2017 North Texas Regional Bicycle Opinion Survey

Sustainable Development Program
Kevin Kokes, AICP

Public Meetings
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
North Central Texas Council of Governments

MPO for the Dallas-Fort Worth Region

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
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 bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle 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.

June 2018
Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network

- **Existing/Funded**: 1,498 Miles
- **Planned**: 5,799 Miles
- **Total**: 7,297 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.

On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle 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 are included on various roadways linking rural communities outside of the urbanized area.

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
Bicycle Opinion Survey Background
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.
### 2017 Bicycle Opinion Survey Respondent Demographics

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Weighted Data</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sex</strong></td>
<td></td>
</tr>
<tr>
<td>Females 18+ years of age</td>
<td>50.8%</td>
</tr>
<tr>
<td>Males 18+ years of age</td>
<td>49.2%</td>
</tr>
<tr>
<td><strong>Age</strong></td>
<td></td>
</tr>
<tr>
<td>18-34 years of age</td>
<td>31.8%</td>
</tr>
<tr>
<td>35-54 years of age</td>
<td>39.7%</td>
</tr>
<tr>
<td>55+ years of age</td>
<td>28.5%</td>
</tr>
<tr>
<td><strong>Race/Ethnicity</strong></td>
<td></td>
</tr>
<tr>
<td>White alone</td>
<td>53.6%</td>
</tr>
<tr>
<td>Black alone</td>
<td>14.9%</td>
</tr>
<tr>
<td>Other</td>
<td>31.5%</td>
</tr>
<tr>
<td><strong>Annual Household Income</strong></td>
<td></td>
</tr>
<tr>
<td>Under $25,000</td>
<td>13.9%</td>
</tr>
<tr>
<td>$25,000 to $49,999</td>
<td>22.1%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>21.7%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>14.4%</td>
</tr>
<tr>
<td>$100,000+</td>
<td>27.9%</td>
</tr>
</tbody>
</table>

**ALL Respondents**
Planning / Designing for All Ages & Abilities
(Ages 8 to 80)
Four Types of Cyclists*  
Regional Comparison

<table>
<thead>
<tr>
<th>Region</th>
<th>Strong &amp; Fearless</th>
<th>Enthused &amp; Confident</th>
<th>Interested But Concerned</th>
<th>No Way No How</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG 12 Co. Region</td>
<td>2%</td>
<td>36%</td>
<td>48%</td>
<td>2%</td>
</tr>
<tr>
<td>City of Austin, TX</td>
<td>2%</td>
<td>15%</td>
<td>44%</td>
<td>44%</td>
</tr>
<tr>
<td>City of Portland, OR</td>
<td>6%</td>
<td>9%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>National Survey (Metro Areas)</td>
<td>7%</td>
<td>5%</td>
<td>37%</td>
<td>37%</td>
</tr>
</tbody>
</table>

*All Respondents

*Determined in large part by comfort of cycling on different types of facilities.
Four Types of Cyclists*
Within North Texas Region

<table>
<thead>
<tr>
<th>Type</th>
<th>NCTCOG 12 Co. Region</th>
<th>Urban Counties</th>
<th>Rural Counties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strong &amp; Fearless</td>
<td>2%</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Enthused &amp; Confident</td>
<td>14%</td>
<td>10%</td>
<td>17%</td>
</tr>
<tr>
<td>Interested But Concerned</td>
<td>36%</td>
<td>29%</td>
<td>34%</td>
</tr>
<tr>
<td>No Way No How</td>
<td>48%</td>
<td>59%</td>
<td>42%</td>
</tr>
</tbody>
</table>

*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%

North Central Texas Council of Governments
Of Bicyclists who Rode in the Past Month...

- 26% for Fun or Exercise
- 13% to Work, School, or Shopping
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
Frequency of Bicycling
I would like to travel more by bike more than I do now.

