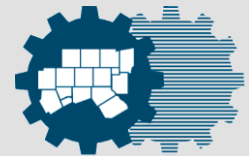


# 2017 North Texas Regional Bicycle Opinion Survey

Sustainable Development Program

Kevin Kokes, AICP



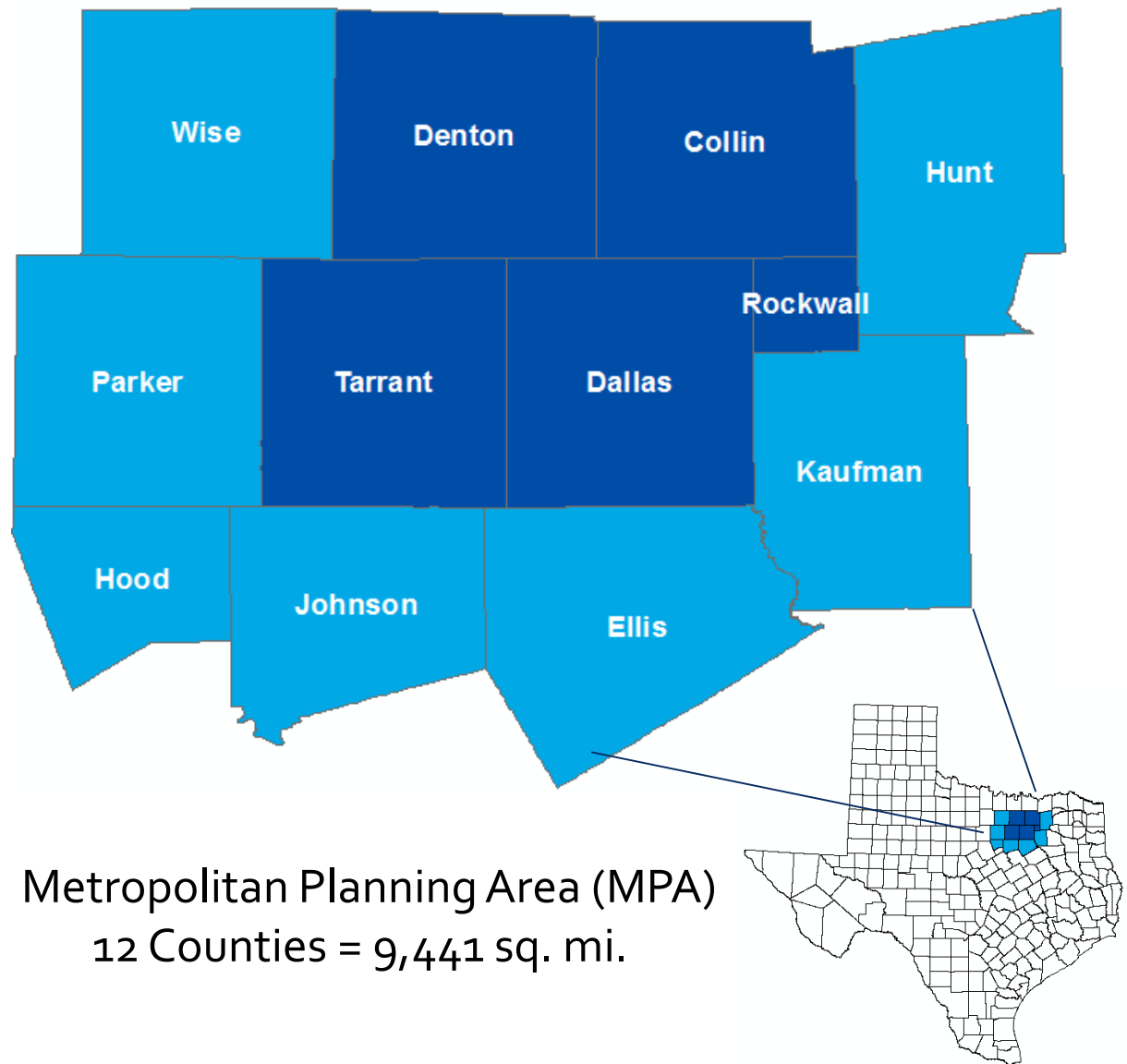
North Central Texas  
Council of Governments

Public Meetings

April, 2018

# North Central Texas Council of Governments

## MPO for the Dallas-Fort Worth Region



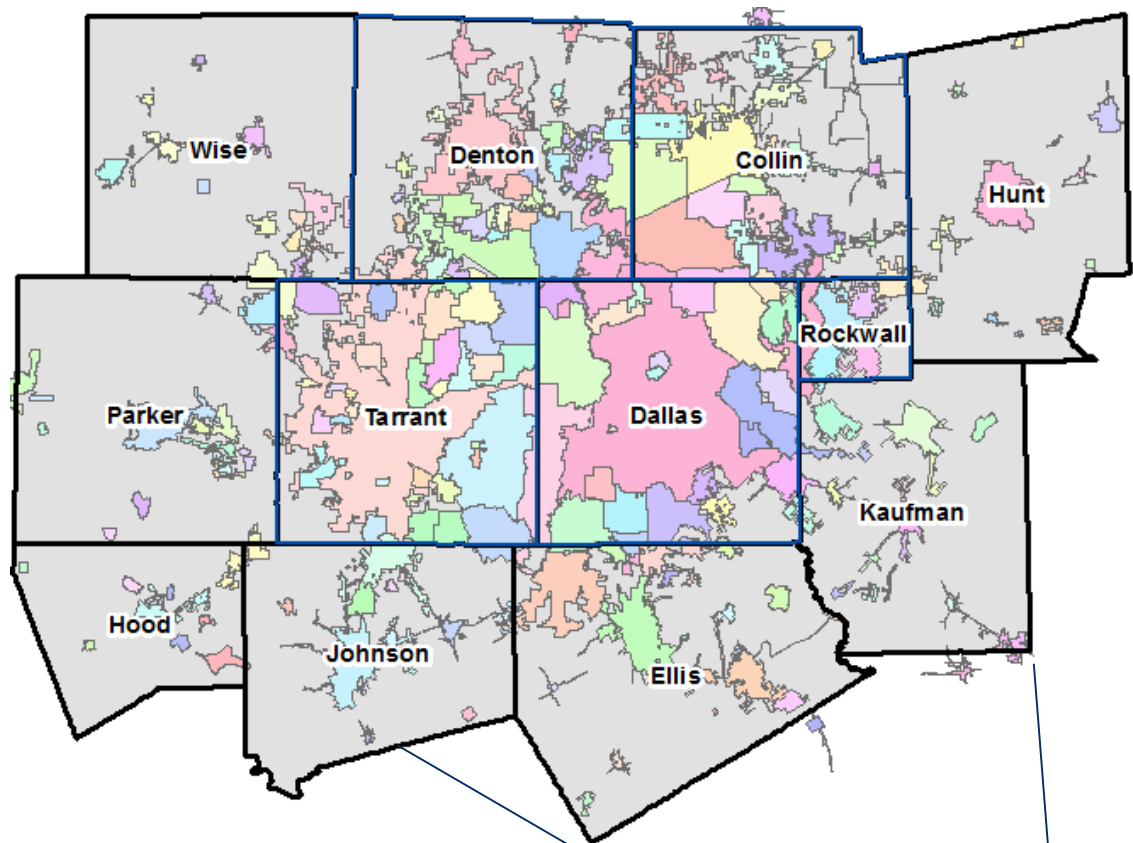
Metropolitan Planning Area (MPA)  
12 Counties = 9,441 sq. mi.

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)

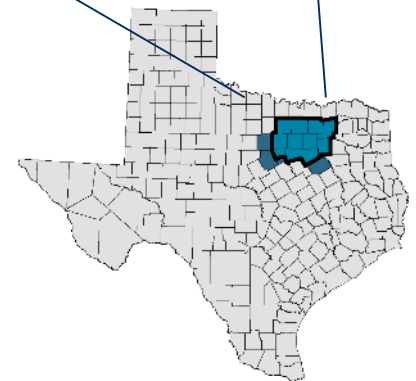
209 cities

13 cities larger than 100,000 pop.

