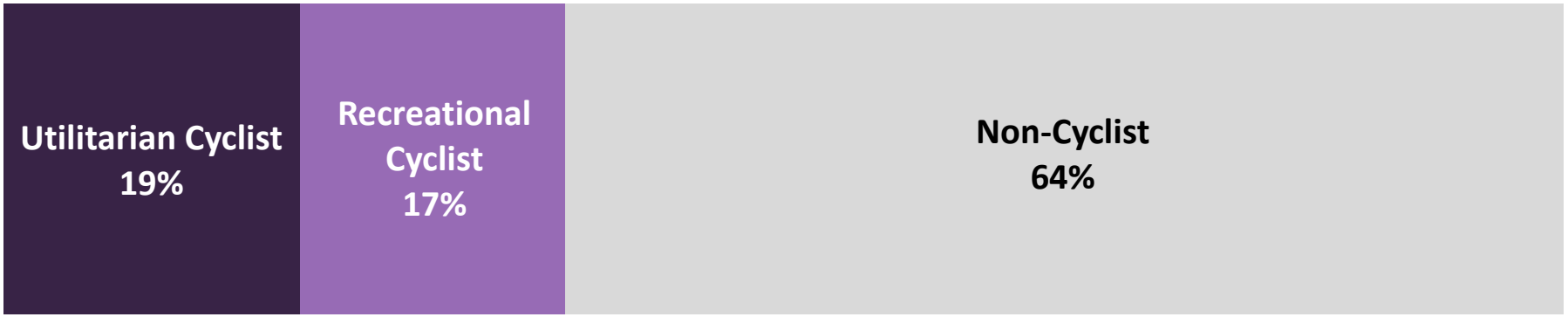
- Cycled at least once in the past 30 days for work, school, shopping, etc. ("transportation"), **AND**
- Usually cycles once a month for transportation in a typical summer or winter month.

Recreational Cyclists (n=339)

- Cycle at least once a month for any reason in a typical summer or winter month, or have cycled at least once in the past 30 days, but did not meet the threshold for Utilitarian cyclist.

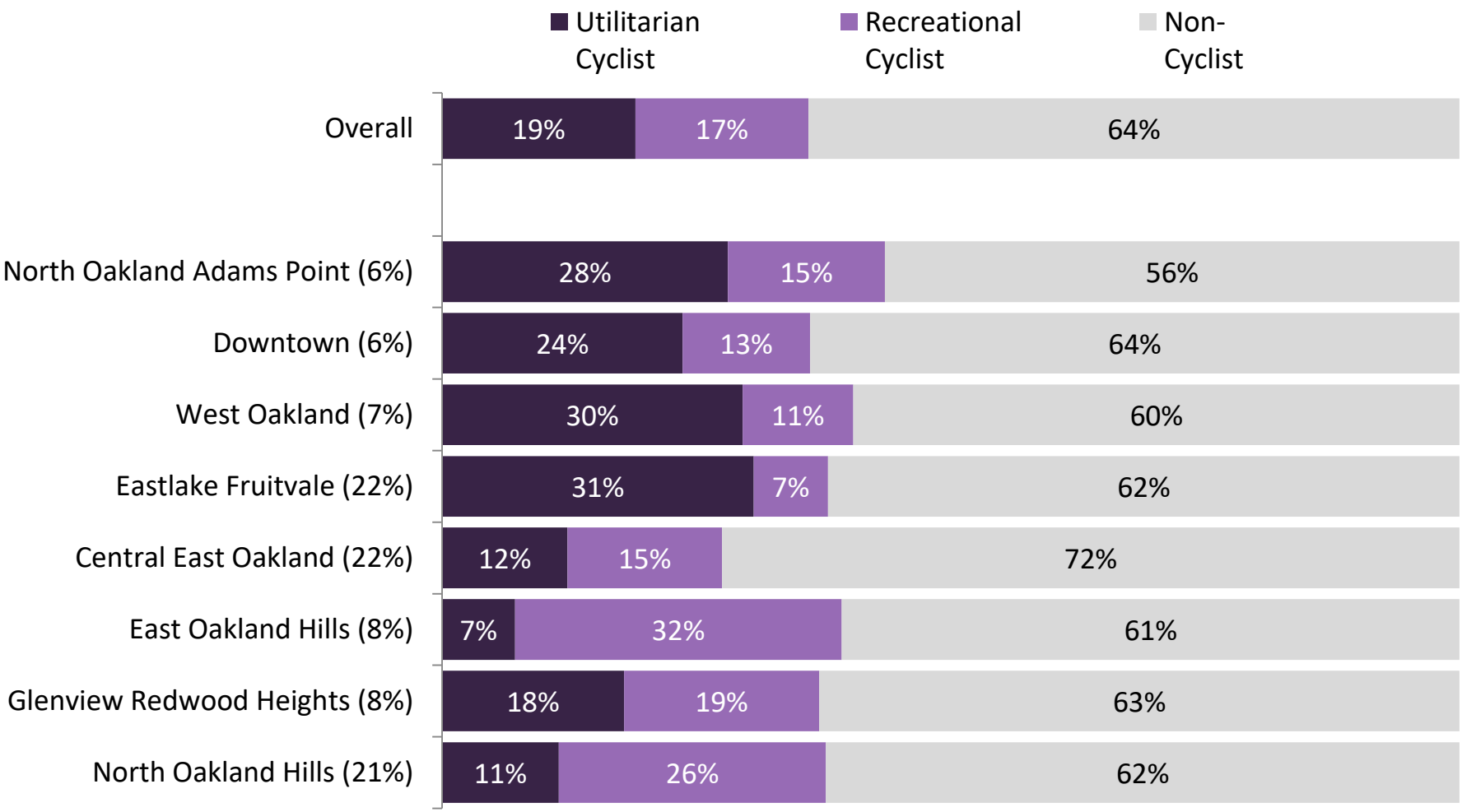
Non-Cyclists (n=999)

- Did not cycle in the past 30 days, **AND**
- Do not cycle at least once a month in summer or winter.



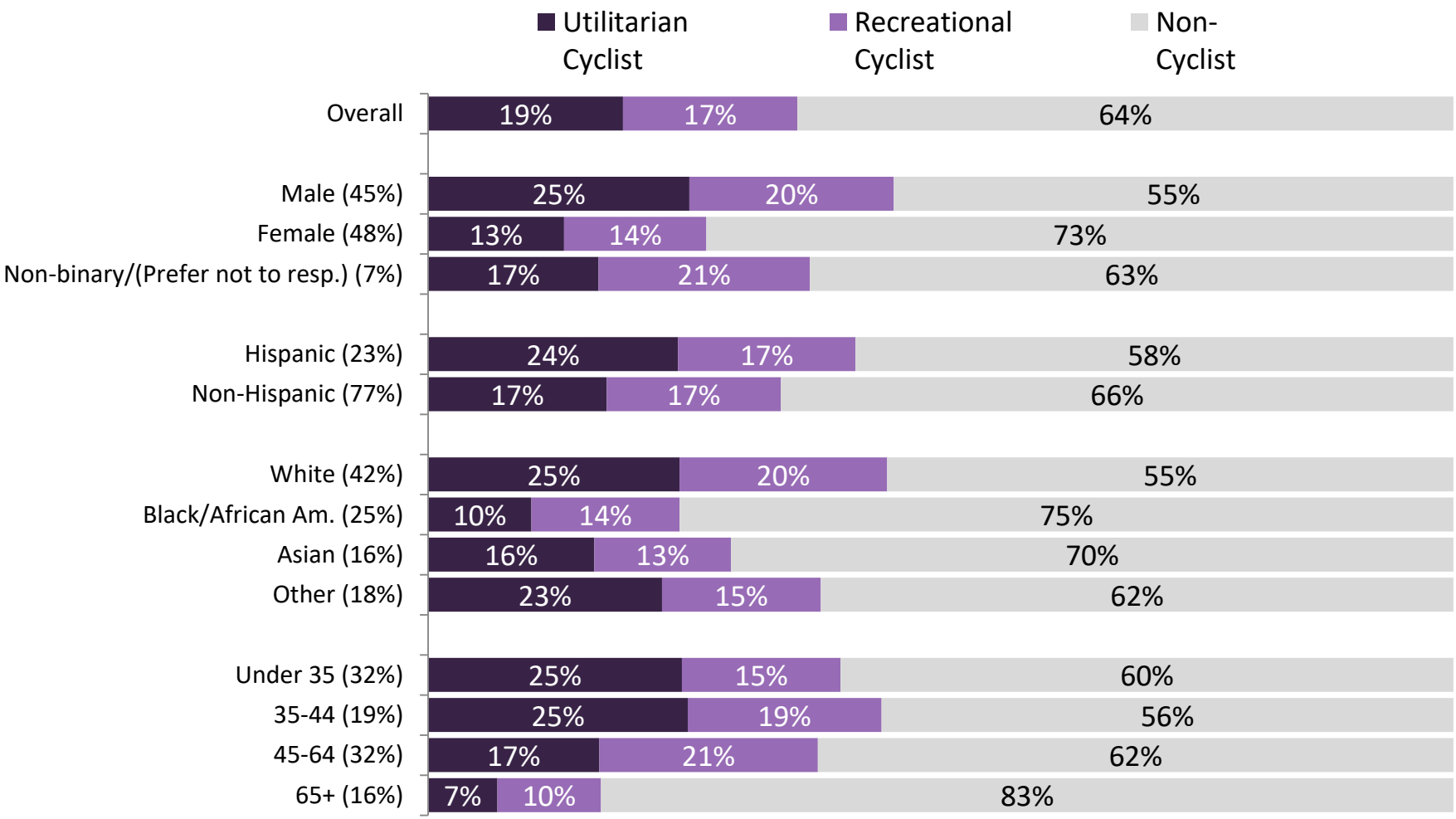
Cycling Behavior by Zone

About 3 in 10 residents of Eastlake Fruitvale, West Oakland, and North Oakland Adams Point are Utilitarian Cyclists.



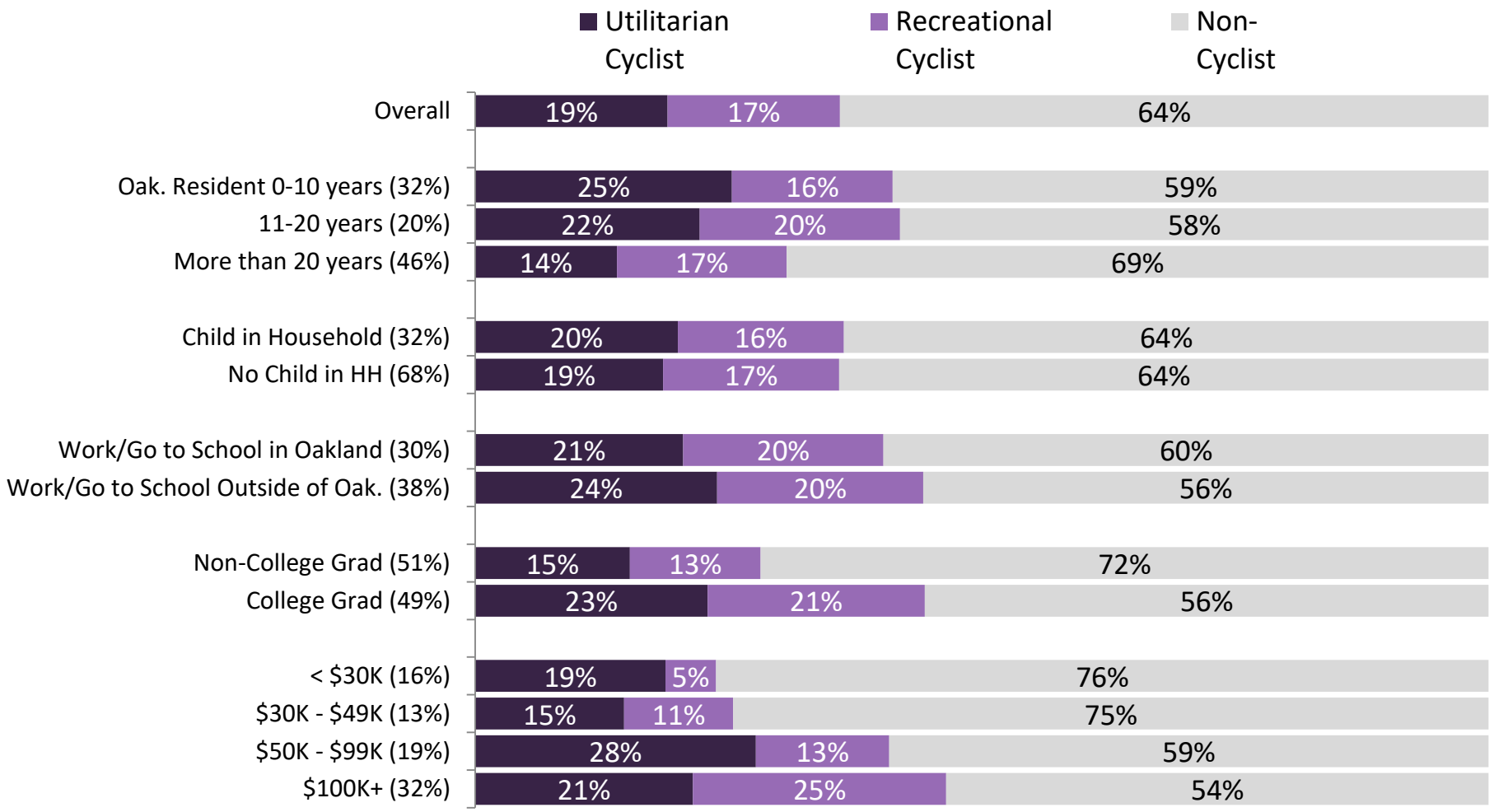
Cycling Behavior by Demographics

Men and younger residents are more likely to be cyclists. Cycling behavior varies by ethnicity.



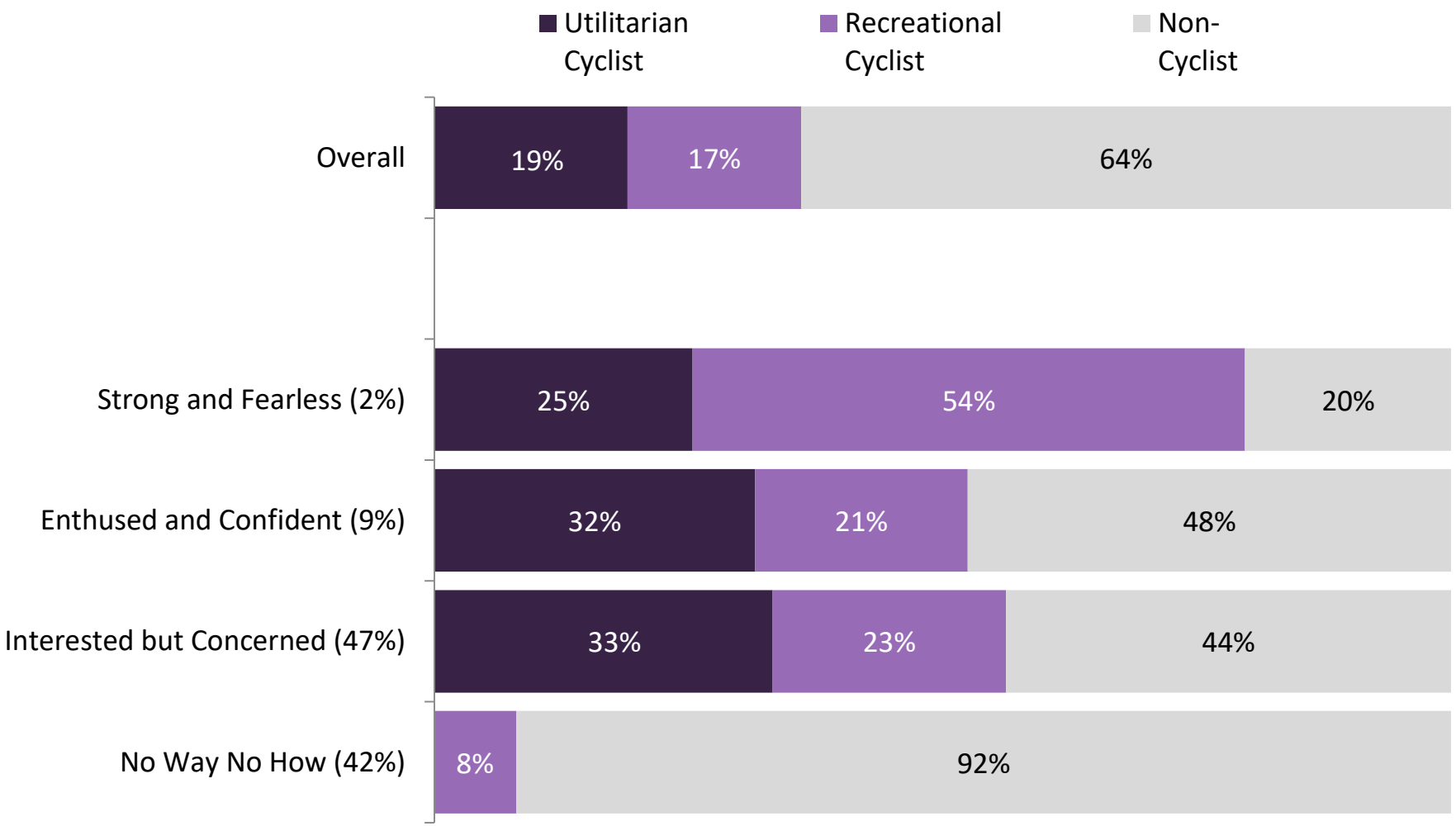
Cycling Behavior by Demographics

Cycling behavior varies by education and income level.