<table>
<thead>
<tr>
<th>Category</th>
<th>ALL Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG REGION</td>
<td>55%</td>
</tr>
<tr>
<td>RURAL COUNTIES</td>
<td>48%</td>
</tr>
<tr>
<td>URBAN COUNTIES</td>
<td>56%</td>
</tr>
<tr>
<td>COLLIN COUNTY</td>
<td>54%</td>
</tr>
<tr>
<td>DALLAS COUNTY</td>
<td>60%</td>
</tr>
<tr>
<td>DENTON COUNTY</td>
<td>48%</td>
</tr>
<tr>
<td>ROCKWALL COUNTY</td>
<td>53%</td>
</tr>
<tr>
<td>TARRANT COUNTY</td>
<td>54%</td>
</tr>
<tr>
<td>18-24 YEARS</td>
<td>64%</td>
</tr>
<tr>
<td>25-34 YEARS</td>
<td>61%</td>
</tr>
<tr>
<td>35-44 YEARS</td>
<td>63%</td>
</tr>
<tr>
<td>45-54 YEARS</td>
<td>52%</td>
</tr>
<tr>
<td>55-64 YEARS</td>
<td>50%</td>
</tr>
<tr>
<td>65+ YEARS</td>
<td>35%</td>
</tr>
<tr>
<td>MALE</td>
<td>55%</td>
</tr>
<tr>
<td>FEMALE</td>
<td>55%</td>
</tr>
<tr>
<td>HISPANIC OR LATINO</td>
<td>59%</td>
</tr>
<tr>
<td>AFRICAN AMERICAN / BLACK</td>
<td>50%</td>
</tr>
<tr>
<td>CAUCASIAN / WHITE</td>
<td>54%</td>
</tr>
<tr>
<td>ASIAN</td>
<td>63%</td>
</tr>
<tr>
<td>OTHER</td>
<td>57%</td>
</tr>
<tr>
<td>UNDER $25,000</td>
<td>50%</td>
</tr>
<tr>
<td>$25,000 - $49,999</td>
<td>61%</td>
</tr>
<tr>
<td>$50,000 - $74,999</td>
<td>52%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>60%</td>
</tr>
<tr>
<td>$100,000 OR MORE</td>
<td>54%</td>
</tr>
</tbody>
</table>

Percent of ALL Respondents who agree that they would like to bike more than they currently do.
## 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>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weather is too hot</td>
<td>64%</td>
</tr>
<tr>
<td>Lack of secure bike parking</td>
<td>54%</td>
</tr>
<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>48%</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 to a Bicycle Facility Influences Bicycle Use

45%
Who Lived LESS THAN Half-Mile of a Trail or Bikeway
Bicycled in the past 12 months

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

Half-Mile
Trail or Bikeway
Home

Half-Mile
Trail or Bikeway
Home
Proximity to a Bicycle Facility Influences Bicycle Use

Percent of ALL Respondents Who Rode a Bicycle in Last 12 Months

- Within Half Mile
- NOT within Half Mile

Any Bicycle Facility: 45% (Within) / 34% (NOT)
Trail: 45% (Within) / 35% (NOT)
On-Street Bikeway: 50% (Within) / 36% (NOT)
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%
Availability of Bicycle Facilities

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

Percent Rating the Amount or Availability of the Different Types of Facilities for Bicyclists as “TOO FEW”

**TOO FEW Off-Street Bicycle Paths and Trails**
- 68% Who live MORE THAN ½ -Mile
- 55% Who live LESS THAN ½ Mile from a facility

**TOO FEW On-Street Dedicated Bike Lanes**
- 77% Who live MORE THAN ½ -Mile
- 67% Who live LESS THAN ½ Mile from a facility

**TOO FEW Bicycle Friendly Streets**
- 69% Who live MORE THAN ½ -Mile
- 54% Who live LESS THAN ½ Mile from a facility

ALL Respondents
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 and Helmet Use
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%
Of the bicyclists who rode in the past year...

- **Always or almost always**: 42.8%
- **About 75% of the time**: 42.3%
- **About half of the time**: 5.5%
- **About 25% of the time**: 7.5%
- **Never**: 2.0%
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.

• In the past month, 13% of all respondents bicycled for transportation and 26% bicycled for recreation.

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

• The closer respondents lived to bicycle facilities the more likely they were to report riding a bicycle.
Key Findings Continued

• A majority of respondents indicated that 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.

• About 58% of bicycle riders said they wear a helmet at least some of the time, but usage varies by age of rider.
2017 NCTCOG
Regional Bicycle Opinion Survey Results

Bicycle Opinion Survey Website: nctcog.org/bikesurvey

- Key Findings
- Executive Summary
- Final Report
- Presentation Slides and Graphics
North Central Texas Council of Governments

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