### MPA Population

2017 Estimate = 7.2 million

2045 Forecast = **11.2 million**

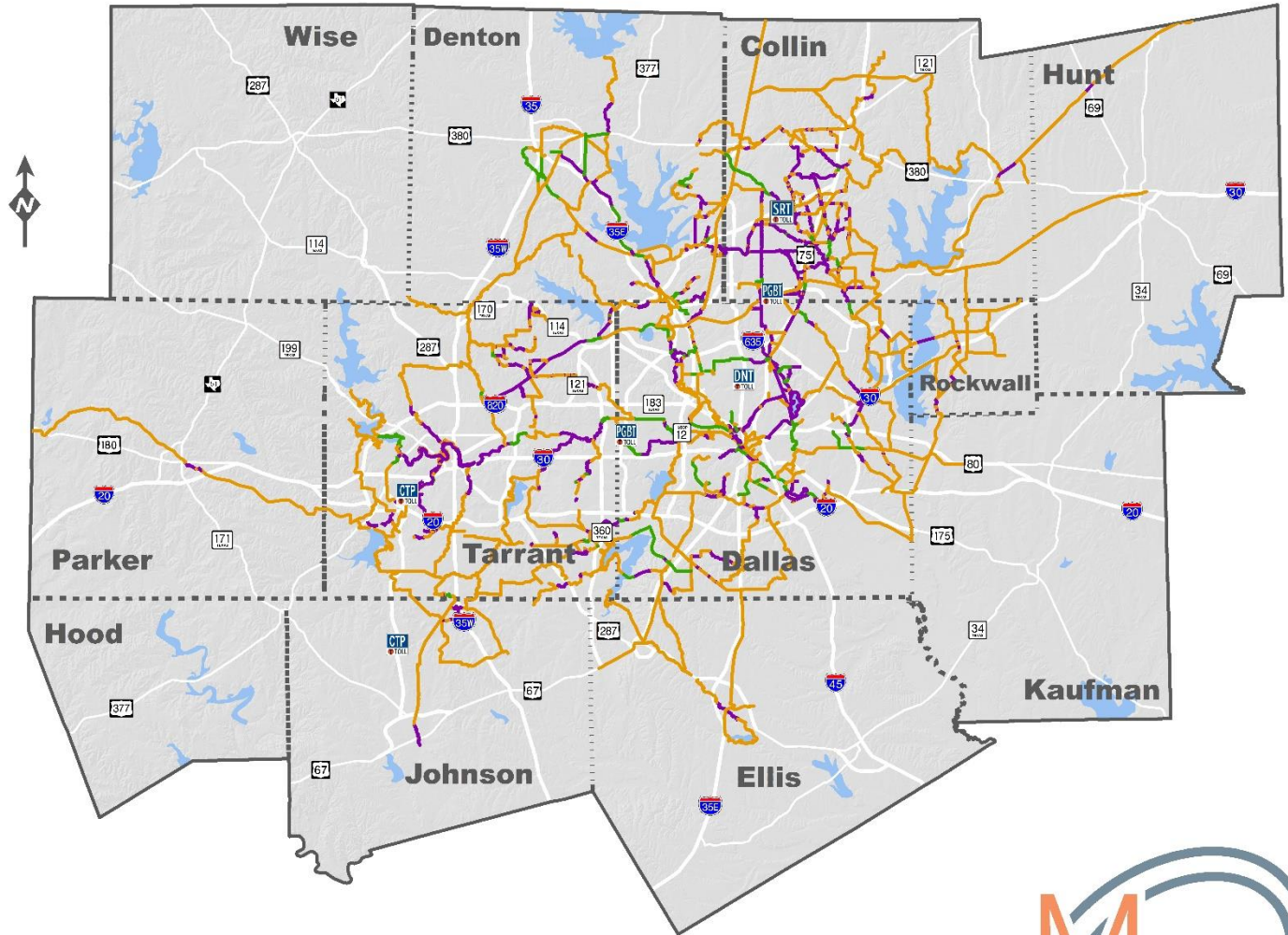


# Regional Veloweb

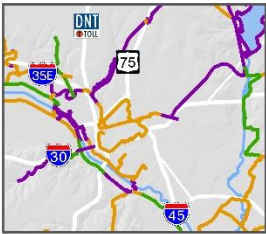
## Facility Status

- Existing 456 Miles
- Funded 140 Miles
- Planned 1,288 Miles

Total 1,884 Miles



Dallas CBD



Fort Worth CBD

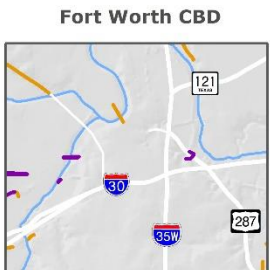
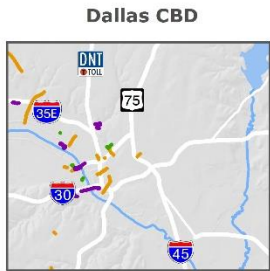
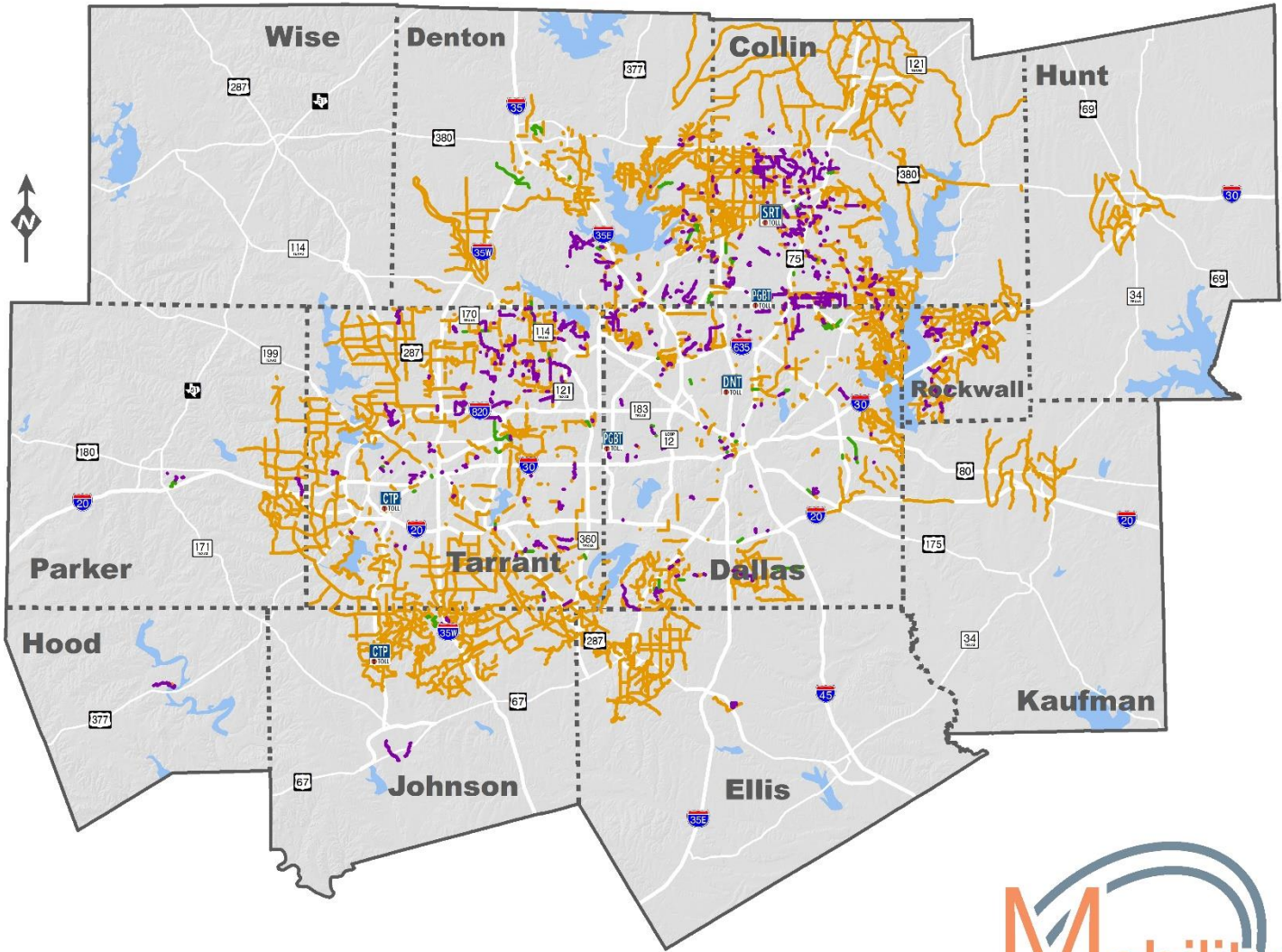


Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.