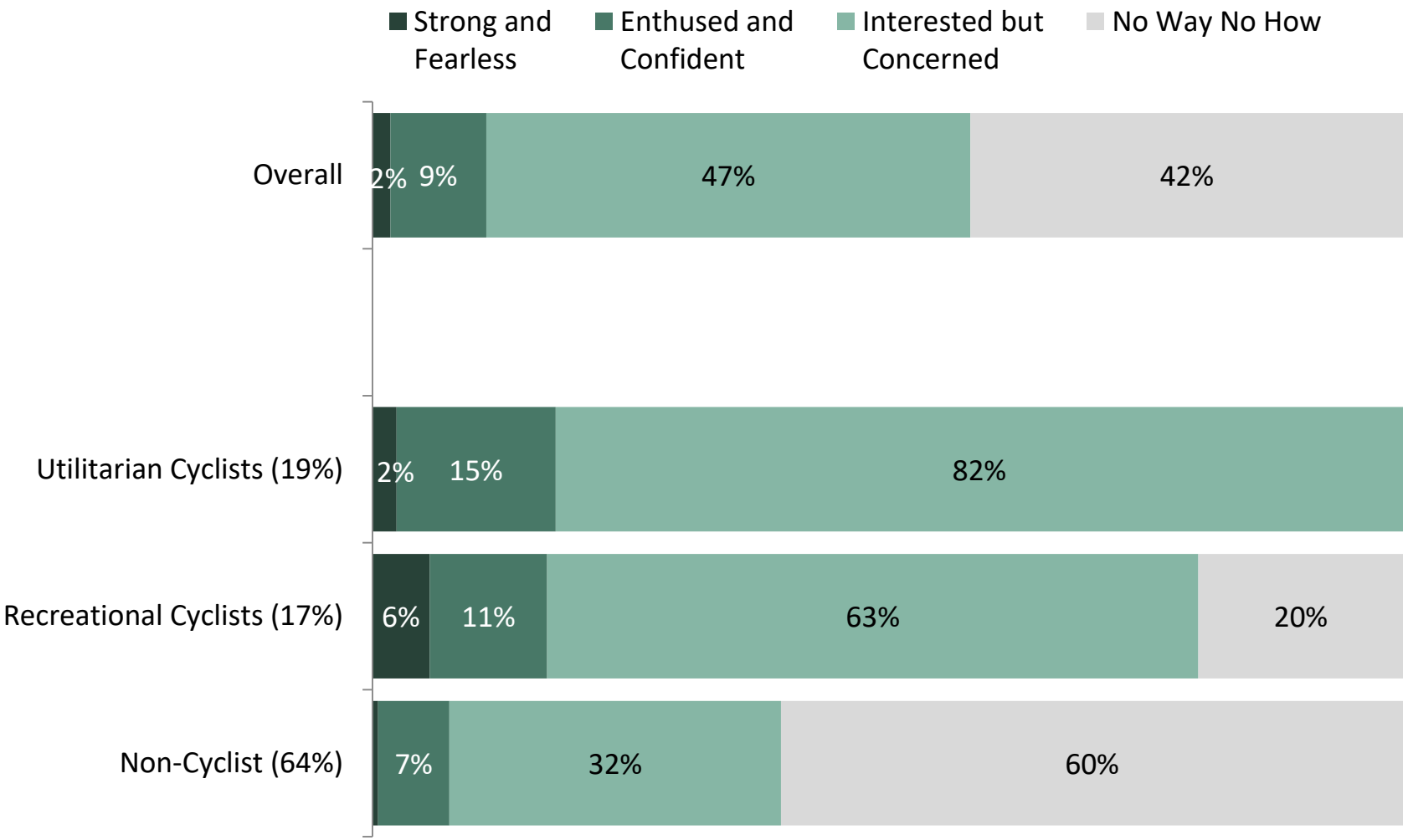
Cycling Behavior by Type

There is little difference in cycling behavior between the Enthused & Confident and Interested but Concerned types. Few people in the No Way No How type are cyclists.



Cycling Comfort Level Typology by Cycling Behavior

Most Utilitarian Cyclists are in the Interested but Concerned type, while most Non-Cyclists are in the No Way No How category.



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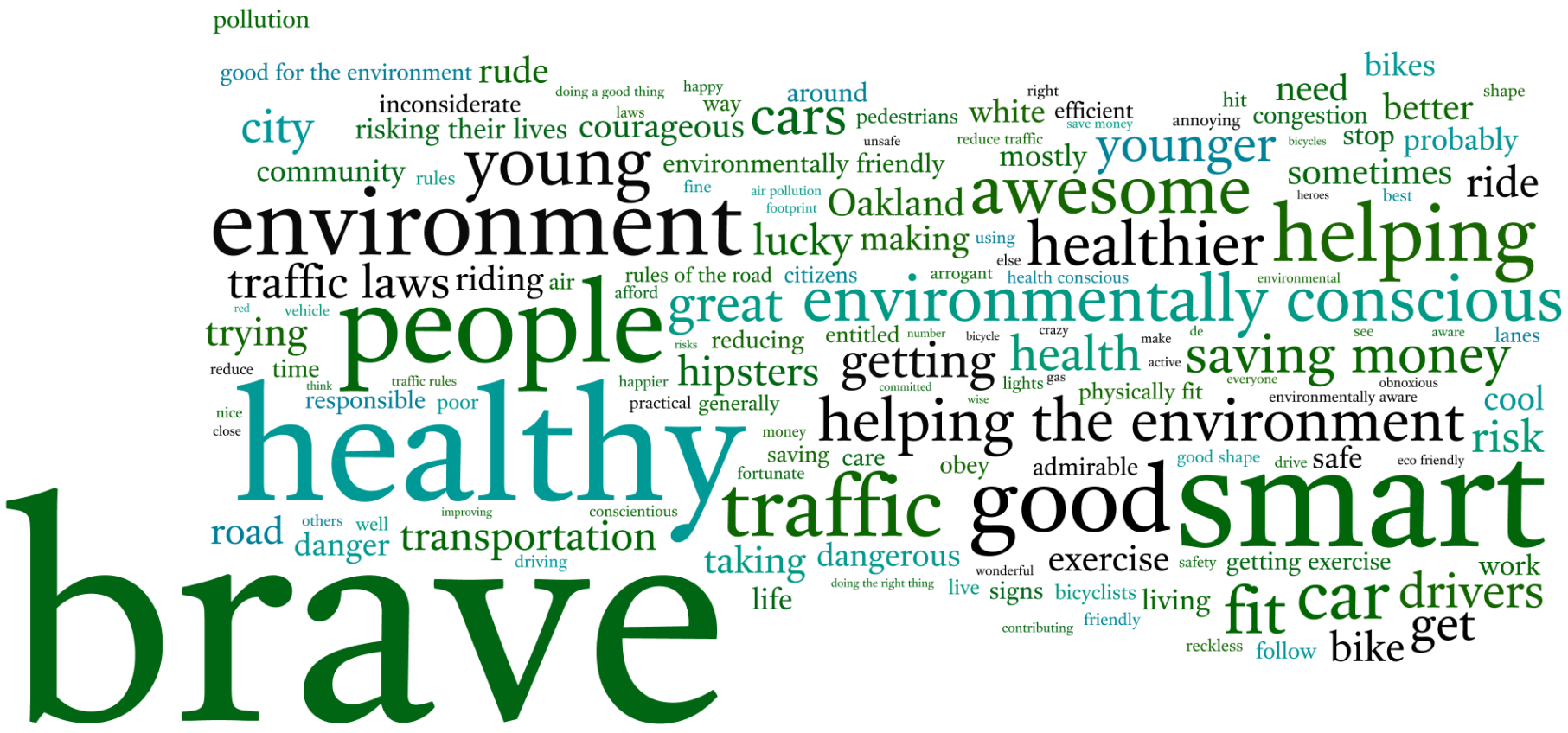
Perceptions of Biking

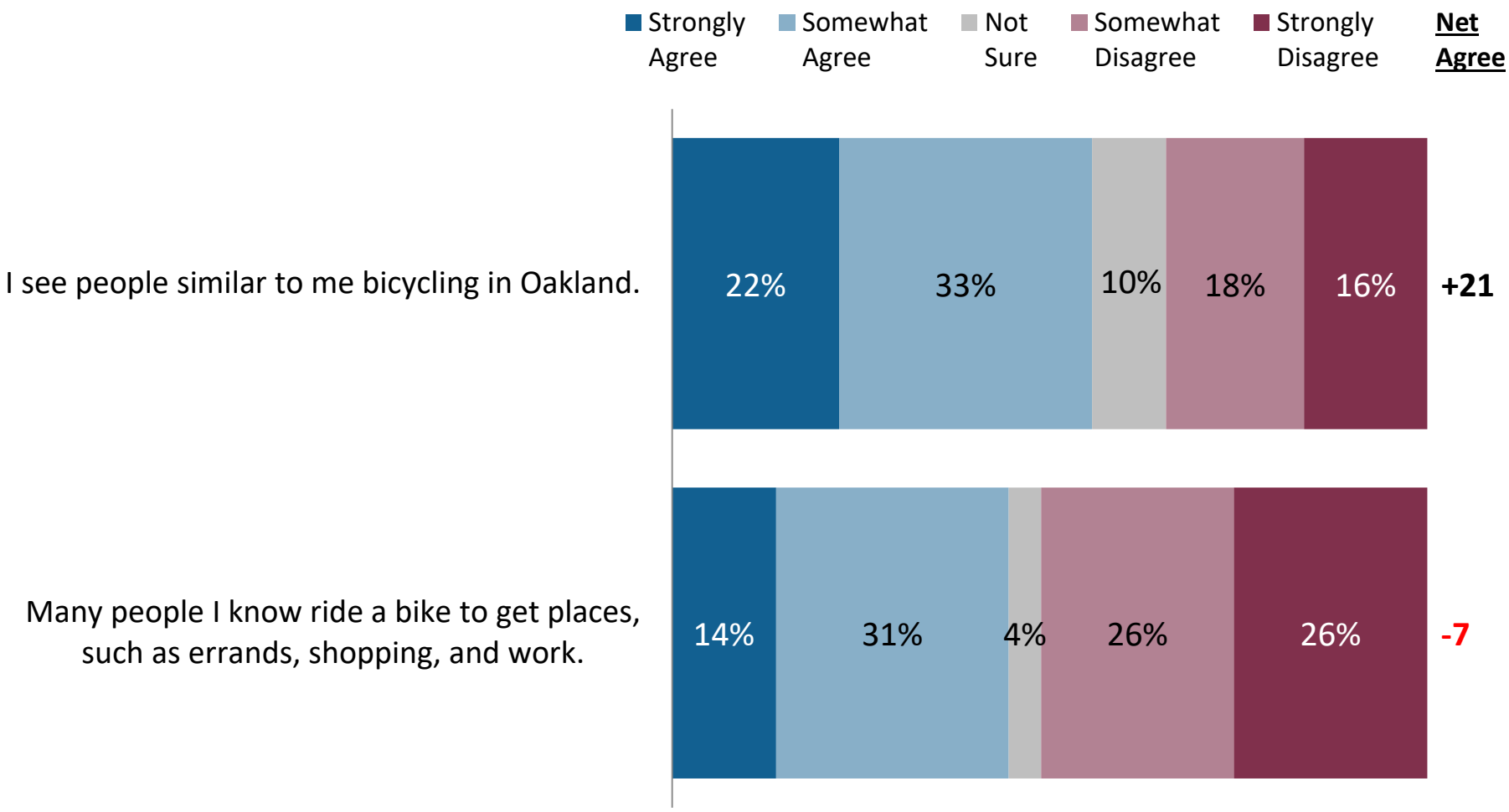
Top of Mind Impressions of Bicyclists in Oakland

Q22. How would you complete this sentence? "People who ride bicycles to get around in Oakland are…



Perceived Identities of Bicyclists

Just over half say they see people similar to them biking in Oakland, but less than half know many people who ride bikes to get places.

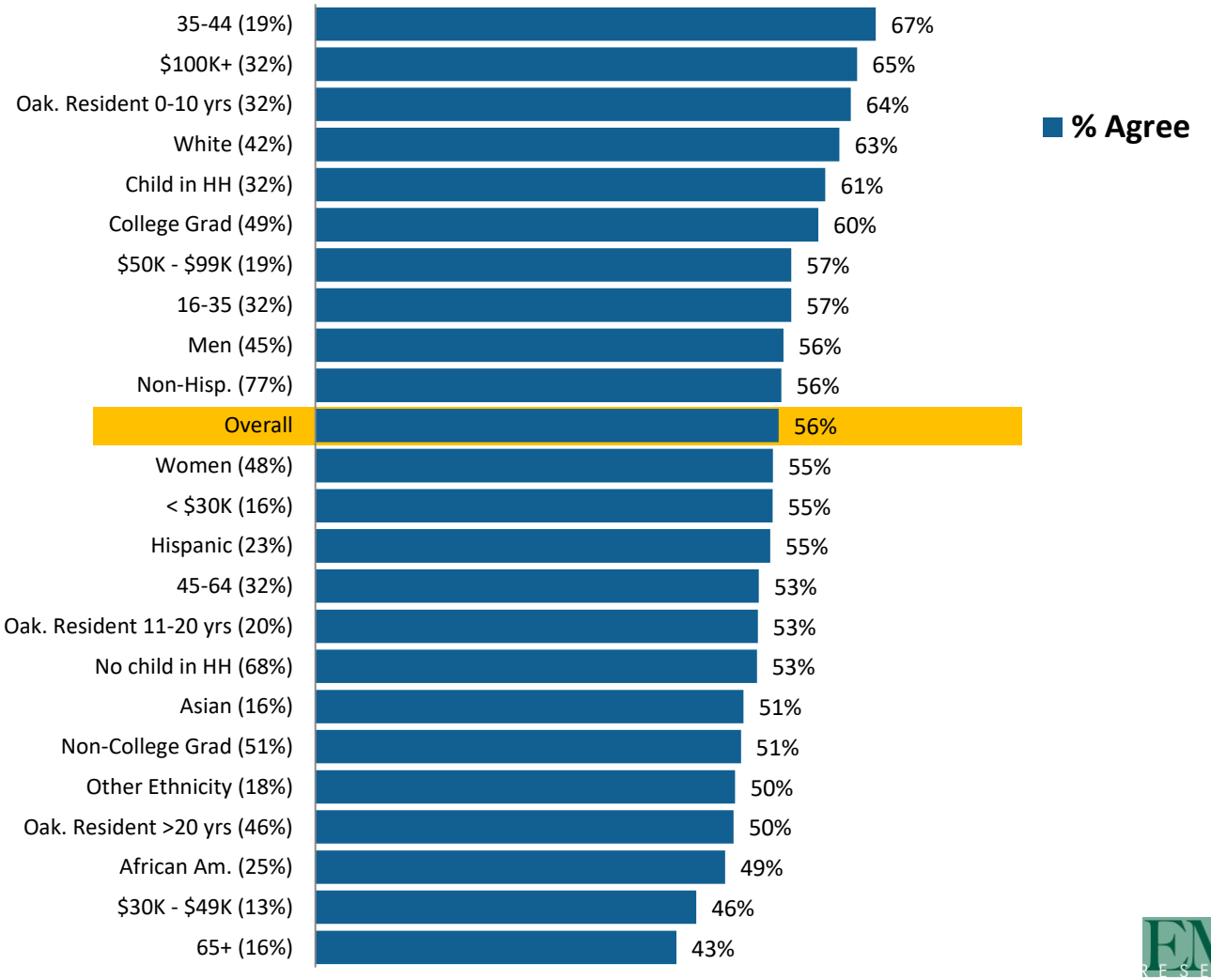


Q7-21. Please indicate whether you agree or disagree with each of the following statements.

People Similar to Me Bicycling by Demographics

About two thirds of those with household incomes over $100k, those ages 35-44, and recent residents say they see people similar to them biking in Oakland.

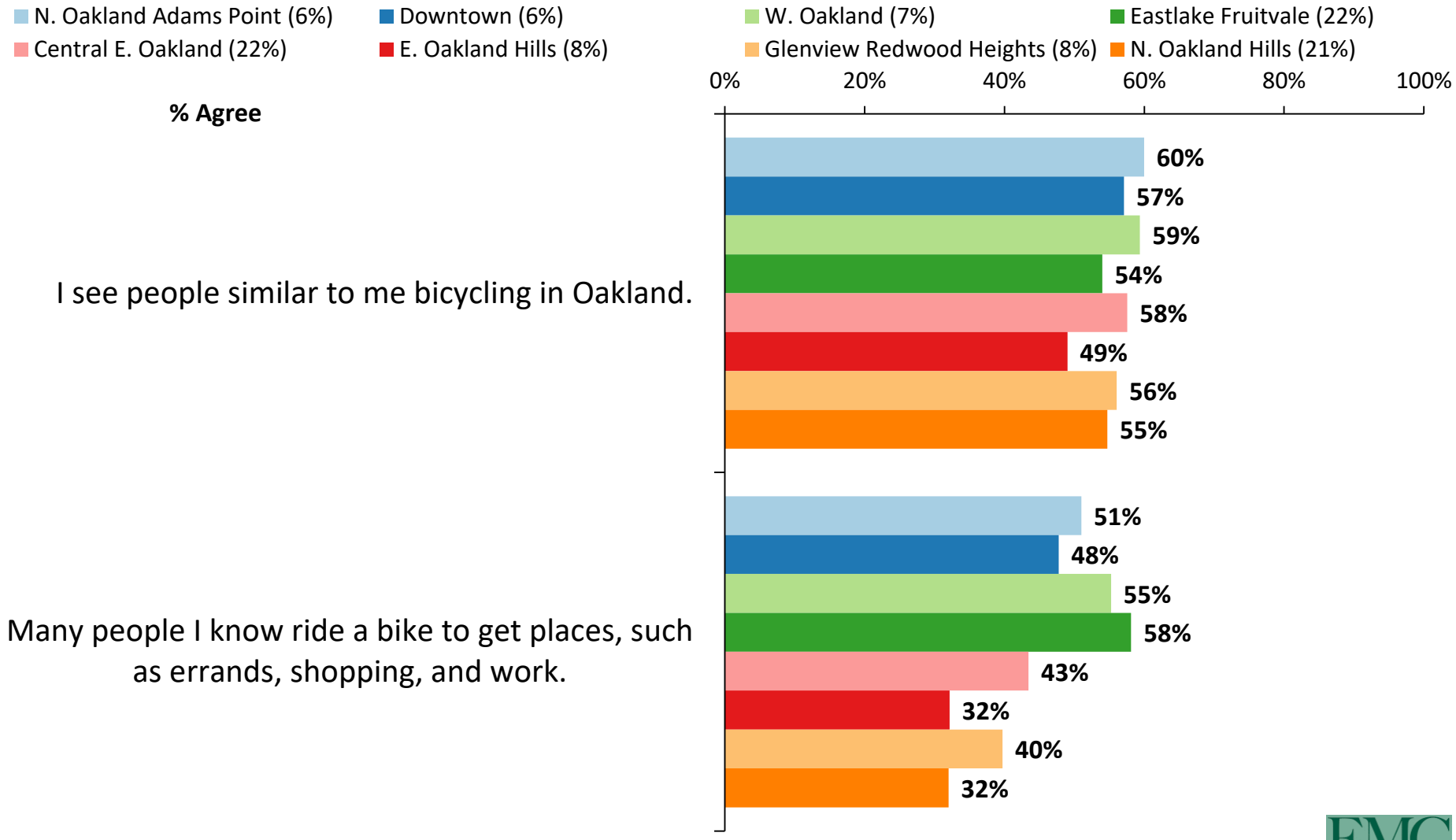
"I see people similar to me bicycling in Oakland."



