2017 North Texas Regional Bicycle Opinion Survey

Sustainable Development Program
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Public Meetings

North Central Texas Council of Governments

April, 2018
Metropolitan Planning Area (MPA)
209 cities
13 cities larger than 100,000 pop.

MPA Population
2017 Estimate = 7.2 million
2045 Forecast = 11.2 million
Regional Veloweb

- **Existing**: 455 Miles
- **Funded**: 142 Miles
- **Planned**: 1,284 Miles
- **Total**: 1,881 Miles

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.
Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
On-Street Bikeway Network

- Existing: 454 Miles
- Funded: 85 Miles
- Planned: 1,919 Miles
- Total: 2,458 Miles

On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycyle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network

- **Existing/Funded**: 1,499 Miles
- **Planned**: 5,792 Miles
- **Total**: 7,291 Miles

The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.

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North Central Texas Council of Governments

MPO for the Dallas-Fort Worth Region

Metropolitan Planning Area (MPA)
12 Counties = 9,441 sq. mi.

Urban Counties: Collin, Dallas, Denton, Rockwall and Tarrant
Rural Counties: Ellis, Hood, Hunt, Johnson, Kaufman, Parker, and Wise
Bicycle Opinion Survey Background

- Statistically Valid Survey Conducted by Telephone During the Month of May, 2017
- 95% Confidence Interval
- Conducted in English and Spanish
- Survey Area: 12-County MPA Region (also includes county-level results)
- A Total of 1,909 Interviews Conducted with Respondents Over the Age of 18
- 693 (36%) Reported They Had Bicycled in the Last 12 Months and 1,216 Reported They Had Not
Bicycle Opinion Survey Background

Questions Captured the General Public’s View on Bicycling, Includes:

- Frequency of Bicycling
- Access to Bicycling Facilities
- Perceived Barriers to Bicycling
- Level of Comfort
- Helmet Use
Bicycle Opinion Survey Background

Various Questions summarized by:

- County, Gender, Age, Ethnicity, and Income
- Proximity of the Respondent’s Residence to Existing Trails and On-Street Bikeways

Slides are noted if all respondents or bicyclists only answered the question.
Planning / Designing for All Ages & Abilities
(Ages 8 to 80)
Four Types of Cyclists*
Within North Texas Region

NCTCOG
12 Co. Region

Urban Counties
Rural Counties

Collin County
Dallas County
Denton County
Rockwall County
Tarrant County

Strong & Fearless
Will ride a bicycle regardless of the roadway conditions. Riding is a strong part of their identity.

Enthused & Confident
Somewhat comfortable sharing the road with vehicle traffic. Prefers dedicated bike facilities.

Interested But Concerned
Like riding a bicycling, and would ride more if they felt safer on the roadways.

No Way No How
Not comfortable, not interested, or not physically able to ride a bicycle.

* Determined in large part by comfort of cycling on different types of facilities.
Frequency of Bicycling
In the past 12 months ...

36% Of ALL Respondents Bicycled at Least Once

Percent of bicyclists who rode at least once during the season.

- **Mar, Apr, May**: 95%
- **Jun, Jul, Aug**: 84%
- **Sep, Oct, Nov**: 85%
- **Dec, Jan, Feb**: 47%
Frequency of Bicycling
I would like to travel more by bike more than I do now.

55% Would like to bicycle more

- Strongly Agree, 30%
- Somewhat Agree, 25%
- Somewhat Disagree, 14%
- Strongly Disagree, 31%

ALL Respondents
Obstacles to Bicycling More Often

Do any of the following prevent you from riding a bike more often than you currently do?