# Community Shared-Use Paths

- Existing 318 Miles
- Funded 57 Miles
- Planned 2,584 Miles
- Total 2,959 Miles



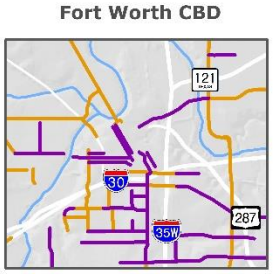
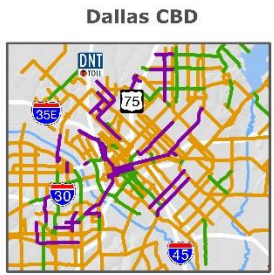
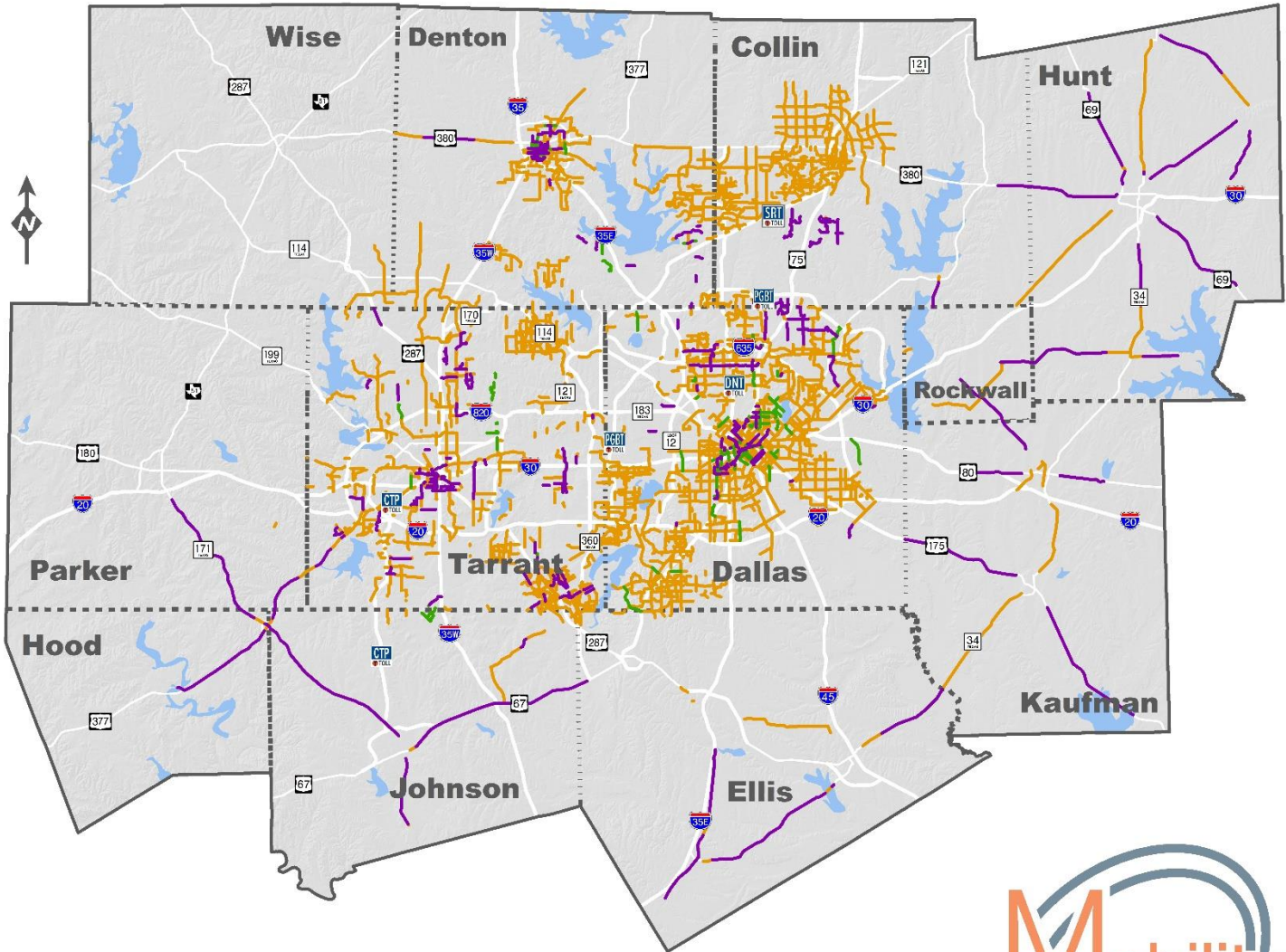
Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.

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



# On-Street Bikeway Network

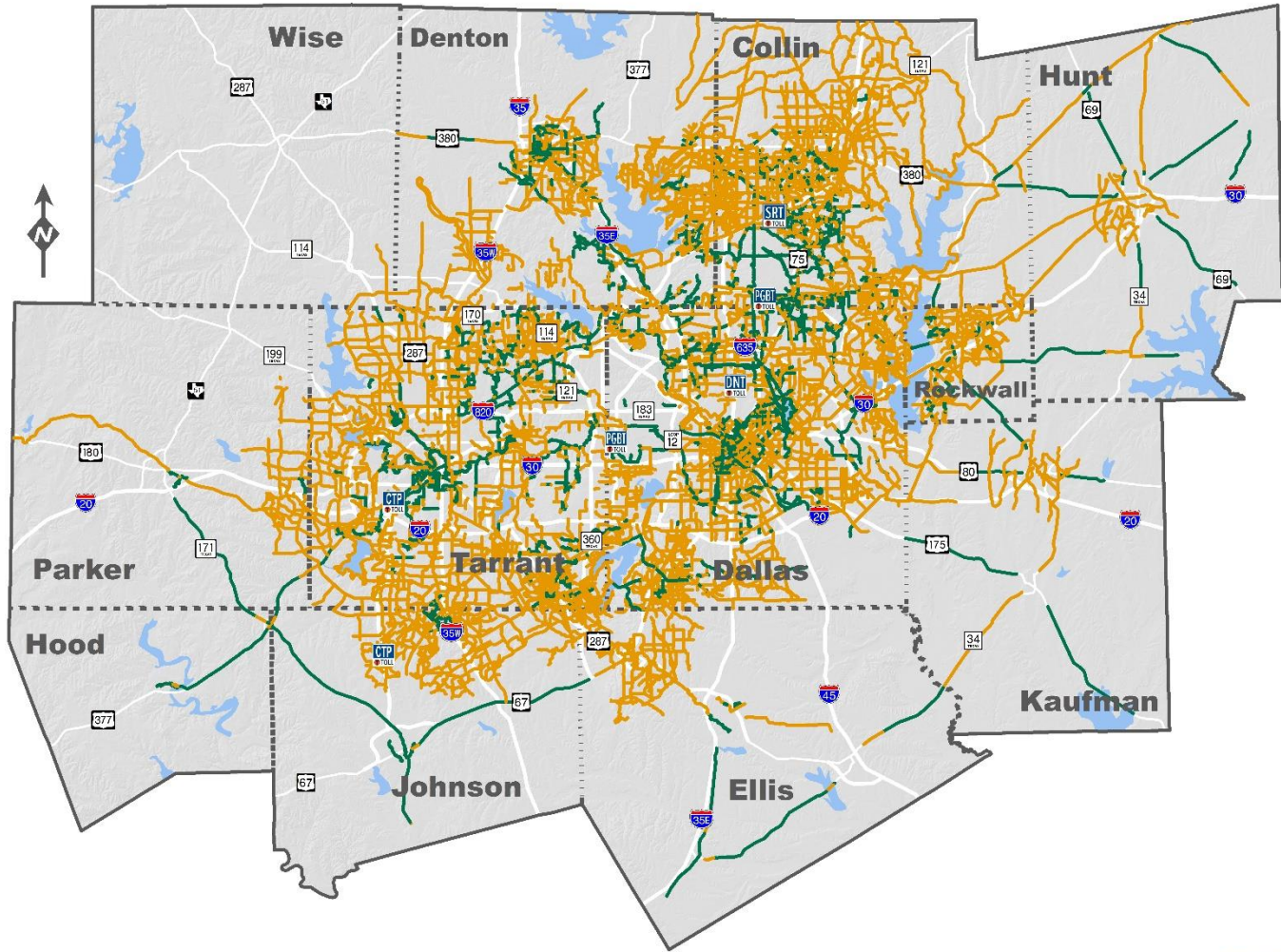
- Existing 454 Miles
- Funded 85 Miles
- Planned 1,919 Miles
- Total 2,458 Miles**



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

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

— Existing/Funded\*  
 1,498 Miles  
— Planned\*  
 5,799 Miles  
 Total 7,297 Miles