Q17. Please indicate whether you agree or disagree with each of the following statements…

Perceived Identities of Bicyclists by Zone

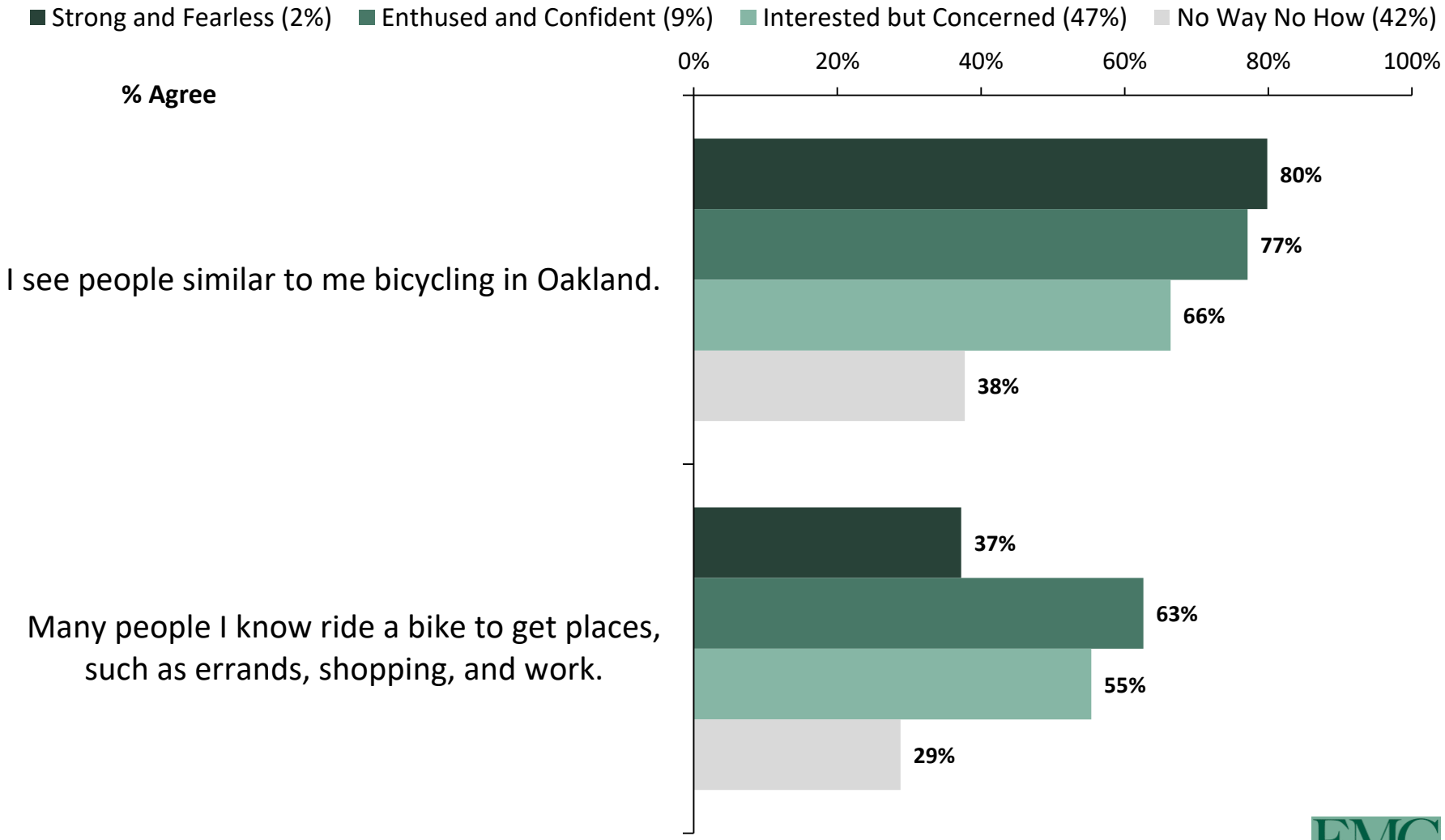
Only about a third of East Oakland Hills and North Oakland Hills residents know people who ride bikes for transportation.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

Perceived Identities of Bicyclists by Type

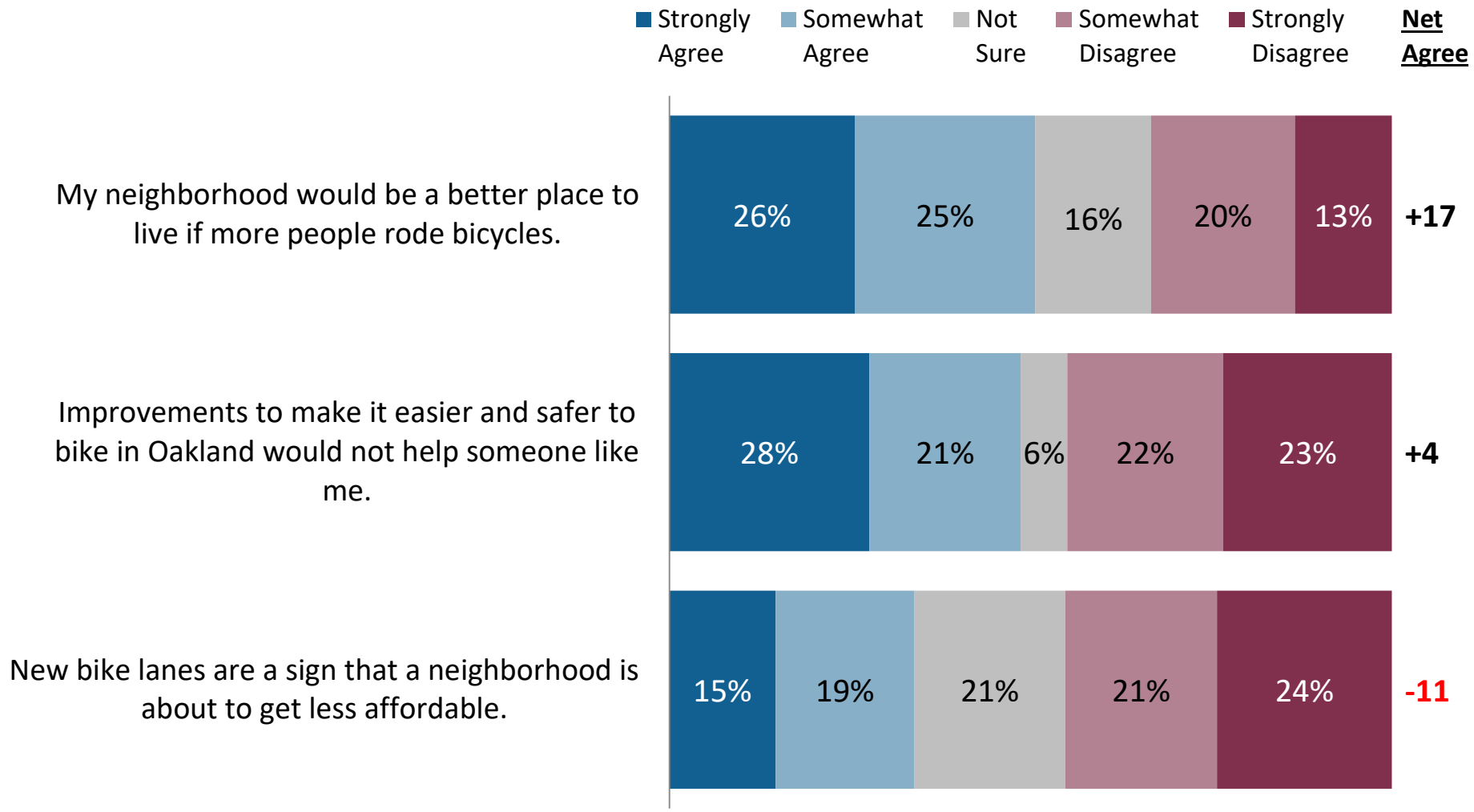
Over half of the Interested but Concerned type say they know many people who bike for transportation.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

Perceived Impact of Bicycling

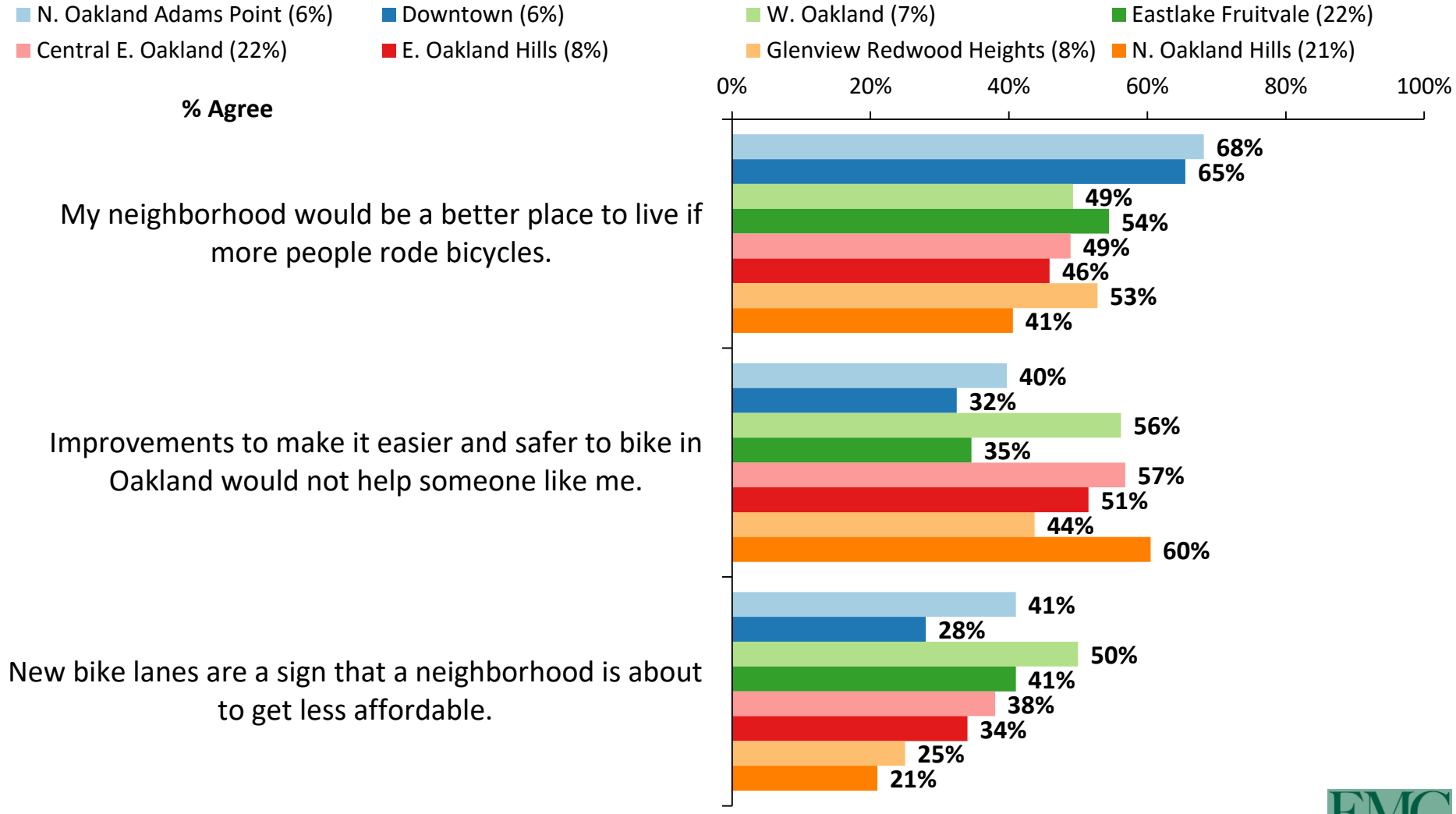
Just over half say their neighborhood would be a better place to live if more people rode bicycles. Oakland residents are divided about whether bike improvements would benefit someone like them.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

Perceived Impact of Bicycling by Zone

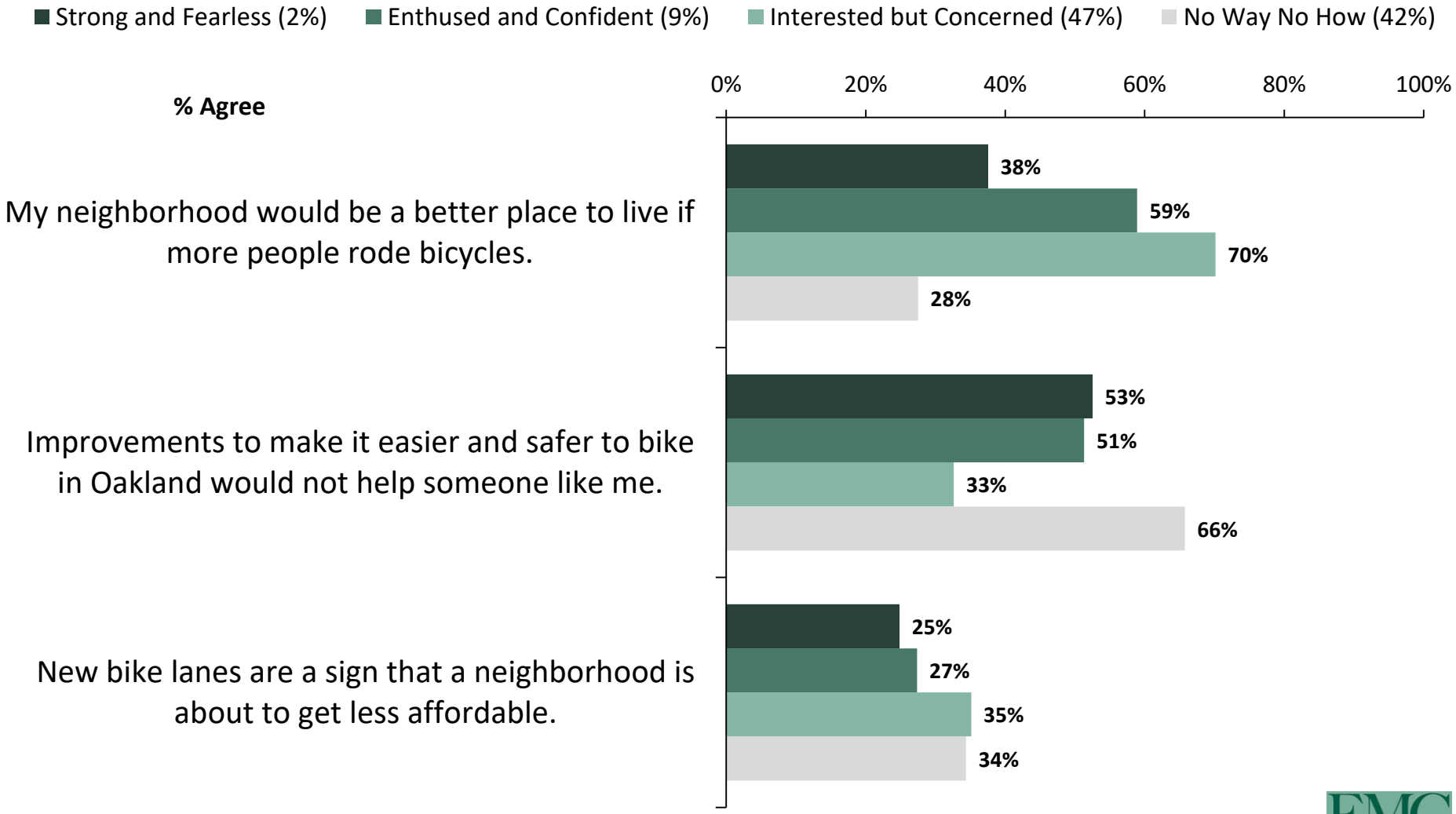
About two thirds of Downtown and North Oakland Adams Point residents think their neighborhood would be a better place to live if more people rode bicycles. Most residents of North Oakland Hills, Central East Oakland, West Oakland, and East Oakland Hills think bike-related improvements would not help someone like them.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