<table>
<thead>
<tr>
<th>Obstacle</th>
<th>Percent of Respondents</th>
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</thead>
<tbody>
<tr>
<td>Weather is too hot</td>
<td>64%</td>
</tr>
<tr>
<td>Lack of secure bike parking</td>
<td>54%</td>
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<tr>
<td>Biking lanes, trails, and paths are not connected</td>
<td>53%</td>
</tr>
<tr>
<td>Existing bikeways are in poor condition</td>
<td>49%</td>
</tr>
<tr>
<td>No showers or place to freshen up at my destination</td>
<td>48%</td>
</tr>
<tr>
<td>Biking lanes, trails, and paths are not available</td>
<td>48%</td>
</tr>
<tr>
<td>Destinations are too far</td>
<td>37%</td>
</tr>
<tr>
<td>I don’t own a bike</td>
<td>37%</td>
</tr>
<tr>
<td>It doesn’t fit my lifestyle</td>
<td>37%</td>
</tr>
<tr>
<td>It takes too long</td>
<td>35%</td>
</tr>
<tr>
<td>I do not feel safe</td>
<td>34%</td>
</tr>
<tr>
<td>Weather is too cold</td>
<td>27%</td>
</tr>
<tr>
<td>Existing bikeways are in poor condition</td>
<td>24%</td>
</tr>
<tr>
<td>I am not physically able</td>
<td>23%</td>
</tr>
<tr>
<td>My bike is not in good working condition</td>
<td>20%</td>
</tr>
</tbody>
</table>

Percent of all respondents indicating each is a barrier.

Lack of bicycle facilities are among the top barriers to bicycling more.
Proximity and Availability of Bicycle Facilities
Proximity to a Bicycle Facility Influences Bicycle Use

34% Who Lived MORE THAN Half-Mile of a Trail or Bikeway
Bicyced in the past 12 months

45% Who Lived LESS THAN Half-Mile of a Trail or Bikeway
Bicyced in the past 12 months
Availability of Bicycle Facilities

Do you think there are too many, about the right amount, or too few in your community?

Percent of ALL Respondents rating as “TOO FEW”

- BICYCLE PARKING: 75%
- DEDICATED ON-STREET BIKE LANES: 73%
- BICYCLE-FRIENDLY STREETS: 63%
- OFF-STREET BICYCLE PATHS AND TRAILS: 62%
Importance of Improving Bicycle Access

How important, if at all, do you feel it is for your community to do each of the following?

Percent of ALL respondents rating as “ESSENTIAL” or “VERY IMPORTANT”

- Providing traffic signals or crossing beacons at intersections and crossings to warn drivers of bike and trail users crossing the road: 72%
- Providing bike lanes separated from vehicles so bikes and cars do not have to share the same lane: 70%
- Providing bike trails separated from roadways: 56%
- Lowering traffic speeds on community roadways to improve safety of pedestrians and bicyclists sharing the road: 50%
Level of Comfort
How Comfortable Are you Riding a Bike on the following?

Percent of ALL respondents reporting they would feel “VERY COMFORTABLE” or “SOMEWHAT COMFORTABLE”

A PATH OR TRAIL THAT IS SEPARATED FROM A STREET: 85%

A MAJOR STREET WITH TWO OR THREE TRAFFIC LANES IN EACH DIRECTION, TRAFFIC SPEEDS OF 35 TO 40 MILES PER HOUR, AND NO BIKE LANE: 9%

THE SAME STREET WITH A STRIPED BIKE LANE ADDED: 60%

WHAT IF IT ALSO HAD A WIDE BICYCLE LANE SEPARATED FROM TRAFFIC BY A RAISED CURB: 78%
Key Findings

• About one-third, 36%, of all respondents had bicycled at least once in the past 12 months.

• 55% of all respondents would like to bike more.

• Spring was the most popular time of year for bicycling while winter was the least.

• Hot weather and the lack of bicycle facilities are the top obstacles to bicycling more.

• The closer respondents lived to bicycle facilities the more likely they were to report riding a bicycle.
A majority of respondents indicated there are “too few” bicycle facilities in their communities.

They also considered improvements to increase bicycle access to be “essential” or “very important” for their community.

The type of bike facility design, location, and traffic volumes were significant influences on respondents’ level of comfort bicycling.
2017 NCTCOG
Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website: nctcog.org/bikesurvey

- Key Findings
- Executive Summary
- Final Report
- Presentation Slides and Graphics