

# Some statistical highlights from the Cooper River Bridge Study

Number of people surveyed: 393

**1) TOURISTS:** Tourists were not surveyed. Tourists are any people who live 20 or more miles from the bridge. 83 tourists were approached. This means that out of 476 bridge users, 83 (17%) were tourists.

**2) HEALTH IMPACT:** 67% of all those surveyed indicated that their activity levels had increased since the opening of the bridge path.

**3) GENDER AND HEALTH:** Activity levels increased for both men and women and there was no statistical significance in regards to the comparative increases.

**4) RACE AND HEALTH:** There is a significant difference between whites and nonwhites in terms of the degree to which the bridge path is associated with increases in activity levels. 85.4% of nonwhites reported increased activity levels versus 64.0% of whites.

The survey categorized race as Hispanic, African American, Asian American, and Caucasion. However, due to low numbers in the non-white category, this variable was dichotomized in to a white/non-white variable.

**5) AGE AND HEALTH:** Activity levels increased for all age groups with no significant difference between groups.

**6) CHOICE OF MODALITY AND HEALTH:** Bike riders, runners, and walkers all reported increases in activity levels with no significant differences between the increases.

**7) COMMUTERS:** Out of 393 respondents, 41 reported that they are bike commuters (about 10%).

**8) COMMUTERS AND TRANSPORTATION ACCESS:** There was a significant difference between recreaters (65.8% reporting increased activity levels) and commuters (90% reporting increased activity levels) in terms of the degree to which the bridge path increased activity levels.

**9) COMMUTERS AND RACE AND GENDER:** There was no significant difference between commuters and recreaters in terms of race

There was a significant differences between the number of commuters versus recreaters in terms of gender. 18% of the male users are commuters while only 7% of the female users are commuters.

**10) WHY COMMUTE?** Commuters rated the importance of several reasons for commuting by bike or foot rather than by car. Rankings are based on a scale of 1-5 (with 1 = not very important, 5 = very important). The median for each ranking is given below:

To Save Time = 1  
To Fit Exercise Into Routine = 5  
For Scenery = 5  
For the Chance to be Outside = 5  
To Save on Gas and Expenses = 4  
To Avoid Parking Hassles and/or Costs = 4  
To Contribute to Less Resource Depletion = 5  
For Social Aspects = 2  
Time to Reflect and Daydream = 5

**11) WHAT DO PEOPLE WANT FROM A BRIDGE PATH?** All users rated the following bridge path qualities in terms of importance. Rankings are based on a scale of 1-5 (with 1 = not very important, 5 = very important). The median for each ranking is given below:

Safety = 5  
Lighting = 5  
Terrain Paved = 4  
Terrain Flat = 2  
Terrain Hilly = 3  
Maintenance = 5  
Scenery = 5  
Parking = 5  
Access On an Off = 5  
Convenient Location = 5  
Social Atmosphere = 3  
Restrooms and H2O = 4  
Adequate Space = 5

**12) CURRENT CONDITION OF THE BRIDGE?** All users rated the existing bridge path in terms of the following qualities. Rankings are based on a scale of 1-5 (with 1 = not very important, 5 = very important). The median for each ranking is given below:

Safety = 5  
Lighting = 5  
Condition of Terrain = 5  
Maintenance = 5  
Scenery = 5  
Parking = 4  
Access On an Off = 5  
Convenient Location = 5  
Social Atmosphere = 4  
Restrooms and H2O = 2  
Adequate Space = 3

Note that while Restrooms/H2O and Adequate Space are rated high in terms of what users desire, they are rated lower in terms of what the bridge actually delivers. Otherwise, the bridge received very high marks from users.

*SOURCE: Berkeley-Charleston-Dorchester Council of Governments*