Perceived Impact of Bicycling by Type

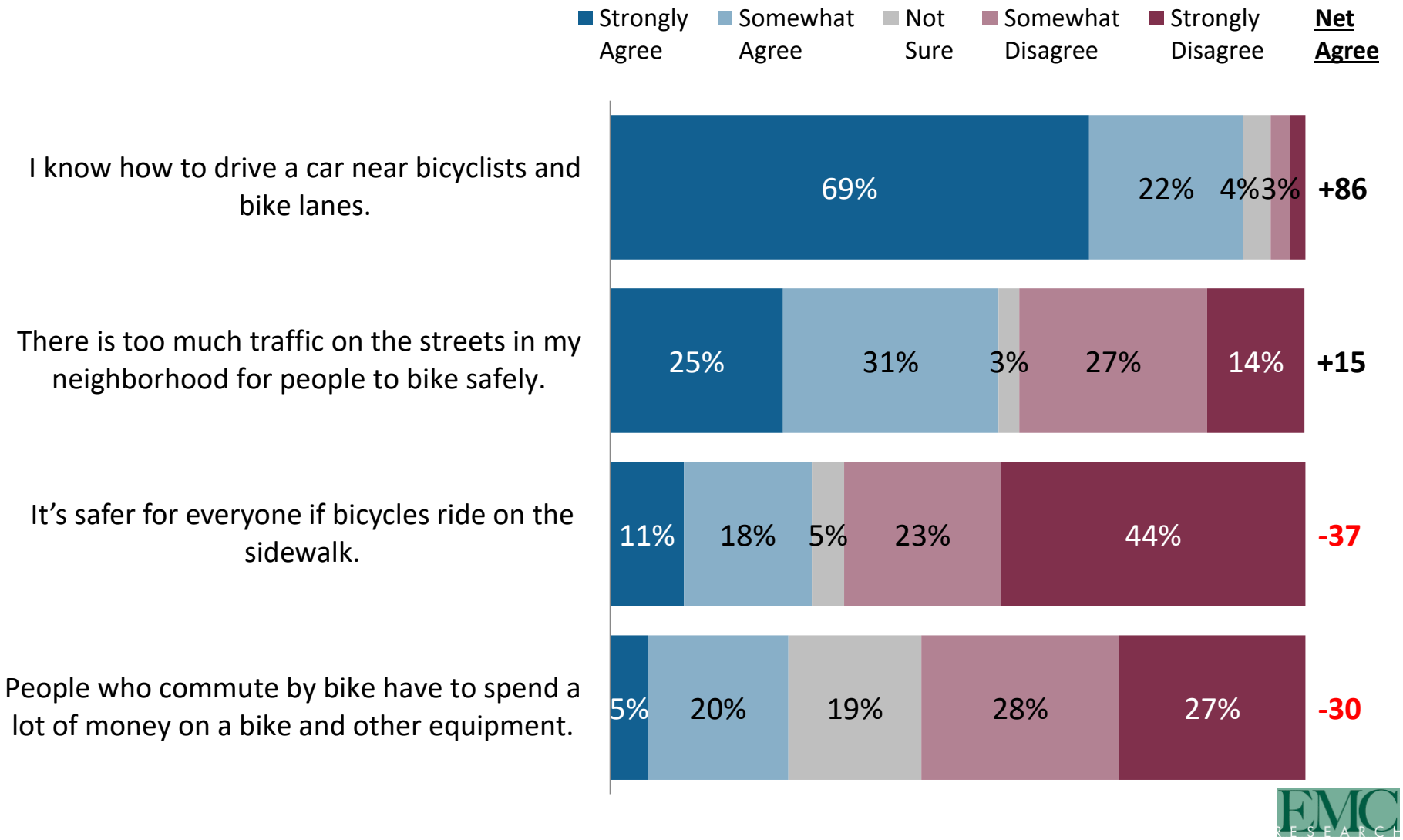
7 in 10 of the Interested but Concerned type think that their neighborhood would be a better place to live if more people biked. Nearly two thirds of the No Way No How type say that bike improvements wouldn't help someone like them.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

Perceptions of Biking/Driving Logistics

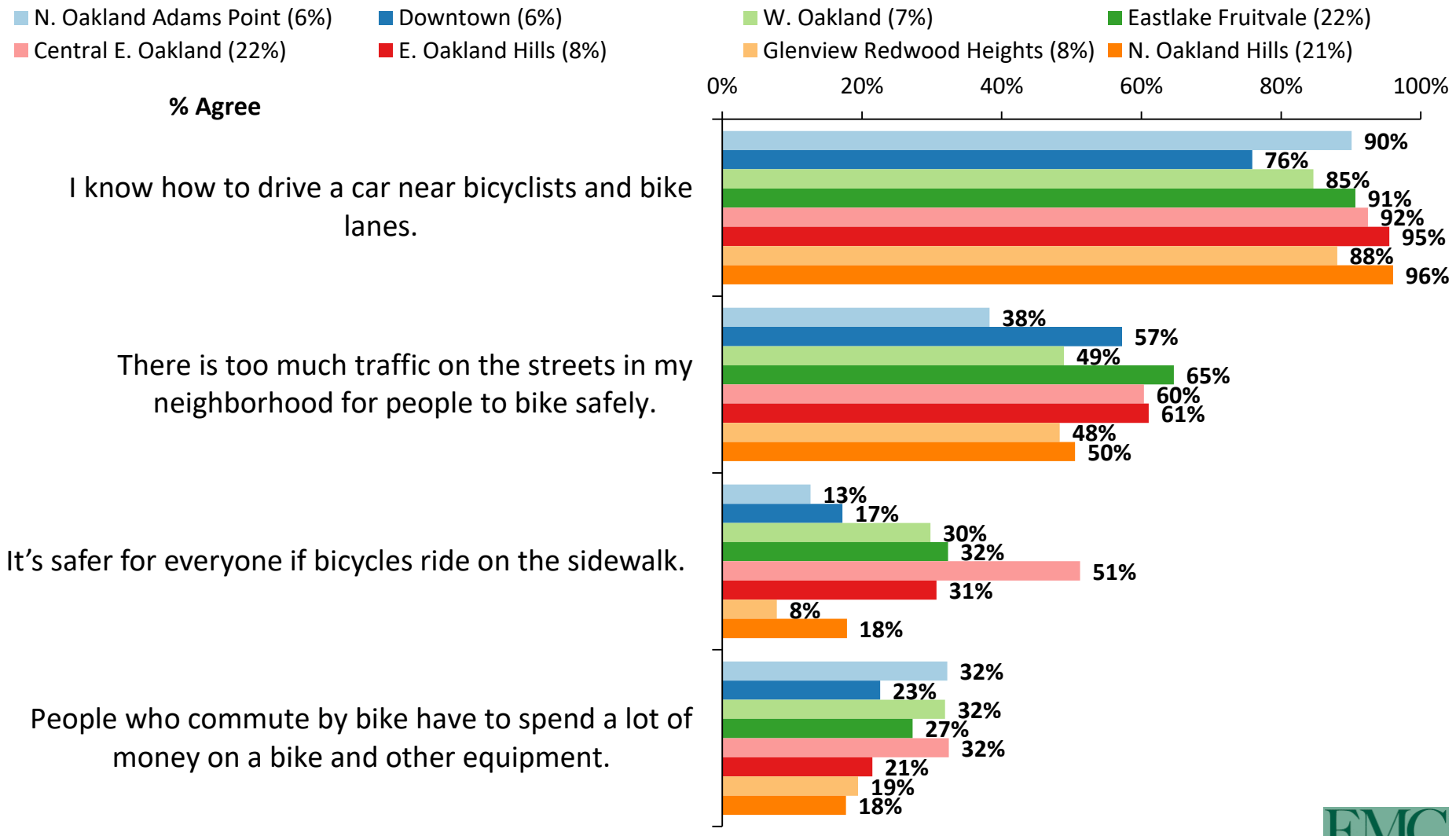
Over two thirds of Oakland residents strongly agree that they know how to drive a car near bicyclists and bike lanes.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

Perceptions of Biking/Driving Logistics by Zone

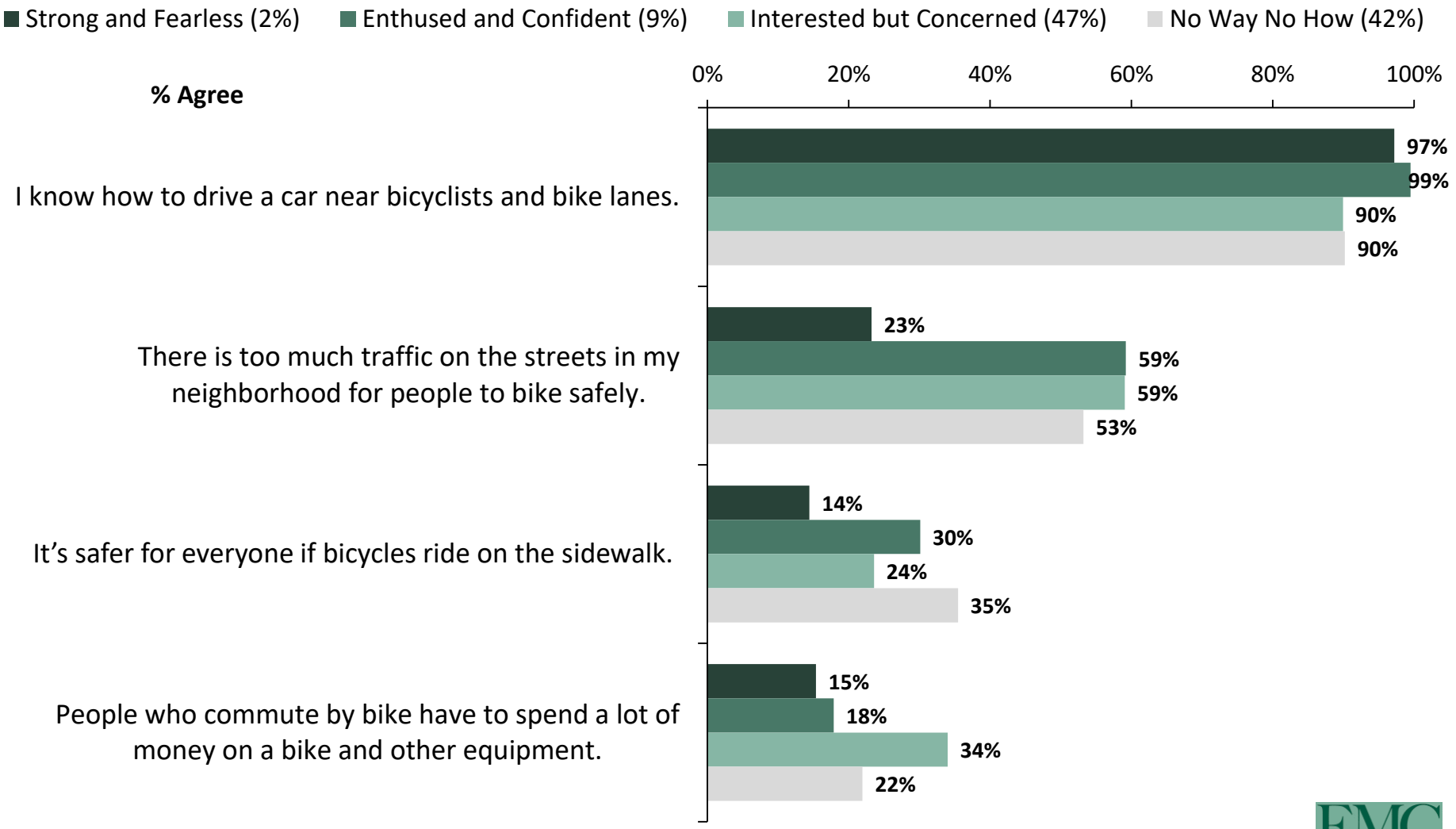
Over half of Central East Oakland residents agree that it would be safer for everyone if bicycles ride on the sidewalk.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

Perceptions of Biking/Driving Logistics by Type

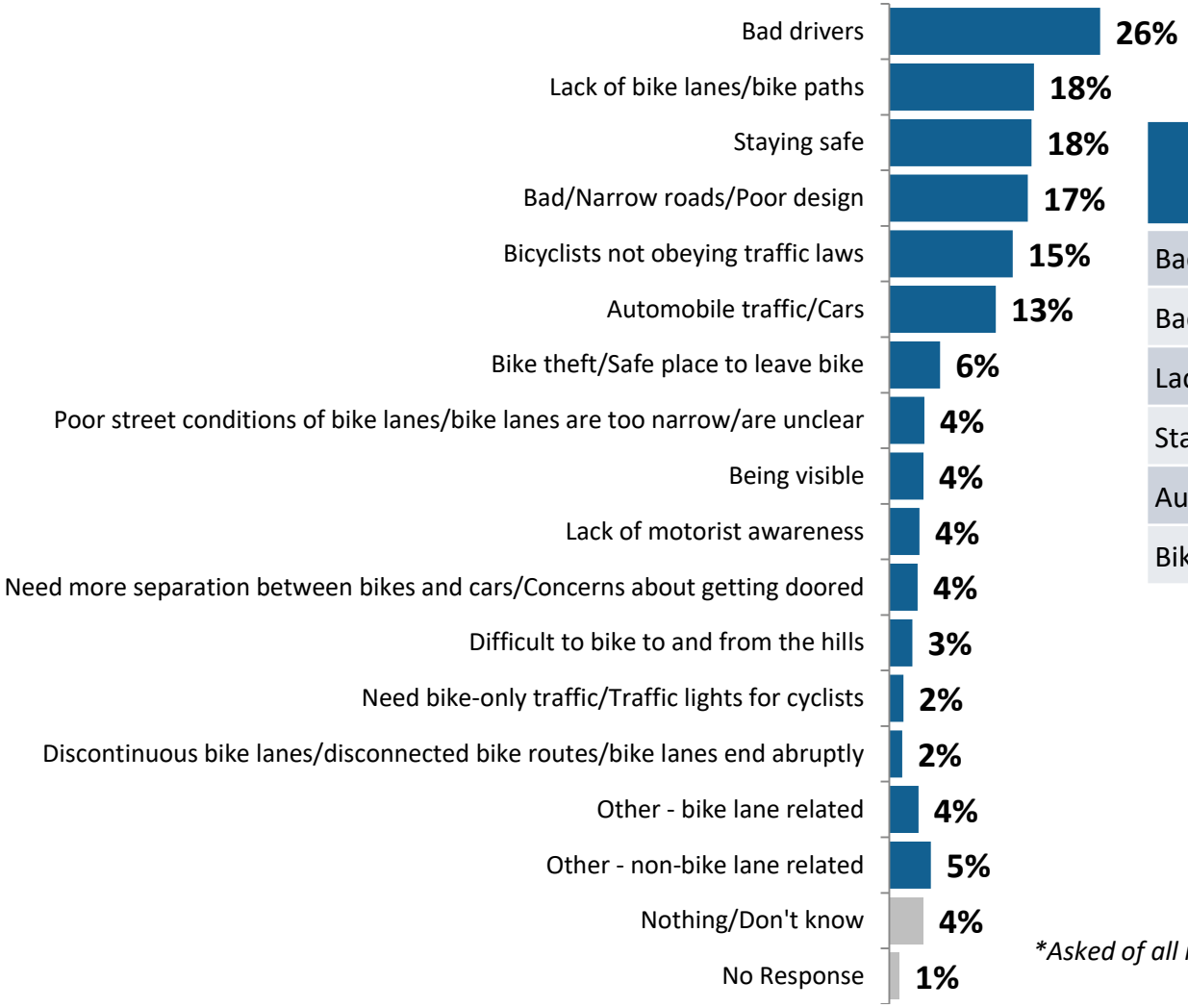
Strong and Fearless cyclists are the least worried about traffic.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

Biggest Challenges to Riding Bicycles in Oakland

Over a quarter say bad drivers are the biggest challenges to riding bicycles in Oakland.



Top Responses Among Utilitarian Cyclists	
Bad drivers	32%
Bad/Narrow roads/Poor design	29%
Lack of bike lanes/bike paths	27%
Staying safe	13%
Automobile traffic/Cars	11%
Bike theft/Safe place to leave bike	9%

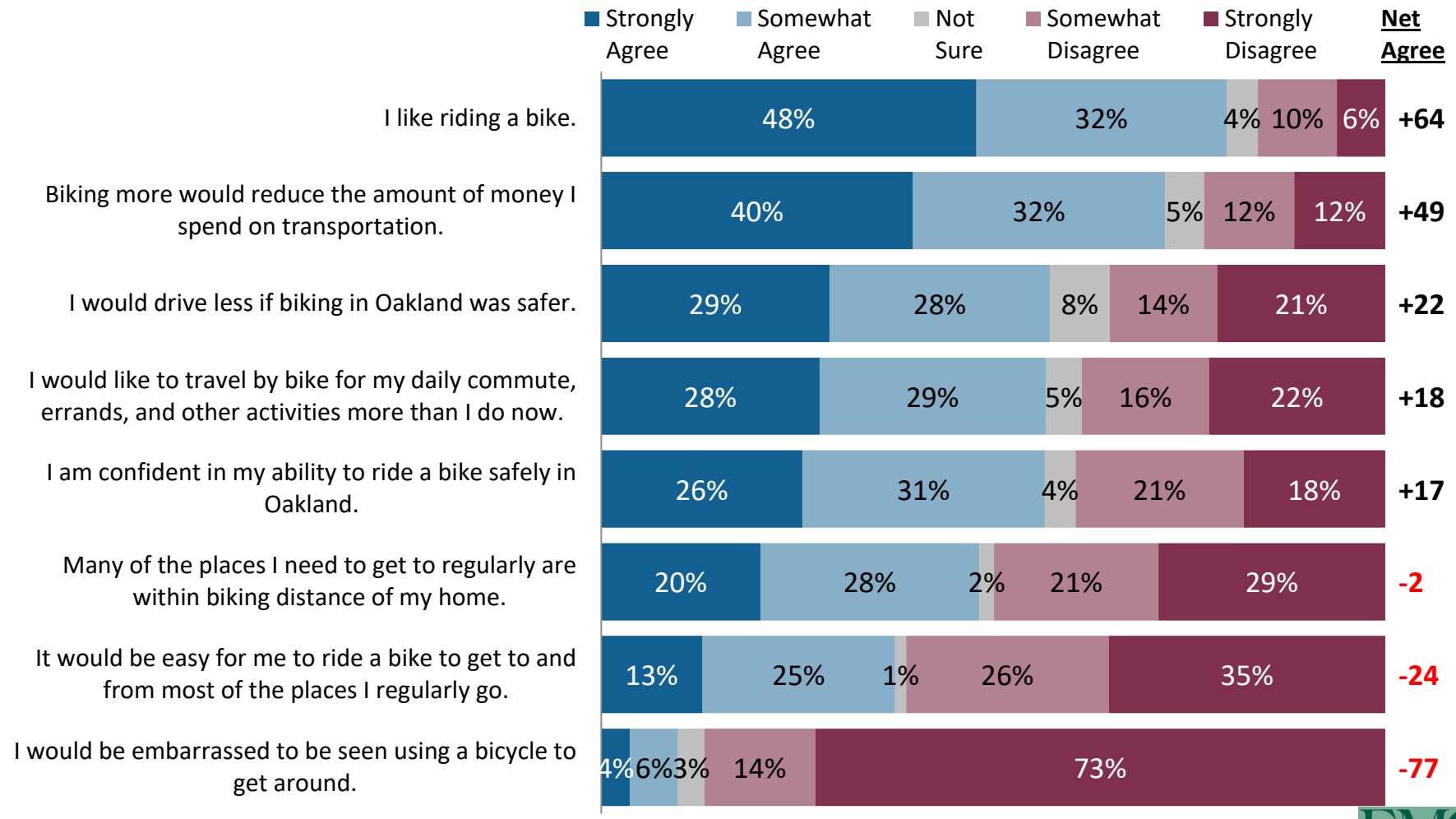
**Asked of all respondents. Multiple responses were accepted.*

Q6. Regardless of how you personally get around, what would you say are the biggest challenges for people riding bicycles in getting around Oakland? ***(Text Box)***

Personal Considerations Around Biking

Among those physically able to ride a bike, nearly half strongly agree that they like riding a bike. However, most say it would not be easy to ride a bike to get to and from most of the places they regularly go.