Dallas CBD



Fort Worth CBD



North Central Texas  
Council of Governments

\*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



# 2017 Bicycle Opinion Survey Respondent Demographics

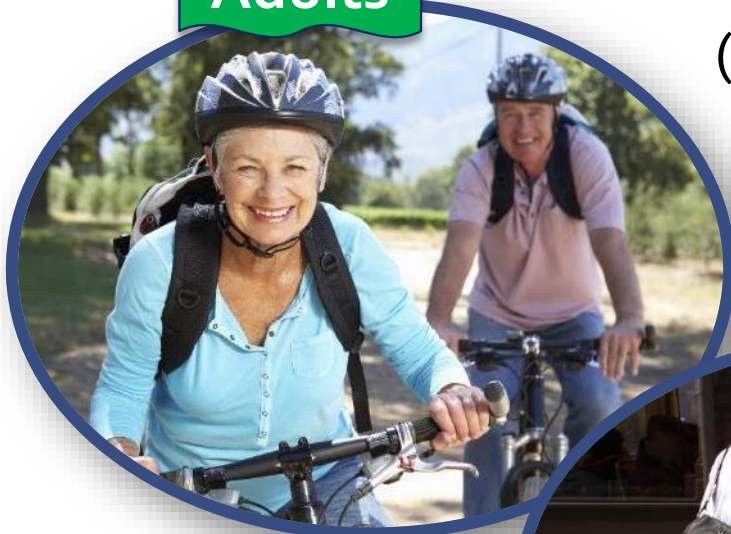
Characteristic	Weighted Data
<u>Sex</u>	
Females 18+ years of age	50.8%
Males 18+ years of age	49.2%
<u>Age</u>	
18-34 years of age	31.8%
35-54 years of age	39.7%
55+ years of age	28.5%
<u>Race/Ethnicity</u>	
White alone	53.6%
Black alone	14.9%
Other	31.5%
<u>Annual Household Income</u>	
Under \$25,000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



# Planning / Designing for All Ages & Abilities

Adults

(Ages 8 to 80)



Commute



Errands

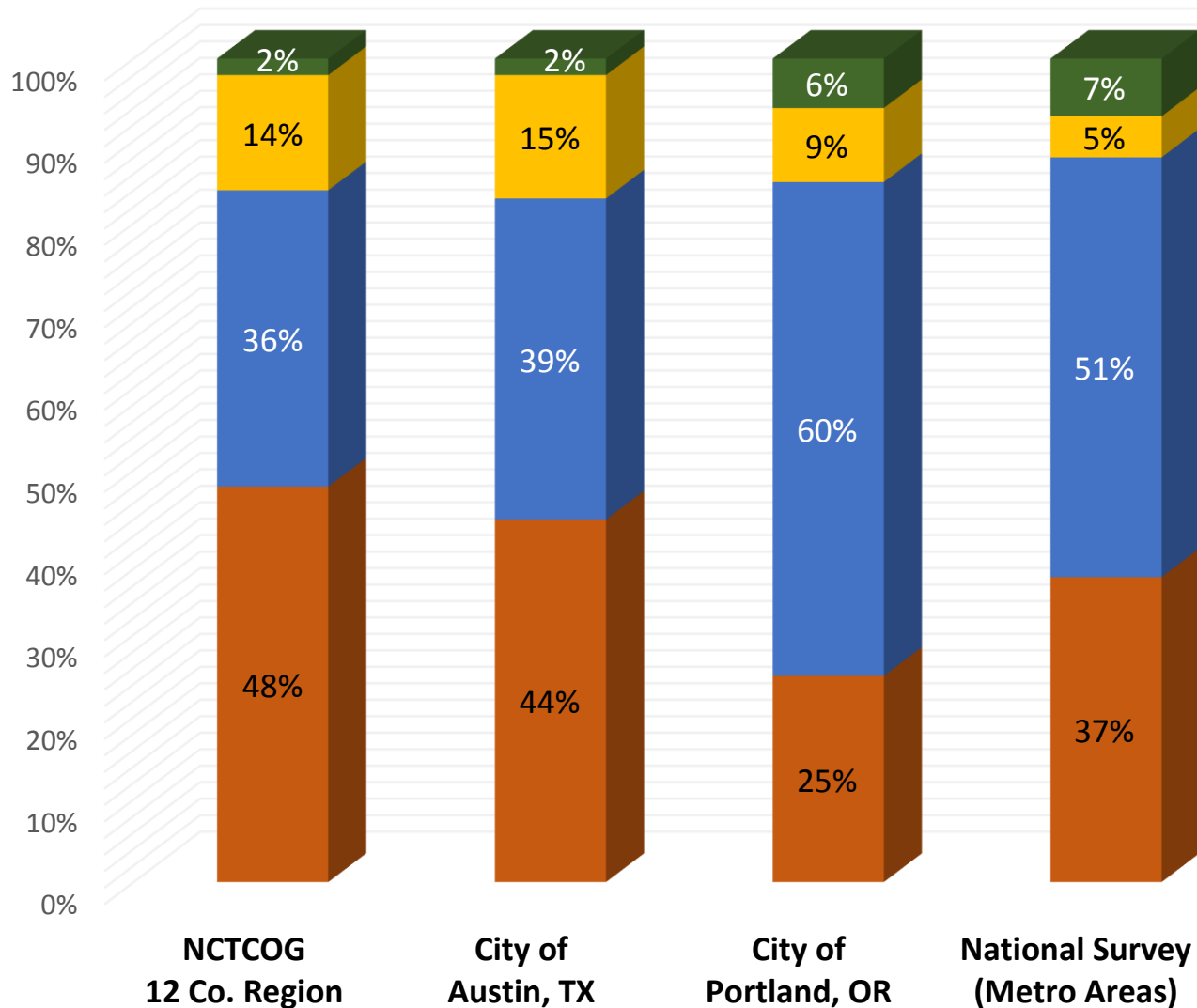
Children





Recreation


# Four Types of Cyclists\*


## Regional Comparison



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

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

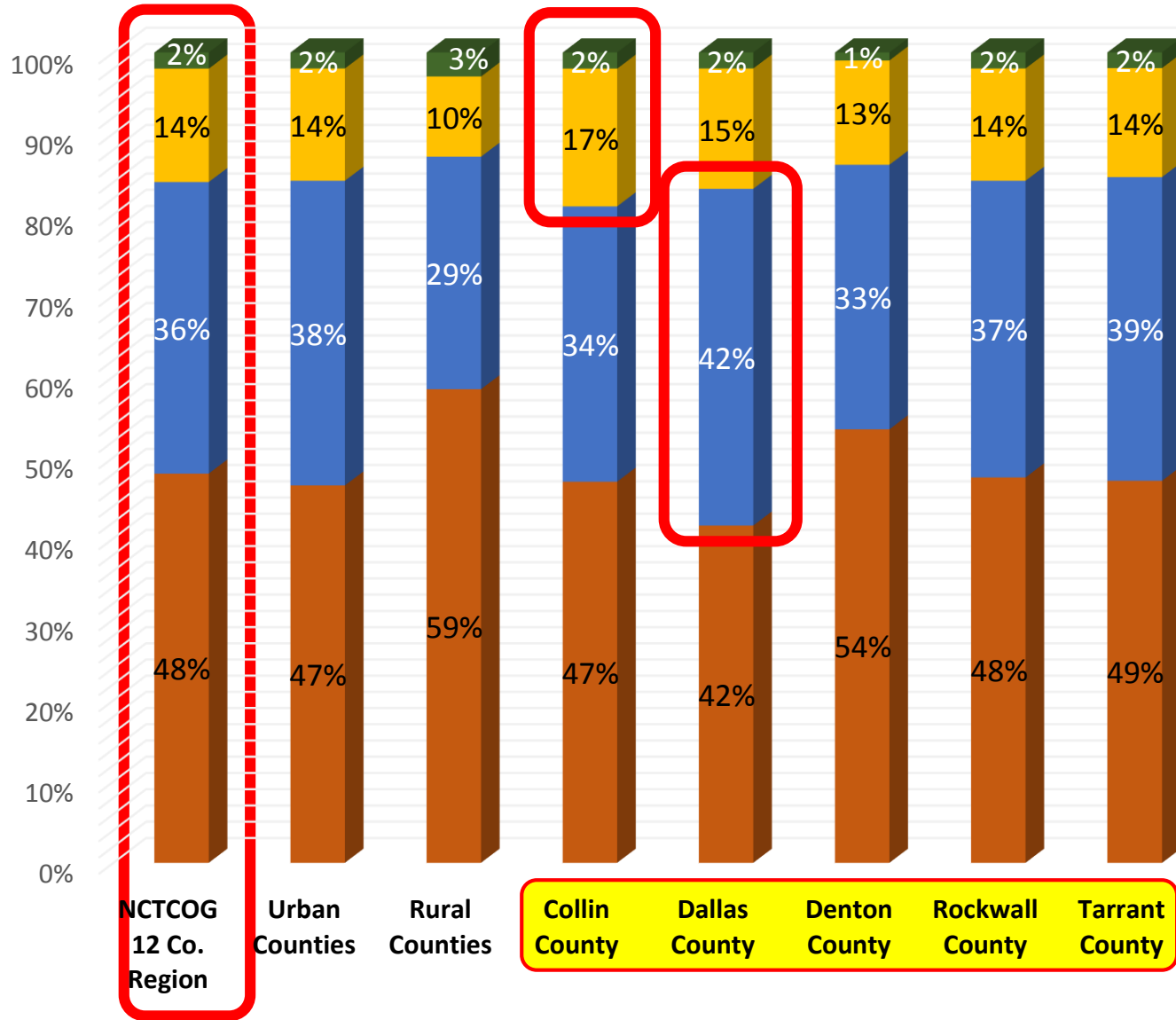
**Interested But Concerned**   
 Like riding a bicycling, and would ride more if they felt safer on the roadways.