IF PHYSICALLY ABLE TO RIDE A BIKE



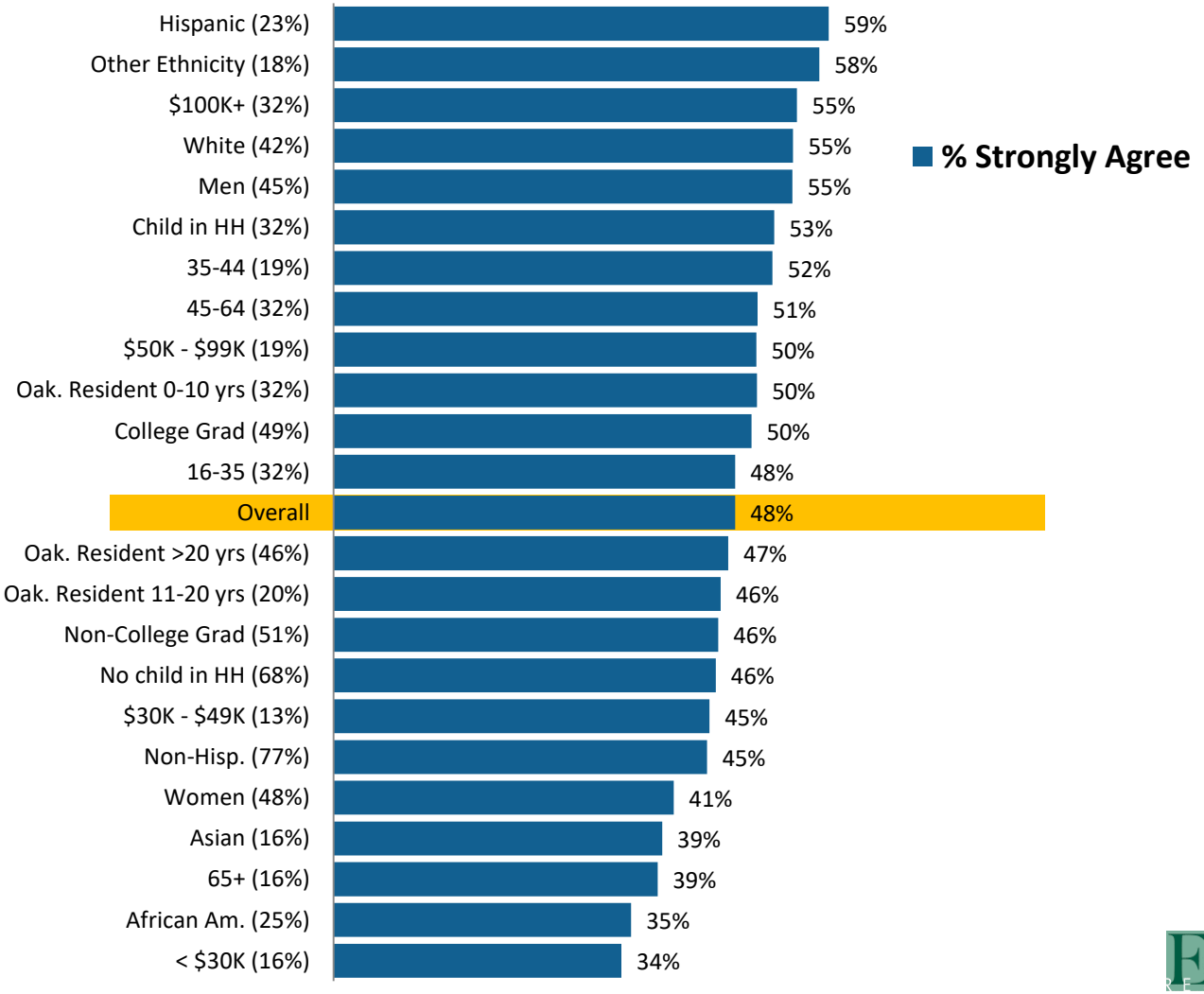
Q41-48. Please indicate whether you agree or disagree with each of the following statements.

Enjoyment of Biking by Demographics

Enjoyment of biking varies by ethnicity, income, gender, and age.

IF PHYSICALLY ABLE TO RIDE A BIKE

"I like riding a bike."



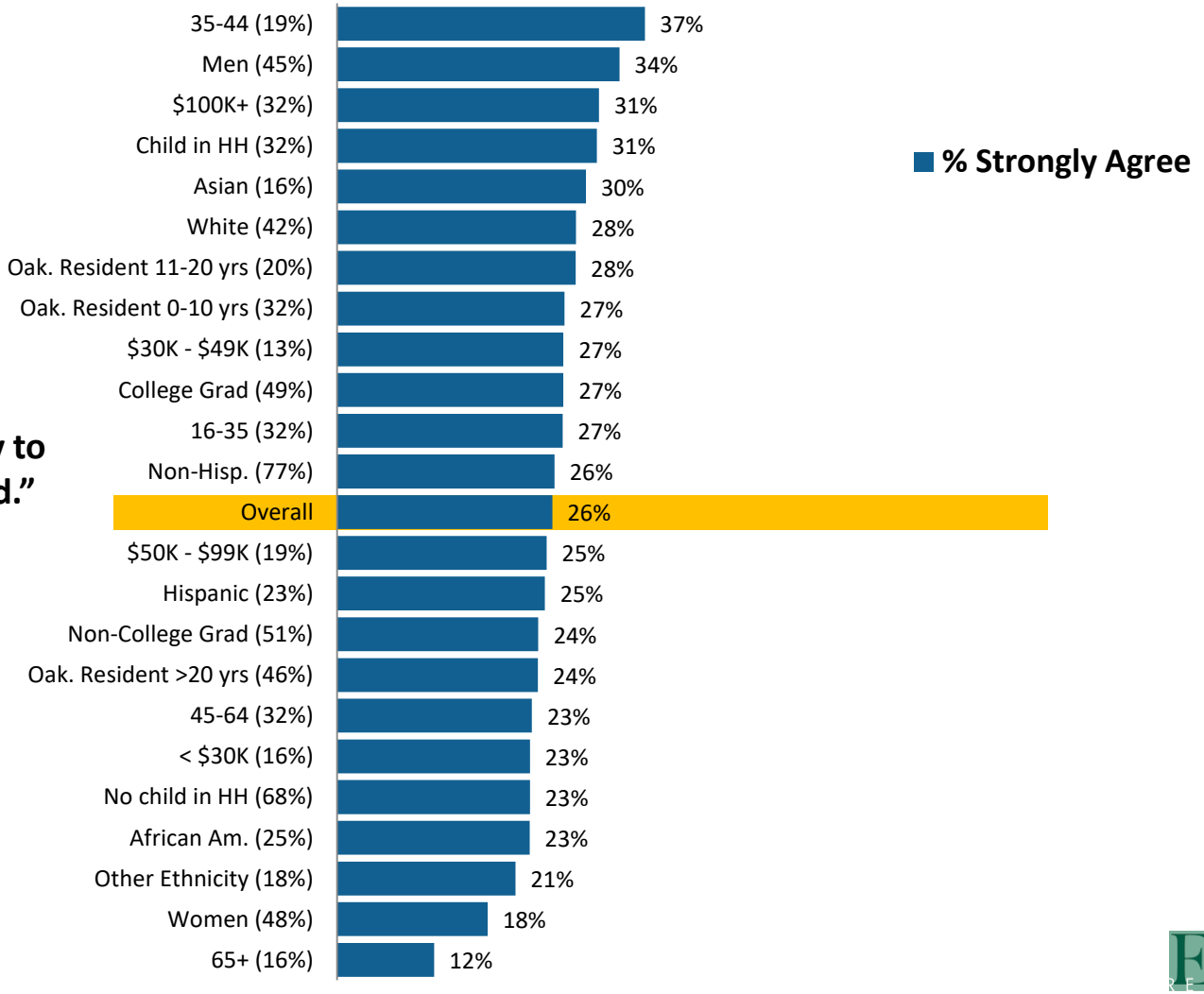
Q41. Please indicate whether you agree or disagree with each of the following statements.

Confidence in Biking by Demographics

Oakland residents between 35 and 44 and men are most confident in their abilities to ride a bike safely in Oakland.

IF PHYSICALLY ABLE TO RIDE A BIKE

"I am confident in my ability to ride a bike safely in Oakland."

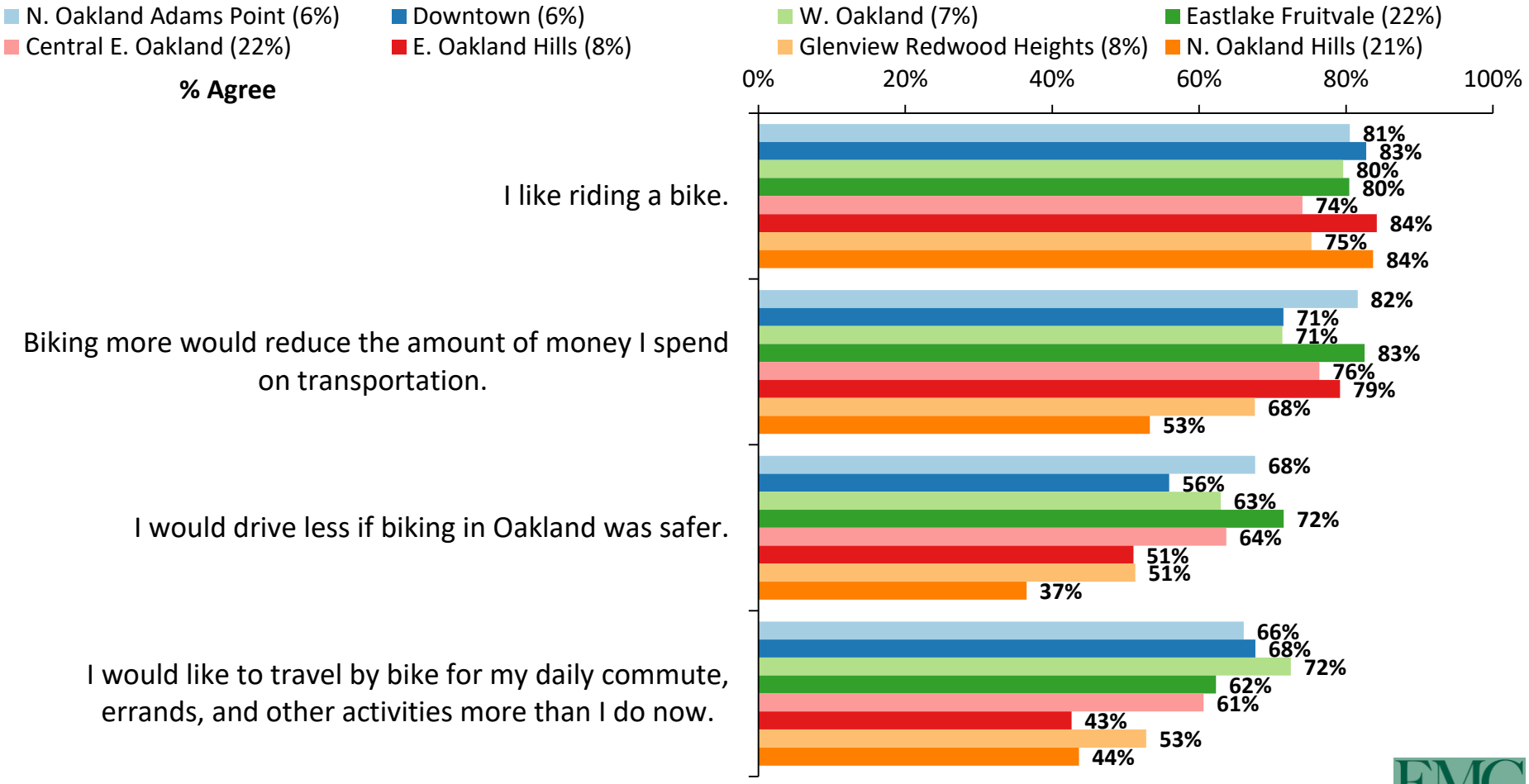


Q45. Please indicate whether you agree or disagree with each of the following statements.

Personal Considerations Around Biking by Zone

Over two thirds of Eastlake Fruitvale and North Oakland Adams Point residents would drive less if biking was safer. Interest in biking for transportation is lowest in the East Oakland Hills and North Oakland Hills.

IF PHYSICALLY ABLE TO RIDE A BIKE

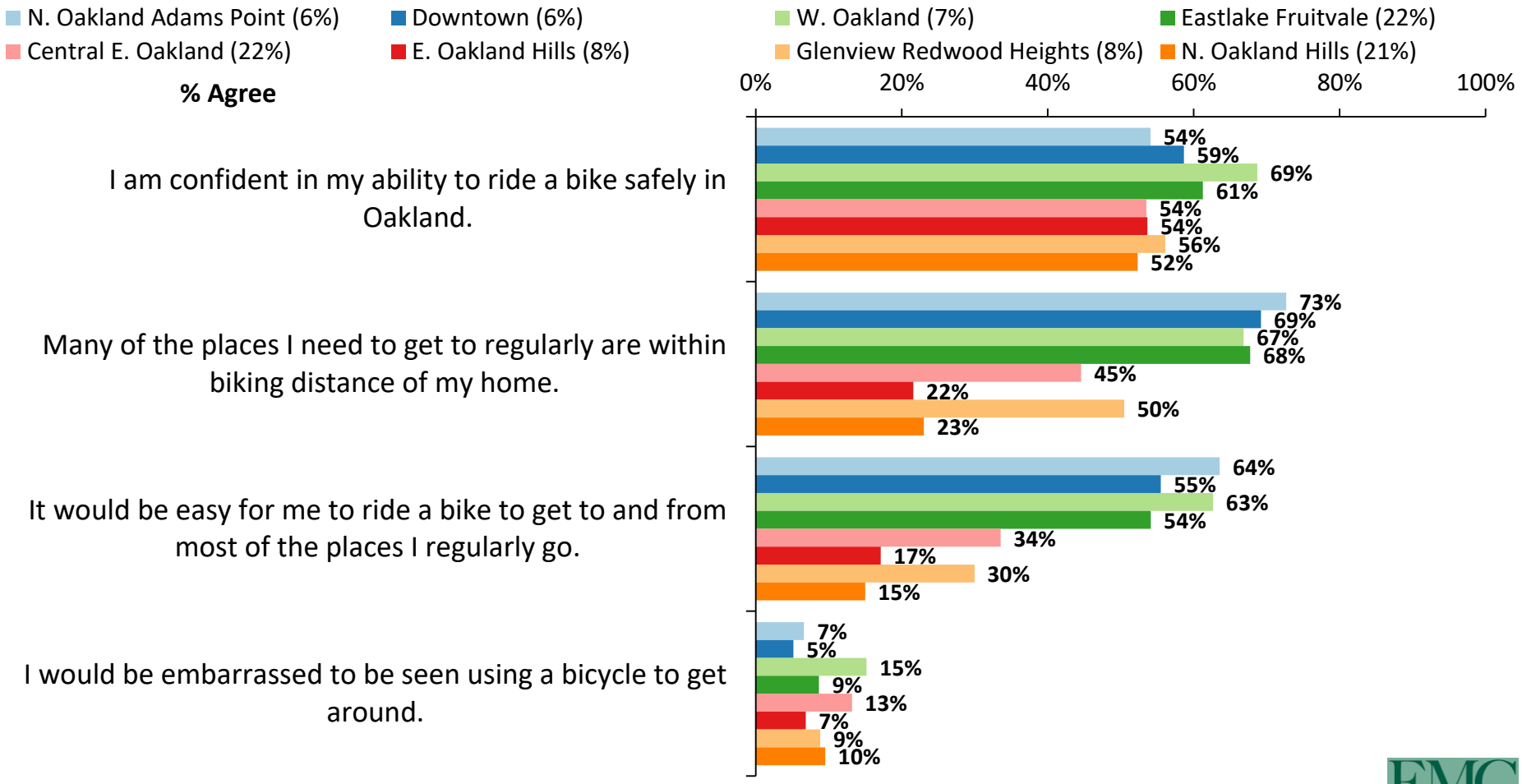


Q41-48. Please indicate whether you agree or disagree with each of the following statements.

Personal Considerations Around Biking by Zone (Cont'd)

It would be easiest for North Oakland Adams Point, West Oakland, Downtown, and Eastlake Fruitvale residents to bike to and from the places they regularly go.

IF PHYSICALLY ABLE TO RIDE A BIKE

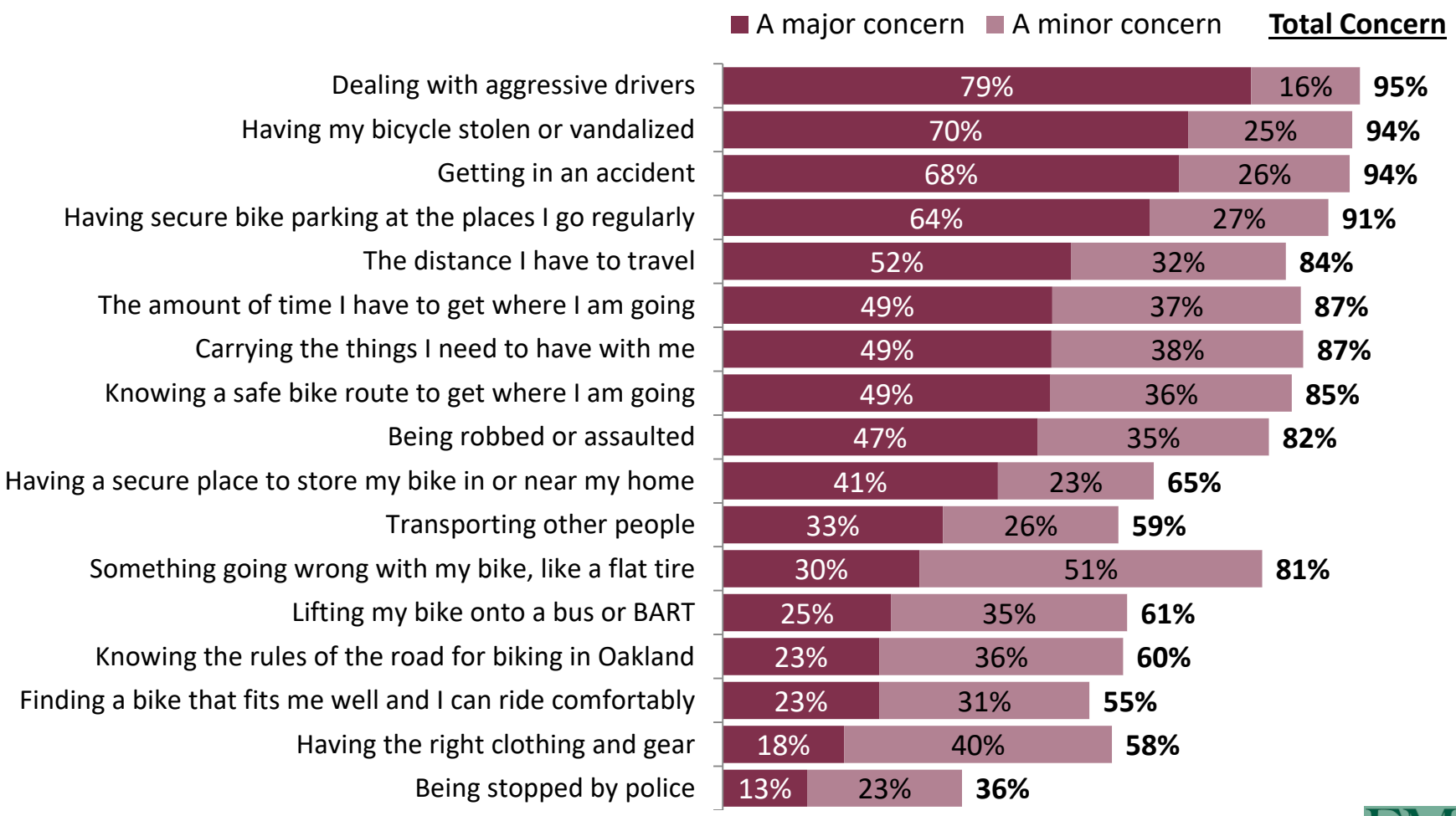


Q41-48. Please indicate whether you agree or disagree with each of the following statements.