**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.

# Four Types of Cyclists\*

Within North Texas Region



**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.



Collin County    Dallas County    Denton County    Rockwall County    Tarrant County

\*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.

95%



Mar, Apr, May



Bicyclists

84%



Jun, Jul, Aug



Bicyclists

85%



Sep, Oct, Nov



Bicyclists

47%



Dec, Jan, Feb



Bicyclists



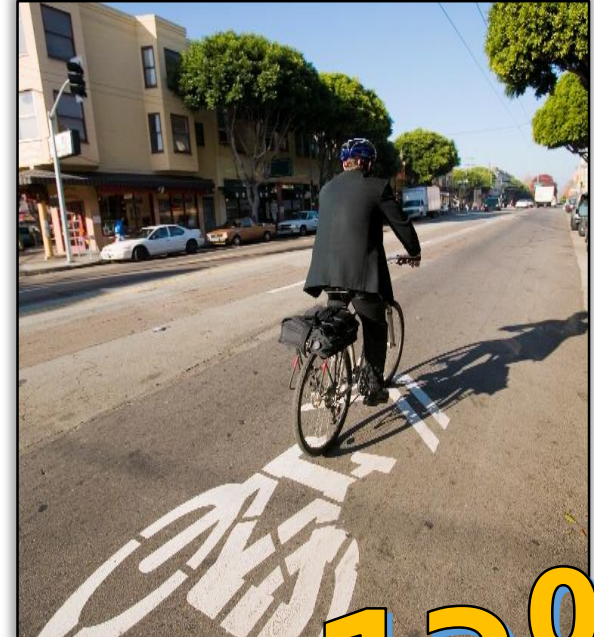
# Of Bicyclists who Rode in the Past Month...

 for Fun or Exercise



26%

 to Work, School, or Shopping

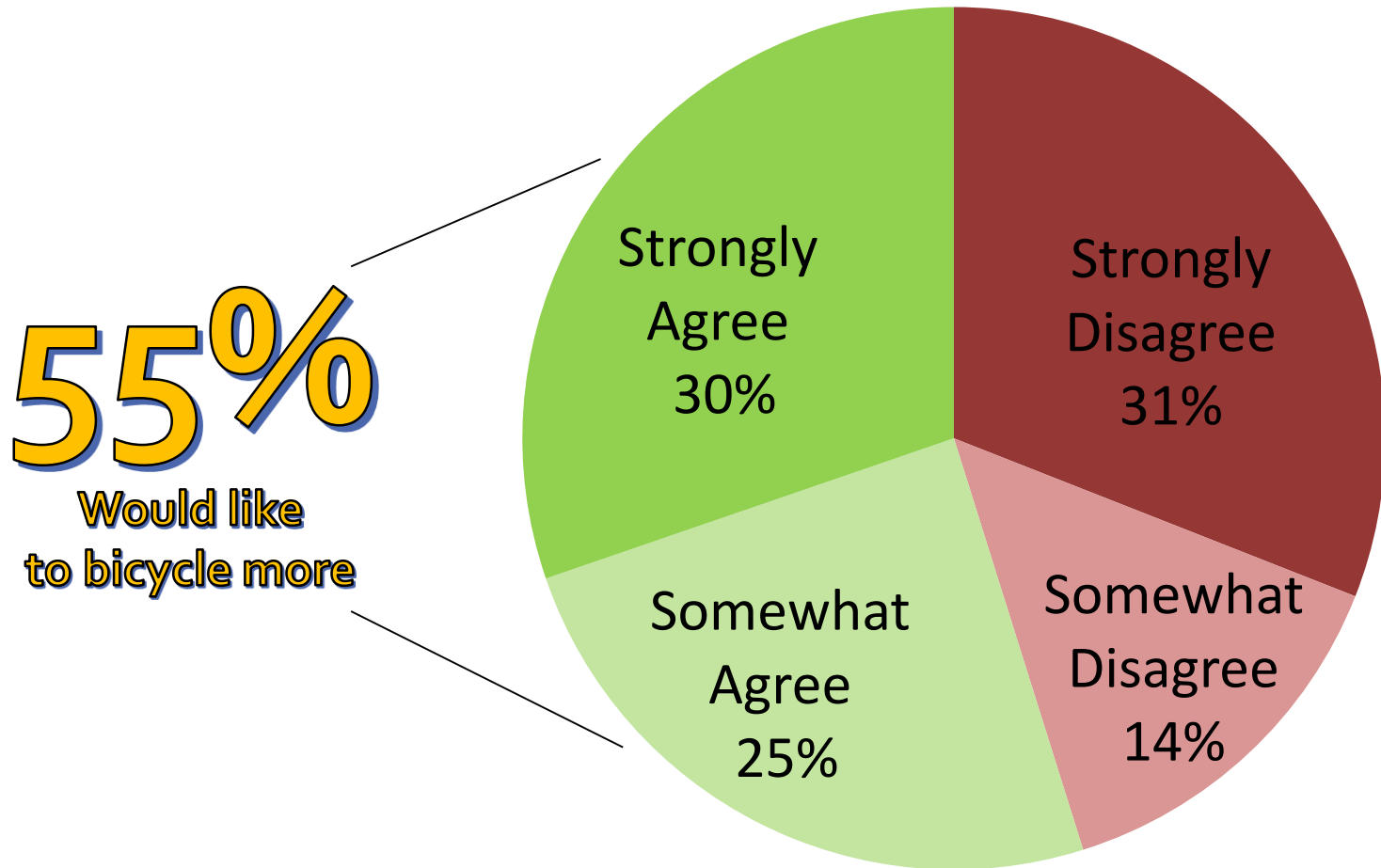


13%



# Frequency of Bicycling

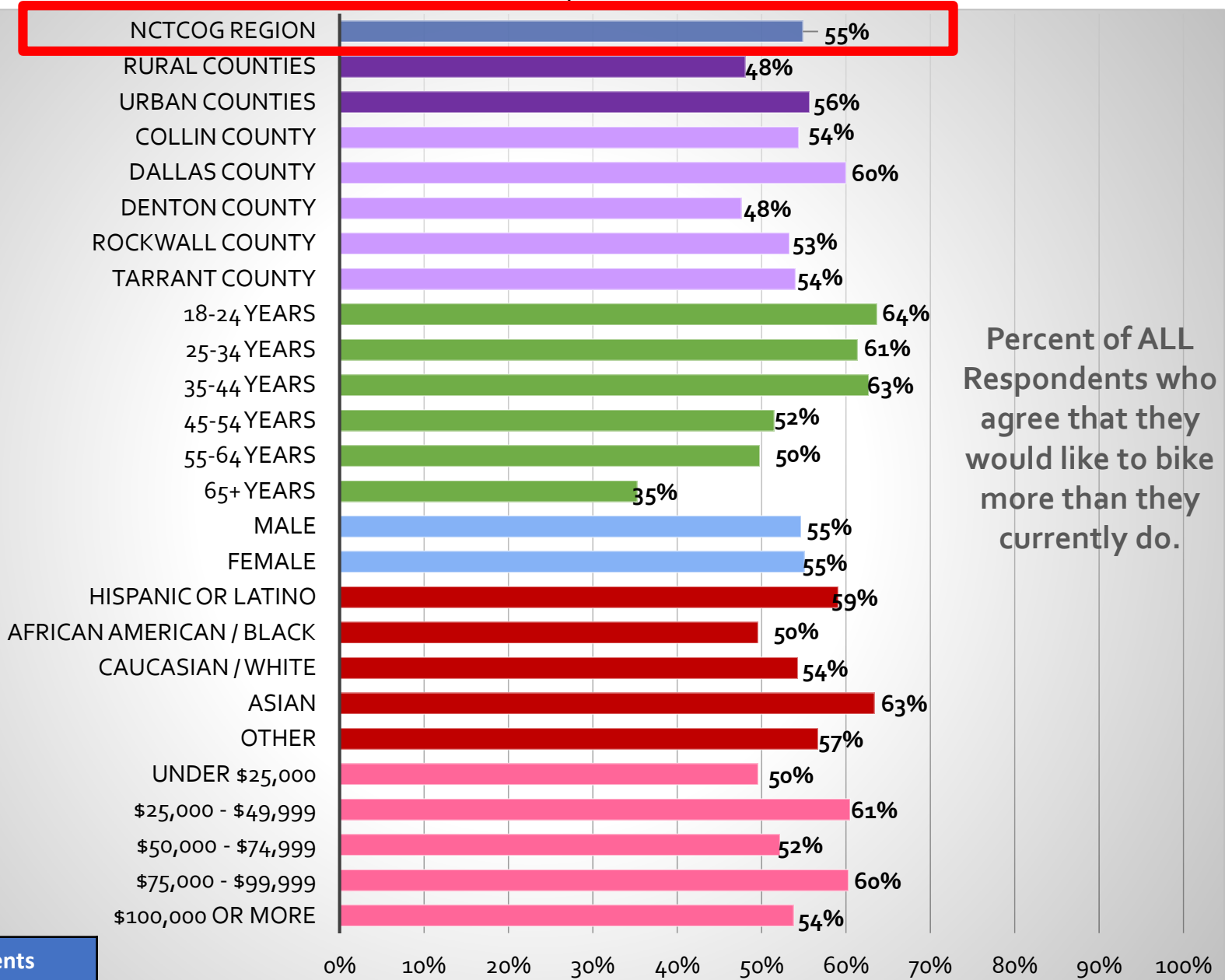
I would like to travel more by bike more than I do now.



**55%**  
Would like  
to bicycle more

# Frequency of Bicycling

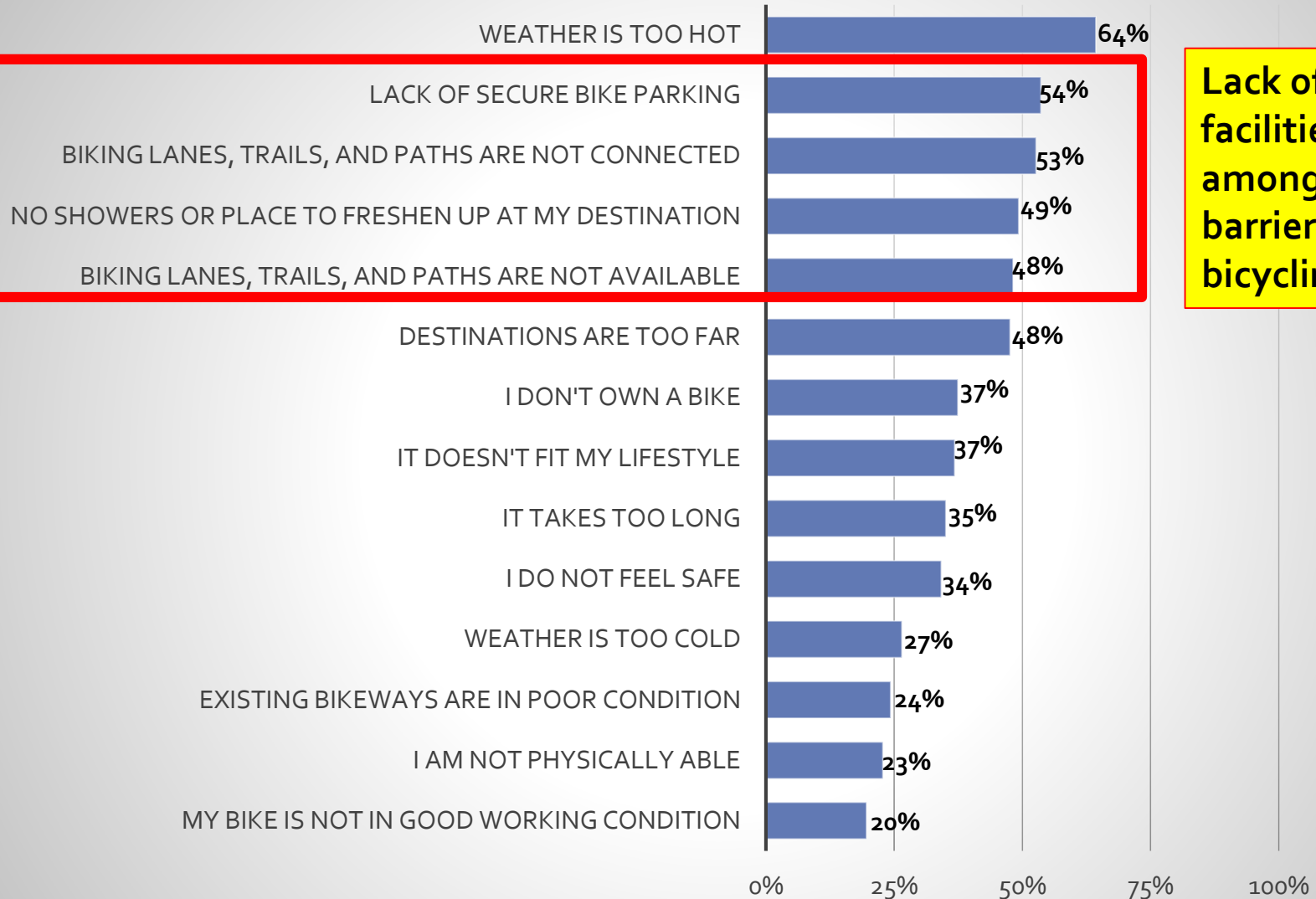
I would like to travel more by bike more than I do now.



ALL Respondents

# Obstacles to Bicycling More Often

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



**Lack of bicycle facilities are among the top barriers to bicycling more.**

Percent of all respondents indicating each is a barrier.