Concerns Around Biking

Over 6 in 10 consider dealing with aggressive drivers, having a bicycle stolen or vandalized, getting in an accident, and having secure bike parking at destinations to be major concerns.

IF PHYSICALLY ABLE TO RIDE A BIKE

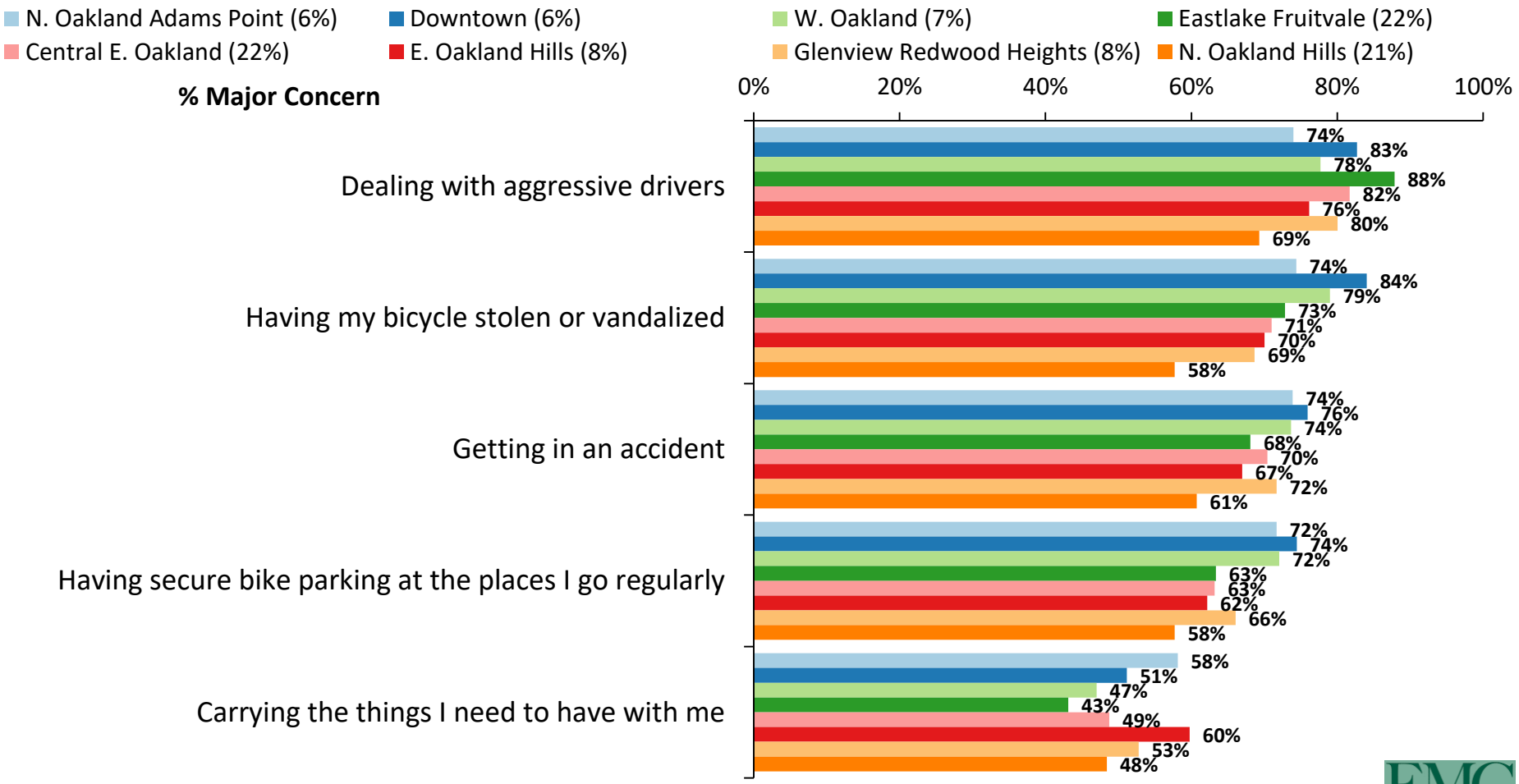


Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

Concerns Around Biking by Zone

Concerns about bike theft and secure parking near destinations are highest in Downtown, West Oakland, and North Oakland Adams Point.

IF PHYSICALLY ABLE TO RIDE A BIKE

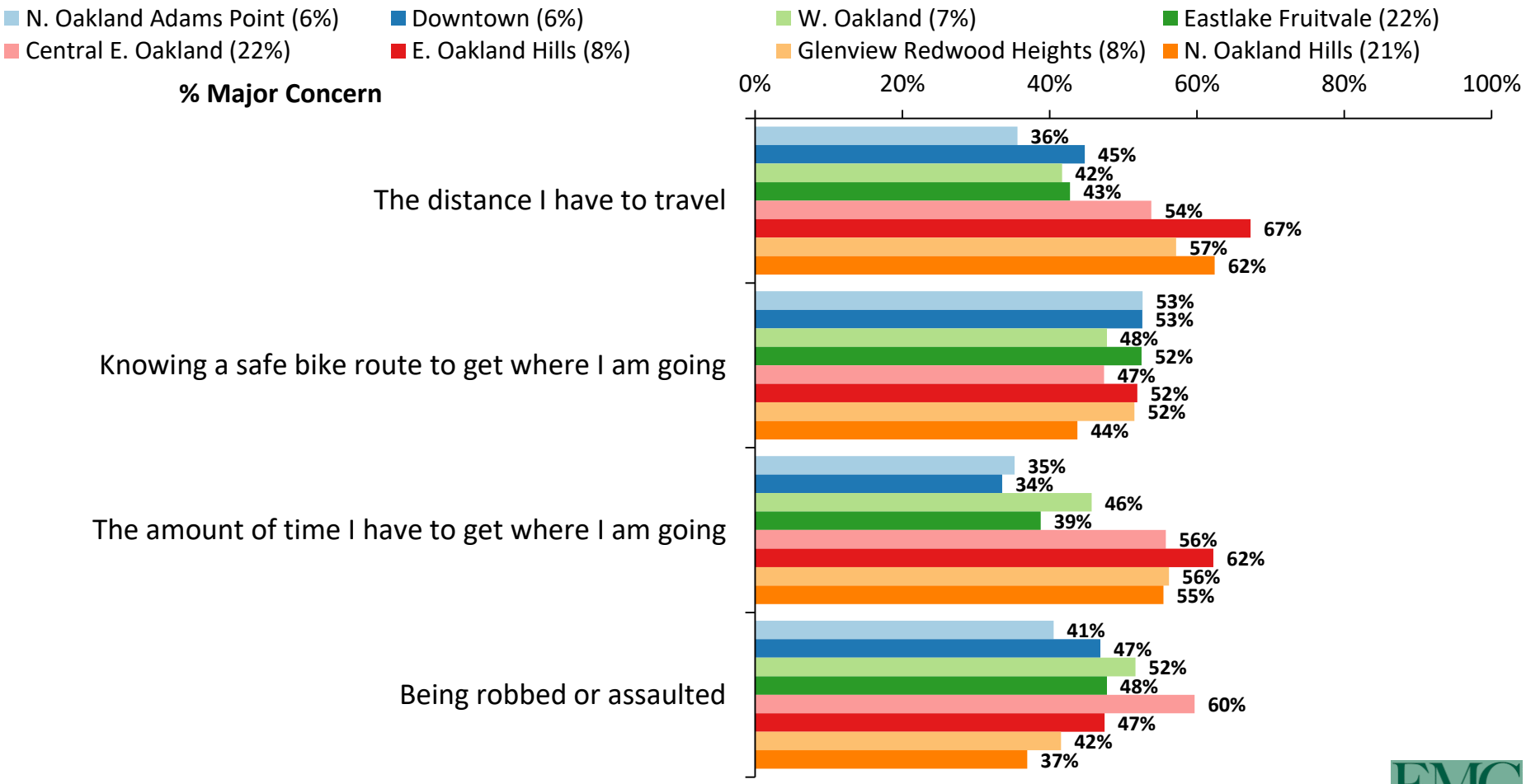


Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

Concerns Around Biking by Zone (Cont'd)

Concerns about distance are strongest among residents of East Oakland Hills and North Oakland Hills.

IF PHYSICALLY ABLE TO RIDE A BIKE

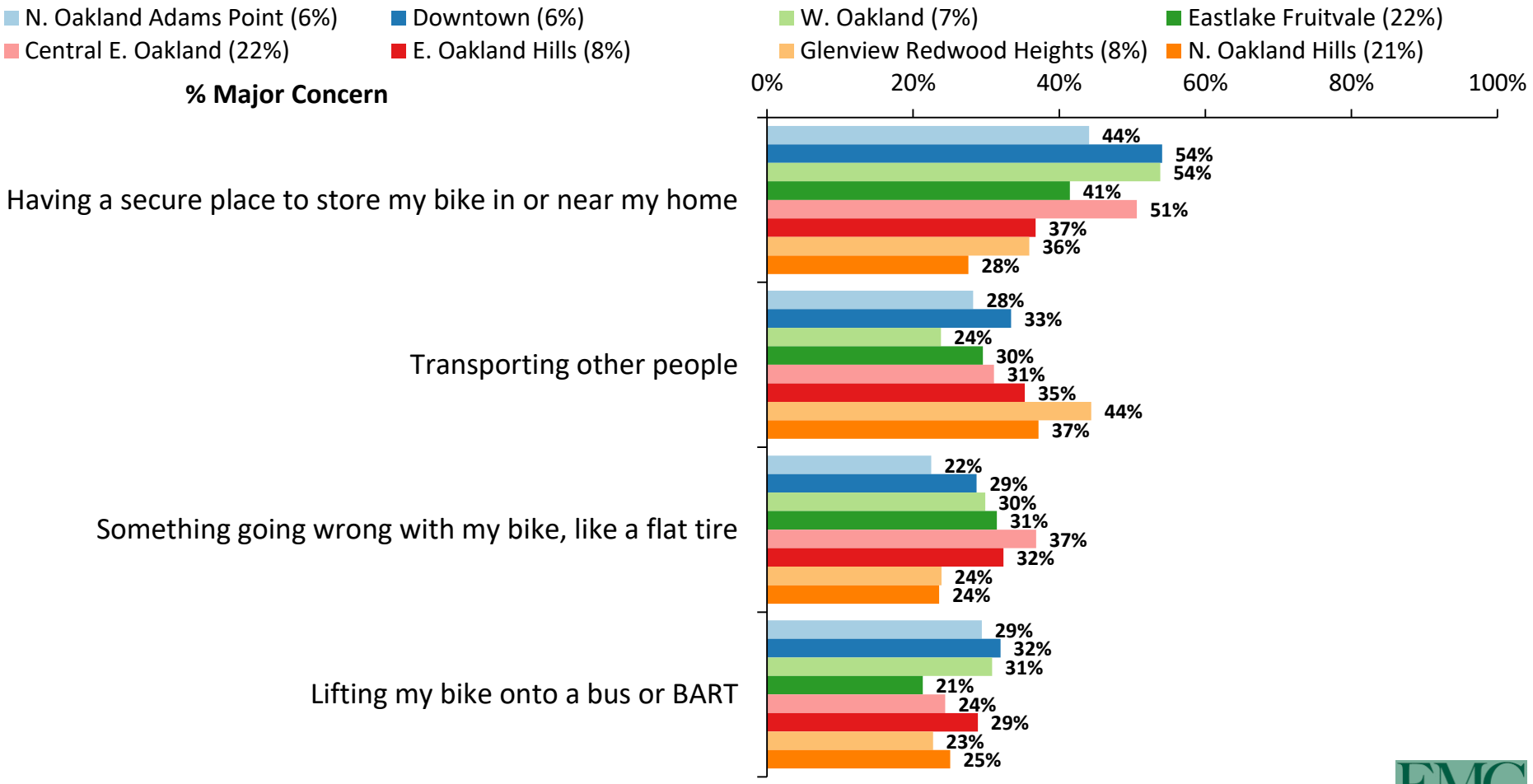


Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

Concerns Around Biking by Zone (Cont'd)

Over half of Downtown, West Oakland, and Central East Oakland residents consider having a secure place to store a bike near home to be a major concern.

IF PHYSICALLY ABLE TO RIDE A BIKE

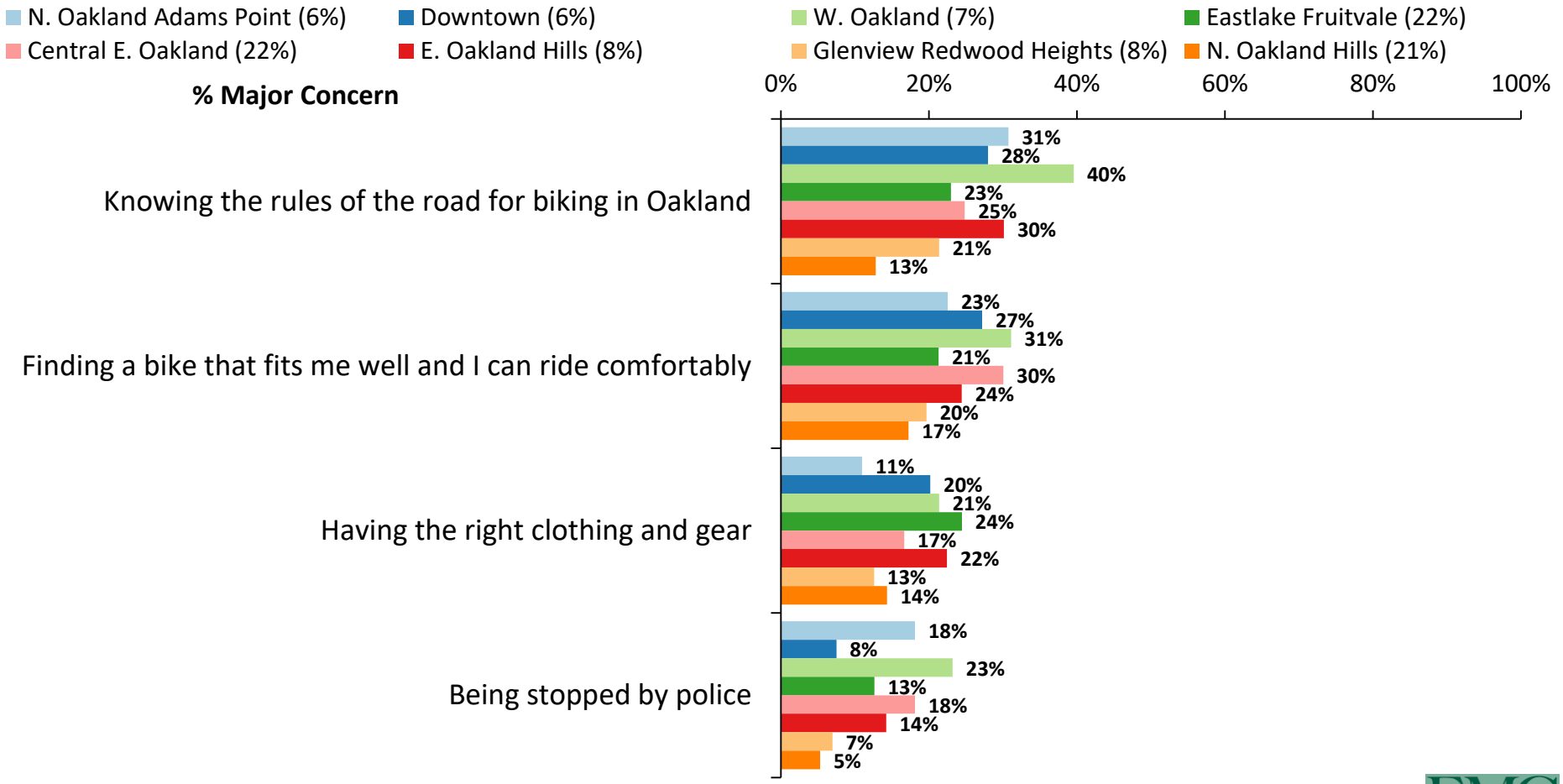


Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

Concerns Around Biking by Zone (Cont'd)

About 4 in 10 West Oakland residents consider knowing the rules of the road to be a major concern.