ALL Respondents

# Proximity and Availability of Bicycle Facilities

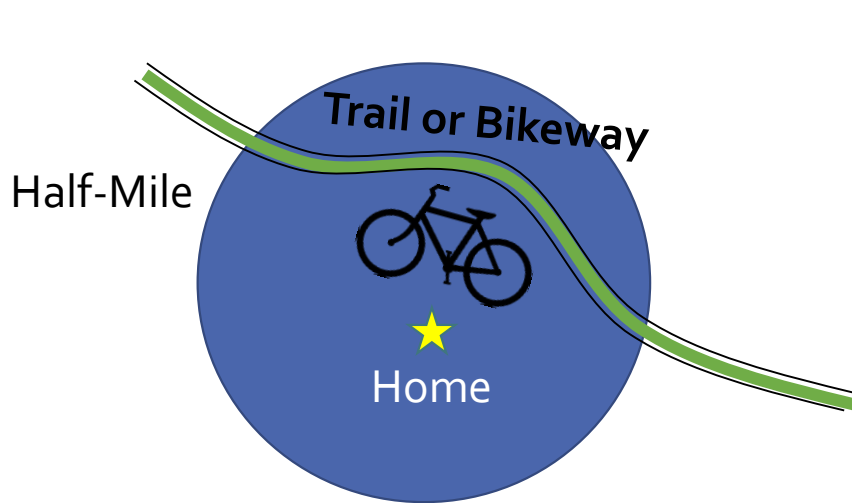


# Proximity to a Bicycle Facility Influences Bicycle Use

45%

Who Lived **LESS THAN**  
Half-Mile of a Trail or Bikeway

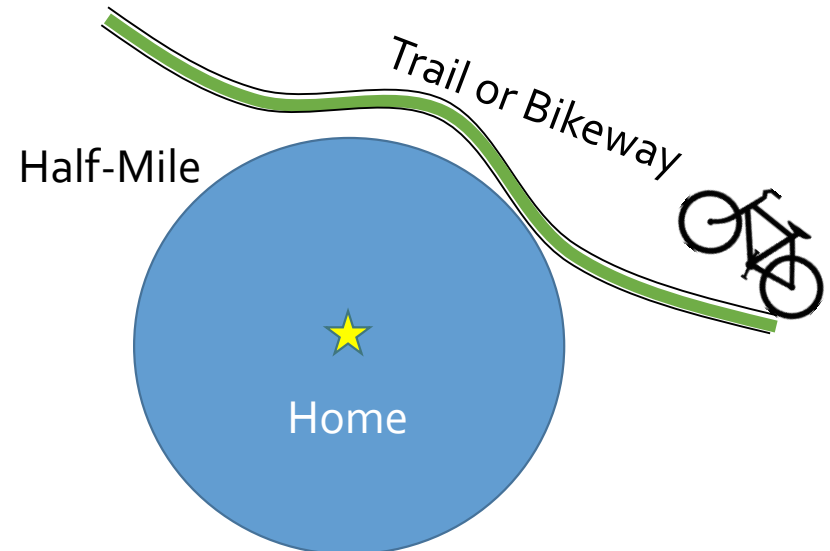
**Bicycled in the  
past 12 months**



34%

Who Lived **MORE THAN**  
Half-Mile of a Trail or Bikeway

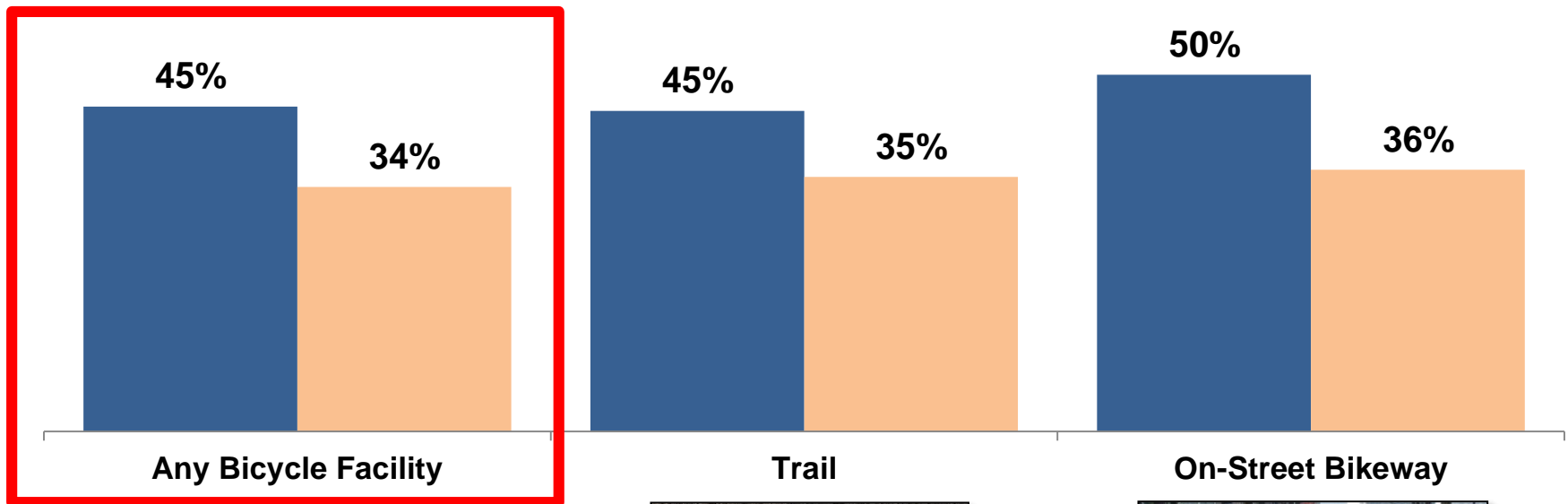
**Bicycled in the  
past 12 months**



# 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

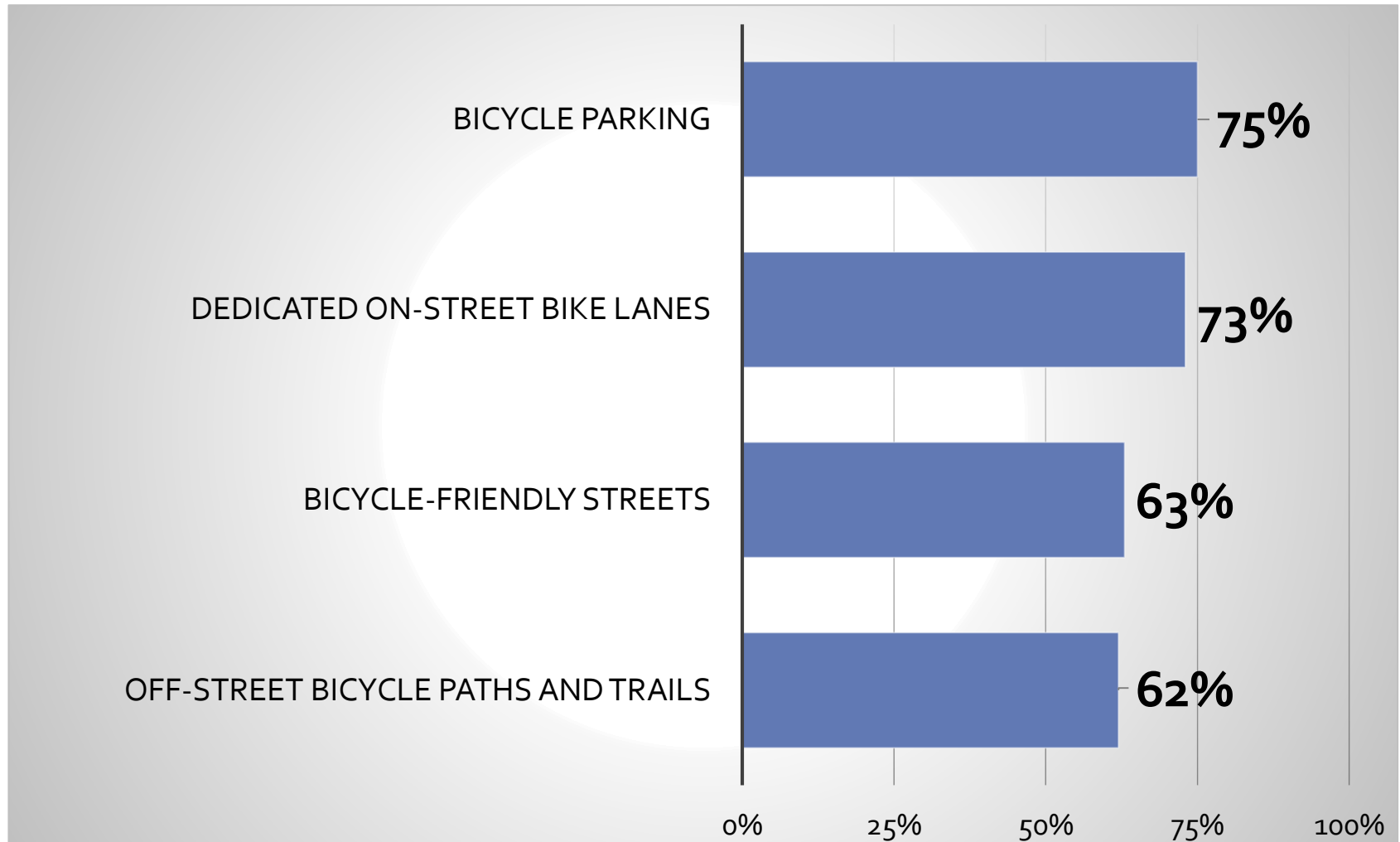




# Availability of Bicycle Facilities

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"



ALL Respondents

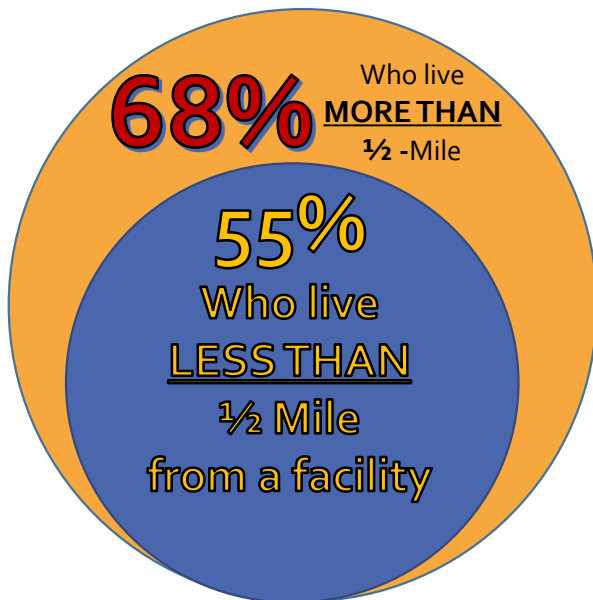
# Availability of Bicycle Facilities

By Proximity

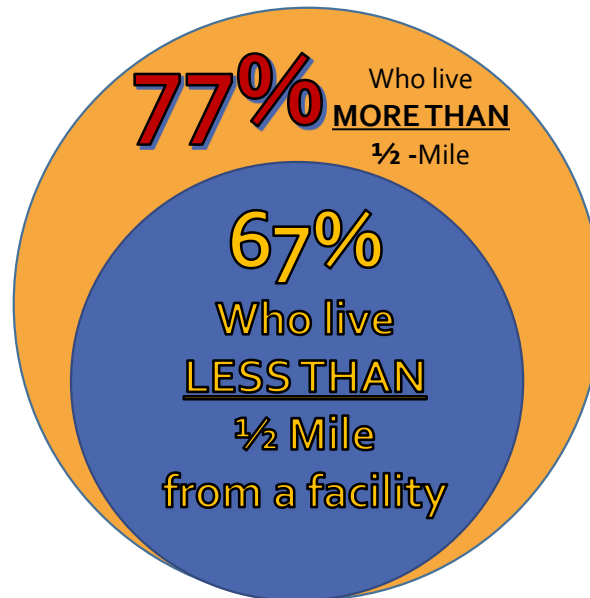
Do you think there are too many, about the right amount, or too few in your community?