IF PHYSICALLY ABLE TO RIDE A BIKE

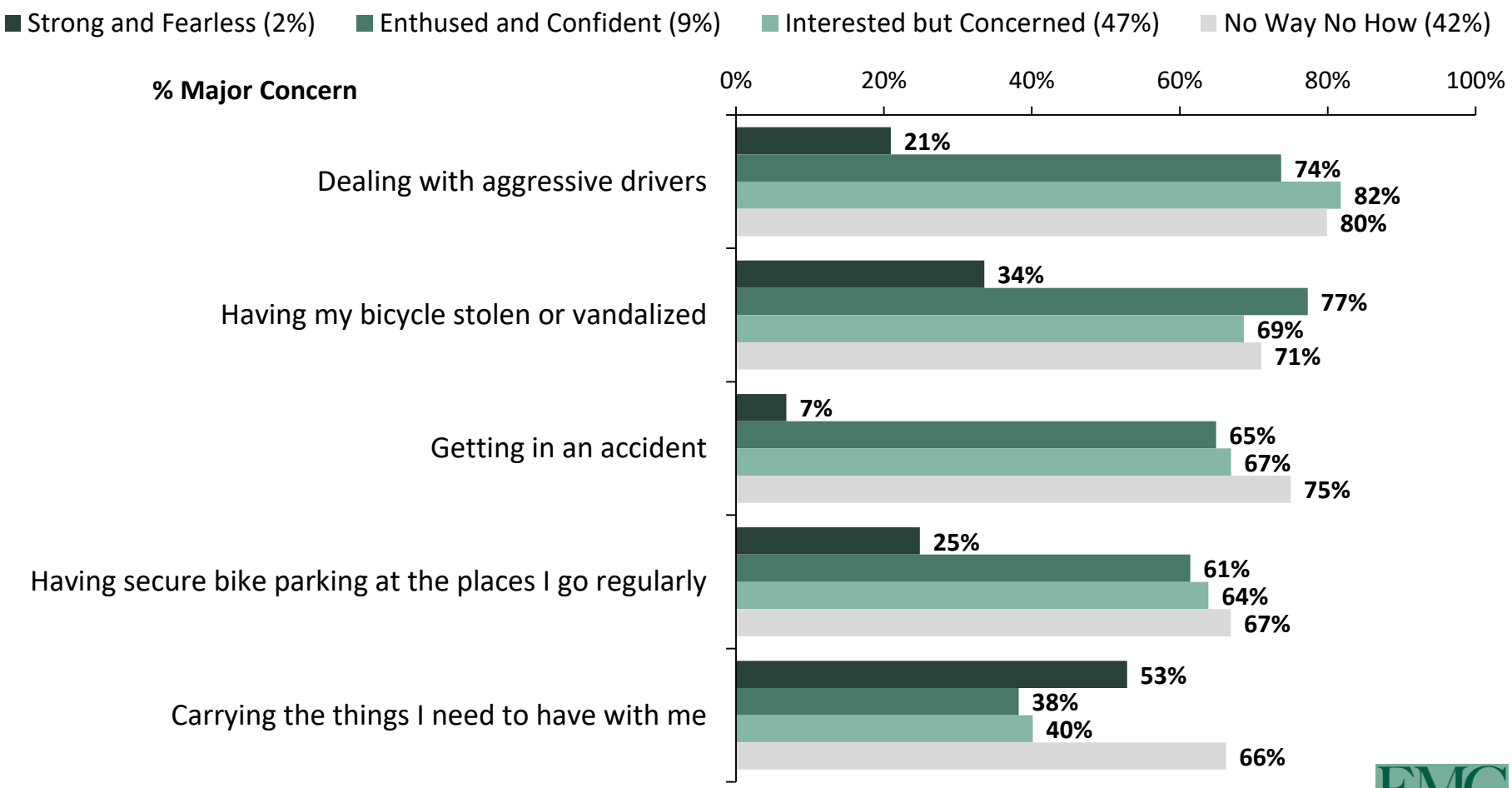


Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

Concerns Around Biking by Type

Strong and Fearless cyclists are less concerned about most issues, while aggressive drivers, bike theft, accidents, and secure bike parking at destinations top concerns for all other types. Two thirds of the No Way No How type is concerned about carrying the things they need.

IF PHYSICALLY ABLE TO RIDE A BIKE

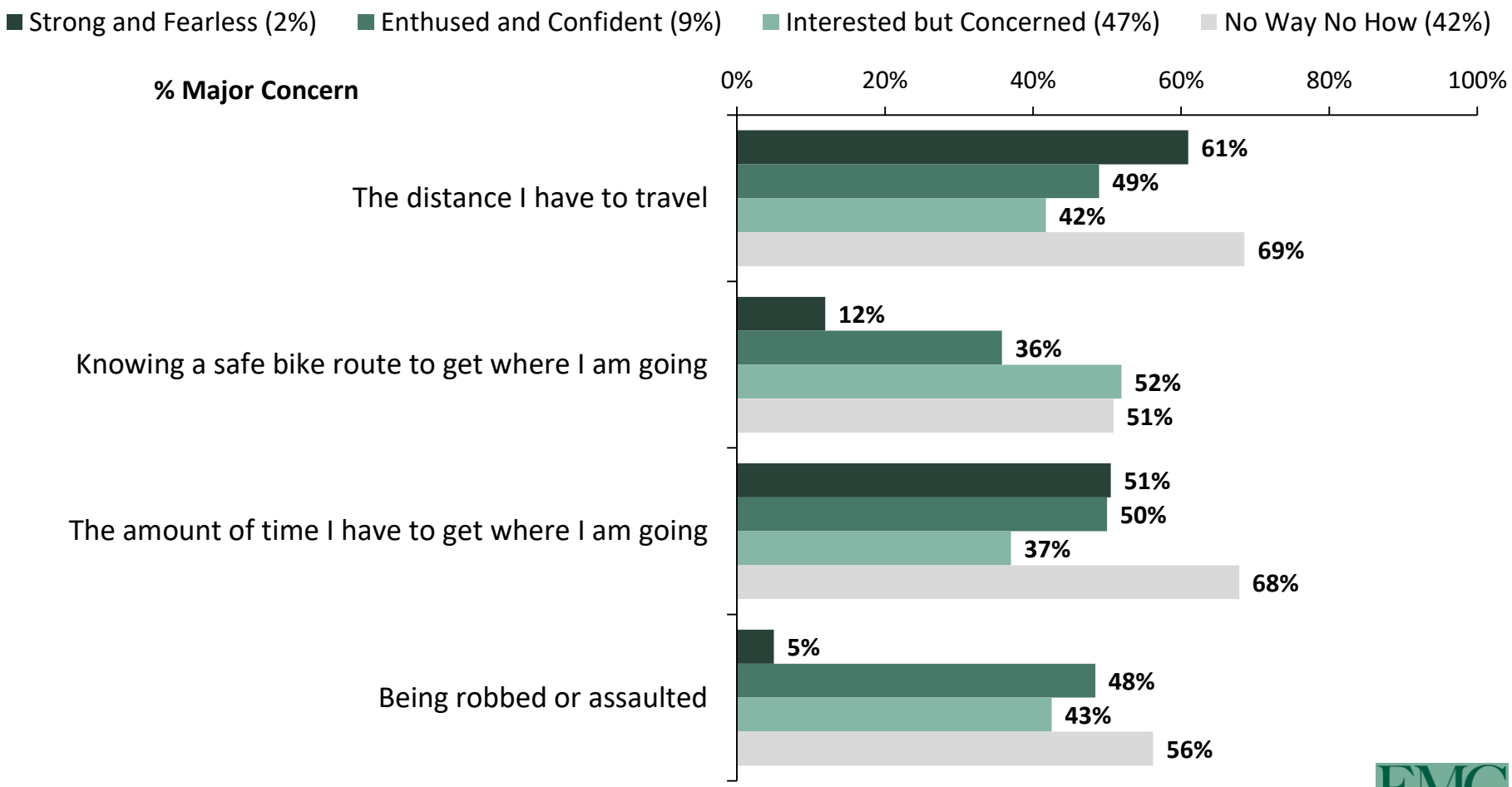


Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

Concerns Around Biking by Type (Cont'd)

The No Way No How type is more concerned about distance and time compared to other types.

IF PHYSICALLY ABLE TO RIDE A BIKE

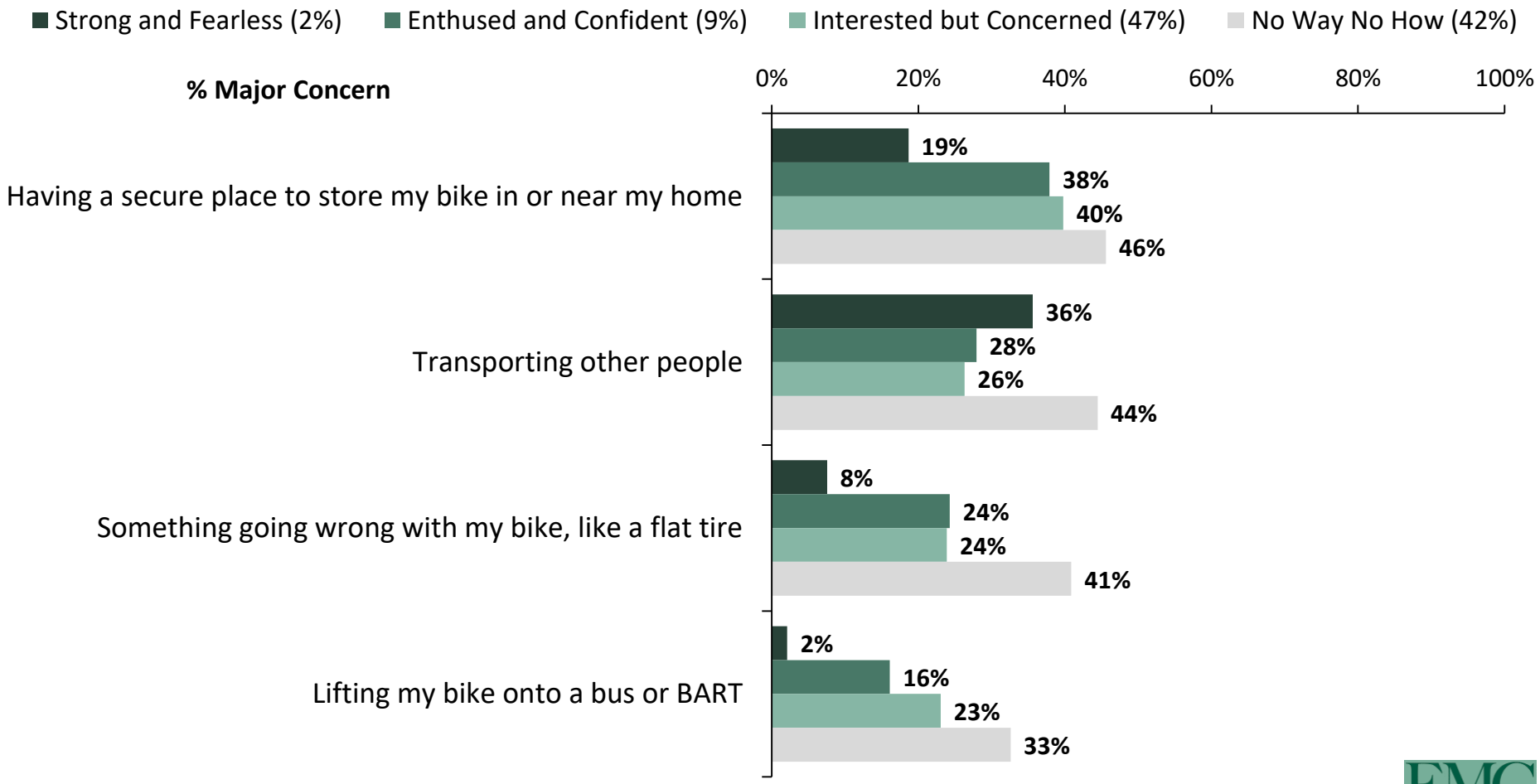


Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

Concerns Around Biking by Type (Cont'd)

Transporting other people is a major concern for 44% of the No Way No How type.

IF PHYSICALLY ABLE TO RIDE A BIKE

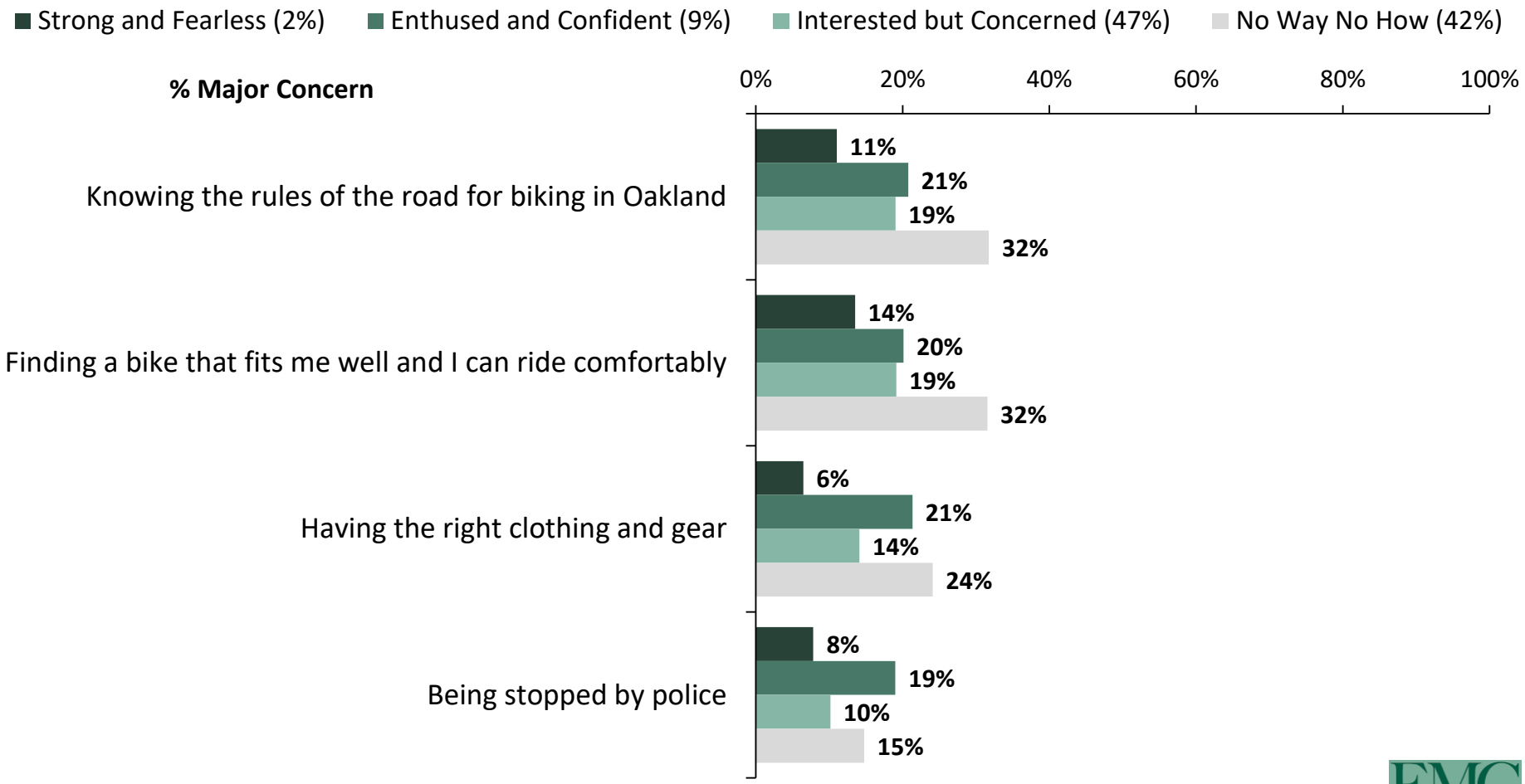


Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

Concerns Around Biking by Type (Cont'd)

Knowing the rules of the road is a major concern for about a fifth of the Enthused and Confident and Interested but Concerned types.

IF PHYSICALLY ABLE TO RIDE A BIKE



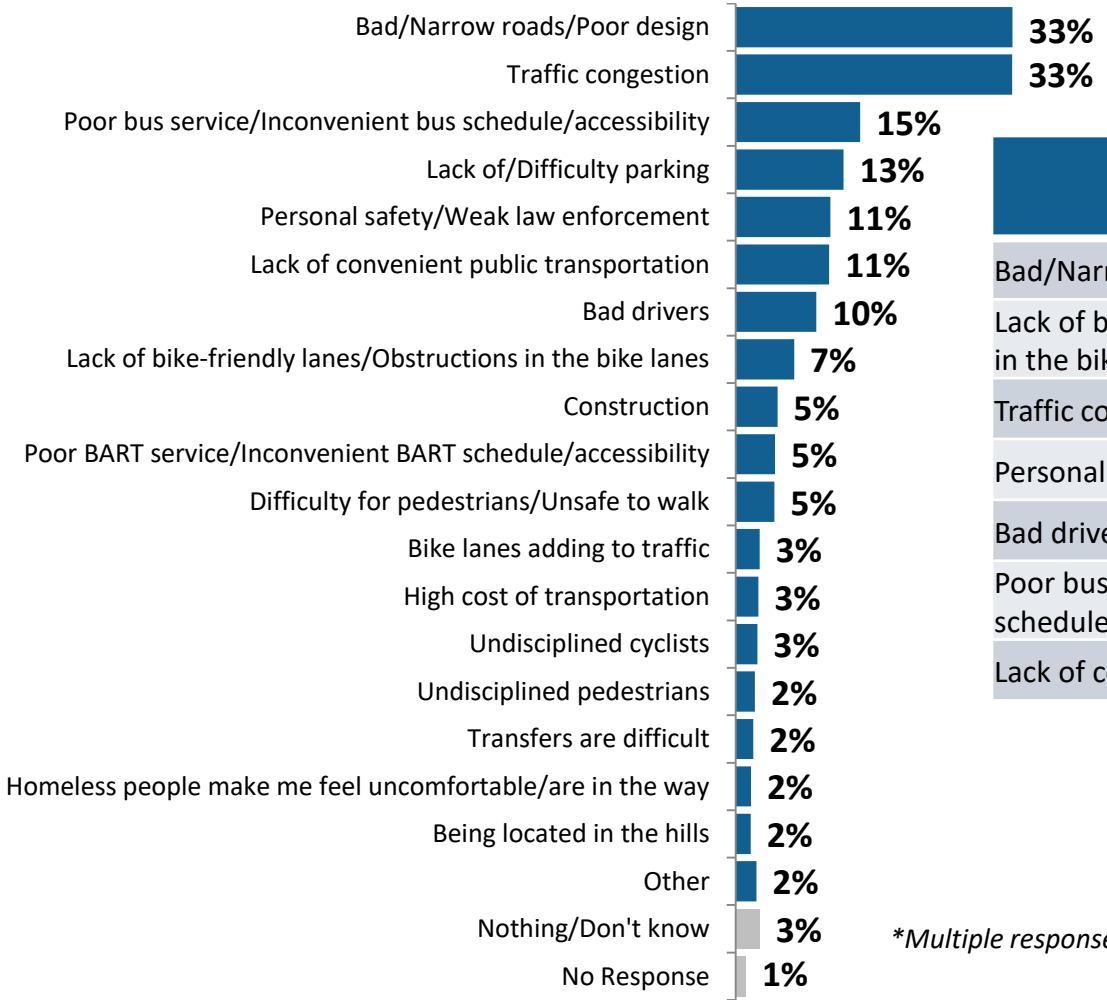
Q49-65. Please rate your level of concern with each of the following as you think about whether you should ride a bicycle to get around Oakland.