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

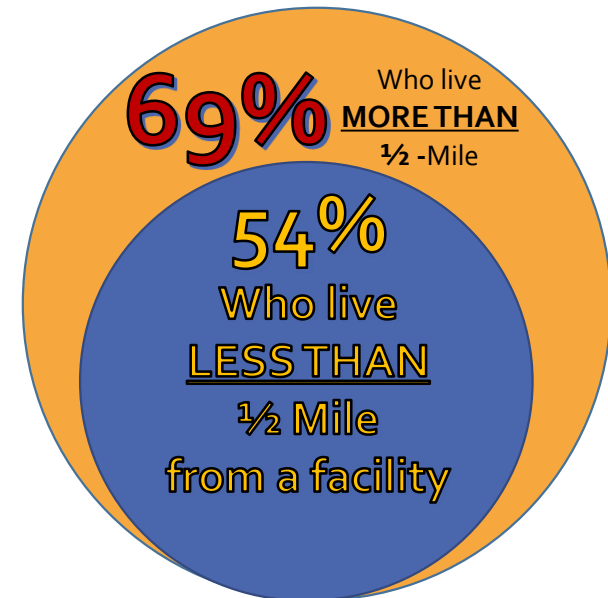
TOO FEW  
Off-Street  
Bicycle Paths and Trails



TOO FEW  
On-Street  
Dedicated Bike Lanes



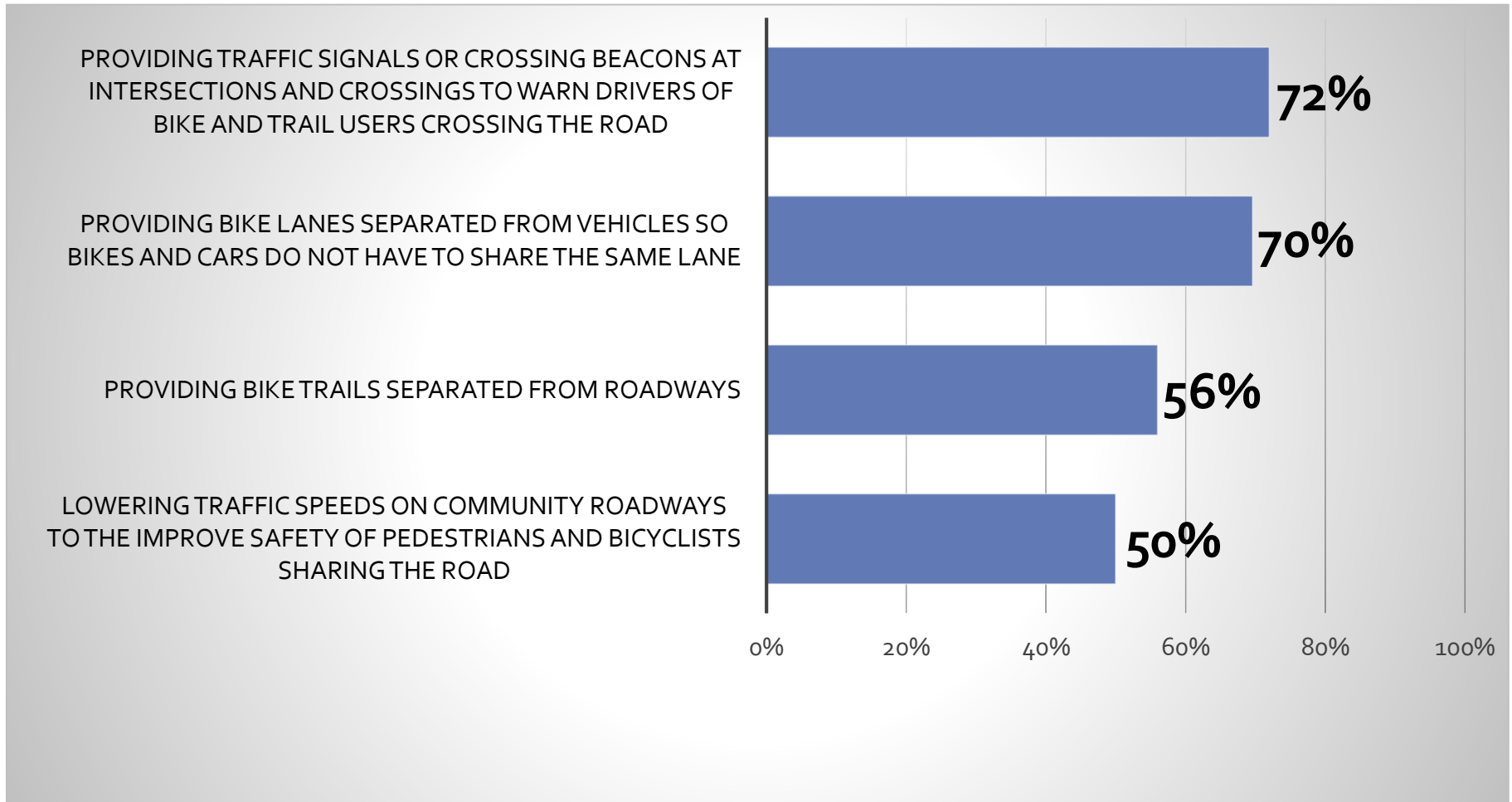
TOO FEW  
Bicycle  
Friendly Streets



# 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"



# 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

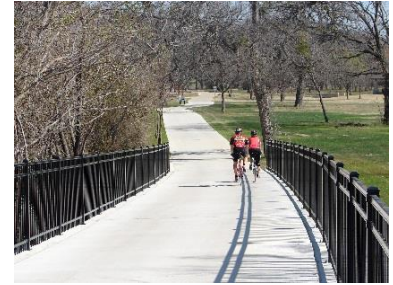
60%

WHAT IF IT ALSO HAD A WIDE BICYCLE LANE  
SEPARATED FROM TRAFFIC BY A RAISED  
CURB

78%

ALL Respondents

0% 25% 50% 75% 100%



# Frequency of Wearing A Helmet

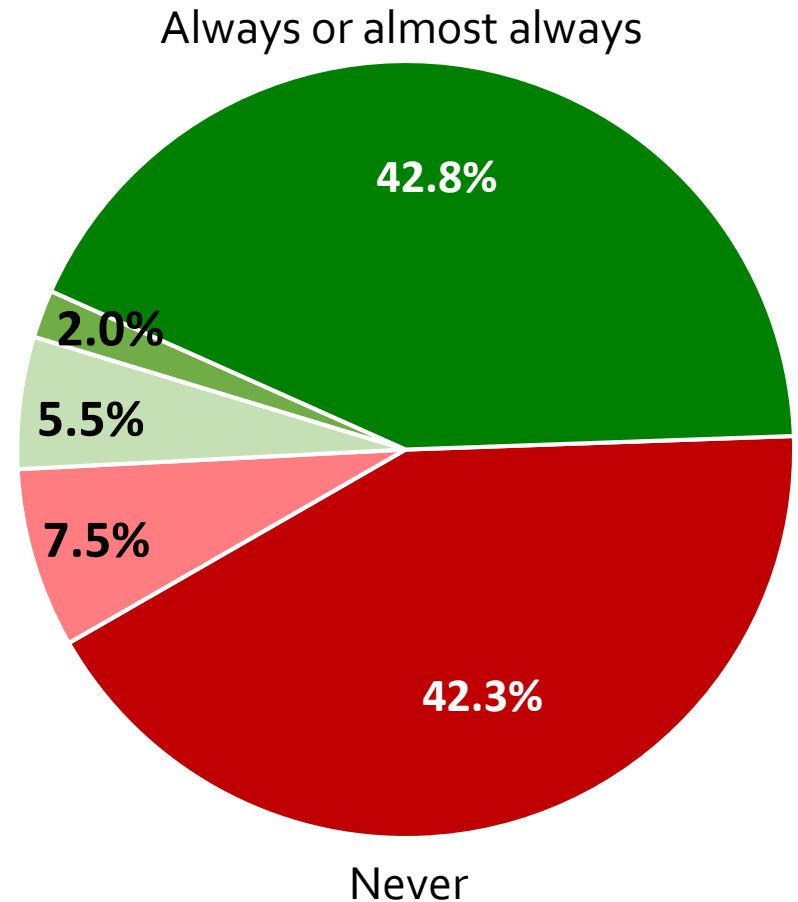
Of the bicyclists who rode in the past year...



About 75% of the time

About half of the time

About 25% of the time



# 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](http://nctcog.org/bikesurvey)

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



# North Central Texas Council of Governments



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