EMC RESEARCH
MARKET & OPINION RESEARCH SERVICES

External Factors Affecting Transportation Decisions

Biggest Challenges to Getting Around in Oakland

Bad roads/poor design and traffic congestion are the most commonly mentioned top-of-mind challenges getting around Oakland. Utilitarian Cyclists are much more likely to mention bike lane issues compared to other residents.



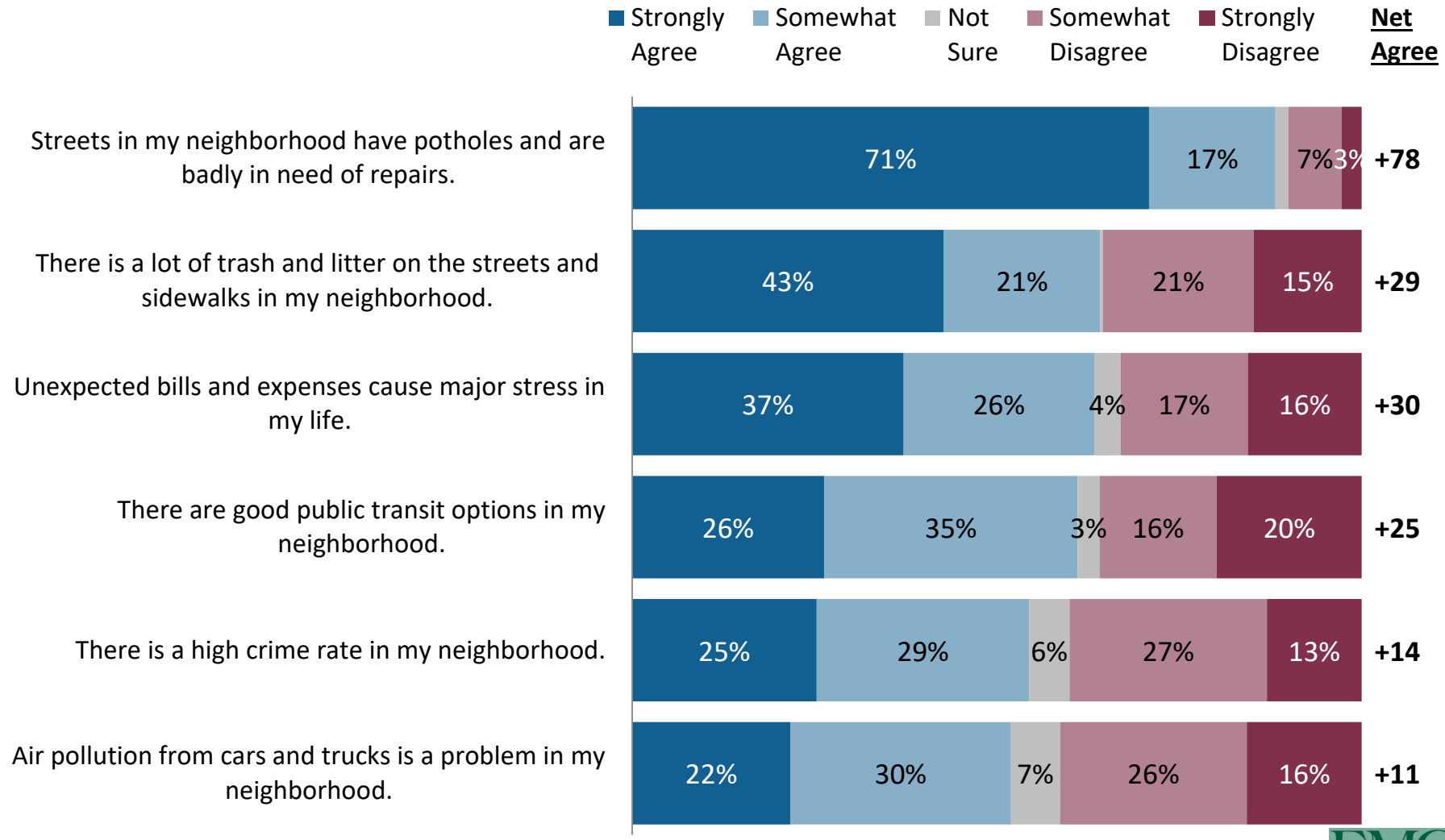
Top Responses Among Utilitarian Bicyclists	
Bad/Narrow roads/Poor design	30%
Lack of bike-friendly lanes/Obstructions in the bike lanes	28%
Traffic congestion	26%
Personal safety/Weak law enforcement	18%
Bad drivers	16%
Poor bus service/Inconvenient bus schedule/accessibility	16%
Lack of convenient public transportation	11%

**Multiple responses were accepted.*

Q5. Thinking specifically about getting around Oakland, what would you say are the biggest challenges you face? ***(Text Box)***

Life & Neighborhood Considerations

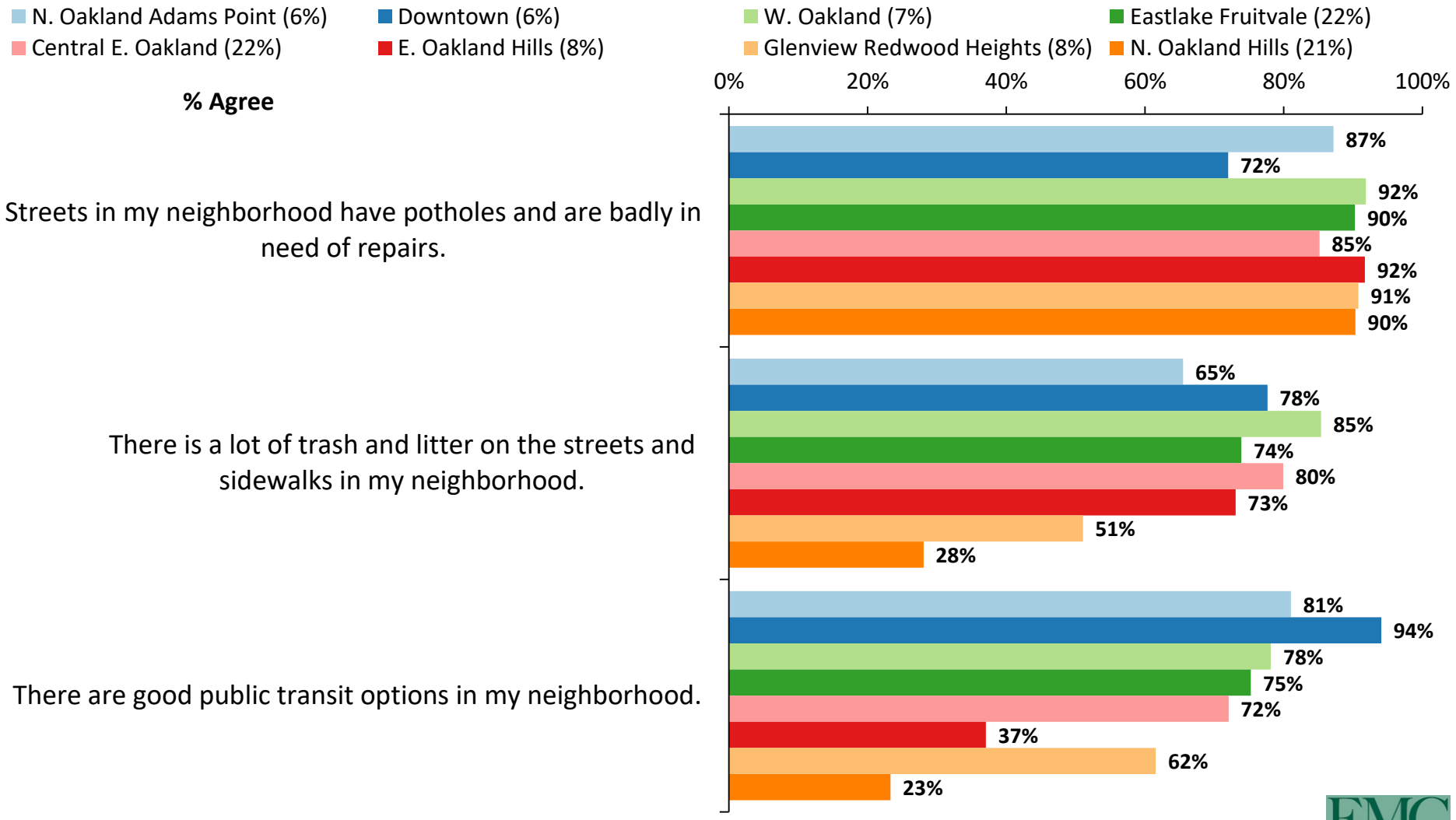
71% of Oakland residents strongly agree that streets in their neighborhood are in bad need of repairs.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

Life & Neighborhood Considerations by Zone

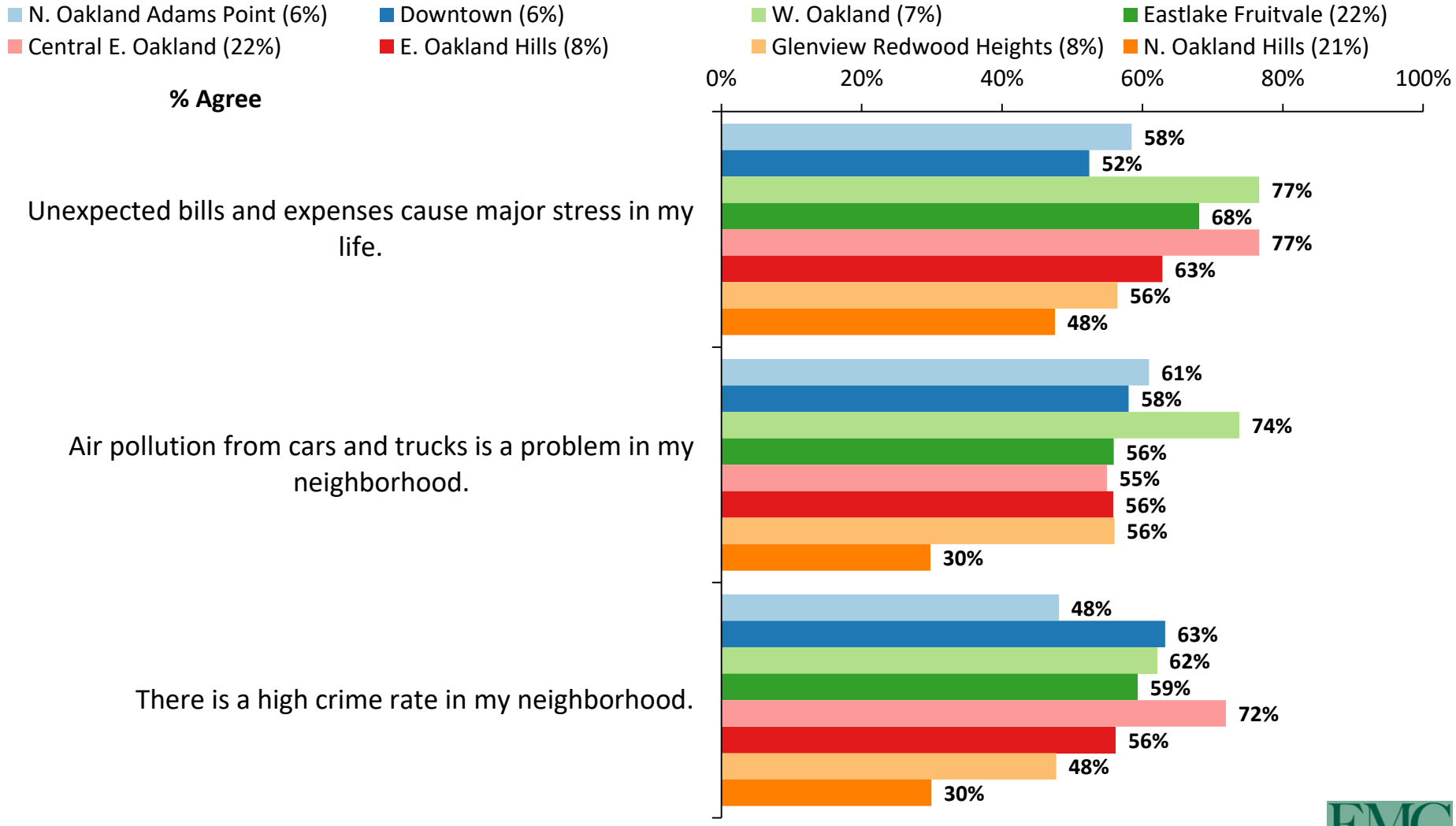
Ratings of trash and litter on the street and public transit options vary by zone.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

Life & Neighborhood Considerations by Zone (Cont'd)

About three quarters of West Oakland residents think air pollution is a problem in their neighborhood.



Q7-21. Please indicate whether you agree or disagree with each of the following statements.

EMC RESEARCH
MARKET
& OPINION
RESEARCH
SERVICES

Appendix

Profiles By Zone

	Overall	N. Oakland Adams Point (6%)	Downtown (6%)	W. Oakland (7%)	Eastlake Fruitvale (22%)	Central E. Oakland (22%)	E. Oakland Hills (8%)	Glenview Redwood Heights (8%)	N. Oakland Hills (21%)
Male	45%	46%	48%	46%	46%	46%	42%	43%	45%
Female	48%	48%	46%	47%	46%	50%	50%	50%	48%
Non-binary/No resp.	7%	6%	6%	7%	8%	4%	8%	7%	7%
Age 16-35	32%	36%	33%	42%	40%	39%	27%	22%	16%
35-44	19%	21%	17%	19%	19%	19%	16%	21%	17%
45-64	32%	26%	27%	26%	28%	29%	36%	36%	43%
65+	16%	17%	23%	13%	13%	13%	21%	21%	24%
Hispanic	23%	6%	9%	17%	34%	42%	14%	11%	11%
Non-Hisp.	77%	94%	91%	83%	66%	58%	86%	89%	89%
White	42%	54%	29%	28%	34%	26%	31%	56%	72%
African Am.	25%	21%	18%	46%	23%	38%	43%	14%	5%
Asian	16%	13%	43%	13%	24%	6%	11%	18%	15%
Other Ethnicity	18%	12%	10%	13%	26%	30%	15%	12%	8%

Profiles By Zone

	Overall	N. Oakland Adams Point (6%)	Downtown (6%)	W. Oakland (7%)	Eastlake Fruitvale (22%)	Central E. Oakland (22%)	E. Oakland Hills (8%)	Glenview Redwood Heights (8%)	N. Oakland Hills (21%)
Oak. Resident 0-10 years	32%	47%	67%	32%	30%	31%	30%	22%	26%
11-20 years	20%	18%	15%	27%	21%	19%	14%	19%	23%
>20 years	46%	31%	17%	39%	44%	50%	55%	59%	51%
<$30K HH Income	16%	15%	16%	42%	25%	24%	10%	2%	1%
$30K - $49K	13%	6%	14%	14%	16%	27%	6%	7%	2%
$50K - $99K	19%	19%	18%	19%	22%	21%	26%	27%	9%
$100K+	32%	38%	31%	13%	23%	14%	33%	42%	63%
College Grad	49%	55%	61%	26%	47%	30%	37%	46%	78%
Non-College Grad	51%	45%	39%	74%	53%	70%	63%	54%	22%
Work/Go to School in Oakland	30%	28%	18%	32%	31%	38%	31%	33%	21%
Work/Go to School Outside of Oakland	38%	43%	46%	40%	35%	33%	35%	37%	42%
Non-Student/ Unemployed	33%	29%	36%	28%	34%	29%	34%	30%	37%

Profiles By Zone

	Overall	N. Oakland Adams Point (6%)	Downtown (6%)	W. Oakland (7%)	Eastlake Fruitvale (22%)	Central E. Oakland (22%)	E. Oakland Hills (8%)	Glenview Redwood Heights (8%)	N. Oakland Hills (21%)
Child in HH	32%	22%	12%	30%	31%	46%	33%	29%	28%
No child in HH	68%	78%	88%	70%	69%	54%	67%	71%	72%
Physically Disabled	11%	12%	17%	11%	10%	14%	14%	12%	6%
Not Disabled	85%	82%	75%	86%	85%	81%	83%	86%	91%
Adult Caregiver	10%	1%	9%	10%	12%	19%	10%	3%	5%
Not Ad. Caregiver	90%	99%	91%	90%	88%	81%	90%	97%	95%
Employed	64%	60%	63%	57%	63%	66%	66%	68%	62%
Retired	16%	12%	14%	12%	11%	14%	20%	19%	26%
Unemployed/Else	20%	28%	23%	31%	26%	20%	14%	14%	12%
Homeowner	51%	26%	25%	22%	33%	46%	67%	67%	88%
Renter/Other	49%	74%	75%	78%	67%	54%	33%	33%	12%

Profiles By Zone

	Overall	N. Oakland Adams Point (6%)	Downtown (6%)	W. Oakland (7%)	Eastlake Fruitvale (22%)	Central E. Oakland (22%)	E. Oakland Hills (8%)	Glenview Redwood Heights (8%)	N. Oakland Hills (21%)
Have access to a working motor vehicle	83%	74%	67%	67%	71%	87%	92%	94%	95%
Have garage for a vehicle	53%	45%	73%	39%	43%	28%	66%	54%	85%
Have access to a bicycle	55%	62%	44%	64%	57%	36%	47%	63%	68%
Have secure place to park a bike	56%	61%	51%	46%	50%	34%	61%	72%	78%
Ever taken a bike on public transit	31%	42%	30%	34%	35%	23%	22%	33%	33%
Ever used a bike sharing program	9%	12%	14%	11%	13%	5%	4%	9%	9%

Contacts

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