Disclaimer: This document is intended for information purposes only. The information here is only one source of public feedback regarding biking in Houston and the goals of the Houston Bike Plan and is not representative of the entirety of public comments received. For more information on the Houston Bike Plan and to provide additional feedback please visit: www.HoustonBikePlan.org
Bike Plan Survey Methodology

• The Houston Bike Plan Survey was available to take at www.HoustonBikePlan.org from May 31 to July 20, 2015
• Focus of the Survey was to get input on goals and opportunities to improve bicycling in Houston.
• It was one or many opportunities for people to provide input on the plan development which also included community and civic meetings, special events, and other online tools such as an interactive map and discussion forum.
• The survey was publicized through the public meetings, email blasts, press releases, and coordination with other community partners such as Bike Houston, H-GAC and management districts.
• Over 2,800 people participated in the online survey and over 800 additional comments were received through other methods of input.
What are the top two goals to focus on to improve biking in Houston?

- Provide a well-connected, lower stress bicycle network
- Improve safety for all road users
- Capture significant potential for growth in people biking
- Improve community health and wellness
- Better compete with peer cities who are setting the bar
- Provide affordable access to jobs & opportunities
- Support community benefits for everyone, not just people who bike
- Other

Houston Bike Plan Goals and Opportunities
Survey Results
Indicate your level of agreement to the following barriers to more people riding bikes in Houston.

- Feeling of safety (e.g., challenging intersections, speed & quantity of vehicles)
- Lack of a network of comfortable bike facilities
- Lack of bicycle and driver education
- Lack of signage and wayfinding
- Existing bicycle facilities are in poor condition
- Lack of direct access to jobs and activities
- Poor lighting
- Lack of end-of-trip amenities (e.g., showers)
- Feeling of safety (e.g., crime)
- Weather
- Lack of bike parking
- Lack of bicycle ownership
What are the two most important barriers to address to improve bicycling in Houston?

- Feeling of safety (e.g., challenging intersections, speed & quantity of vehicles)
- Lack of a network of comfortable bike facilities
- Lack of bicycle and driver education
- Lack of direct access to jobs and activities
- Existing bicycle facilities are in poor condition
- Feeling of safety (e.g., crime)
- Lack of signage and wayfinding
- Lack of end-of-trip amenities (e.g., showers)
- Weather
- Lack of bike parking
- Poor lighting
- Lack of bicycle ownership
What is the primary reason you bike?

- Health/exercise: 40%
- Recreation: 30%
- Commuting/Other non-recreation: 16%
- Other: 10%
- I don't bike: 5%
- Relaxation: 5%
- To save money: 2%
- To save time: 2%

Houston Bike Plan Goals and Opportunities
Survey Results
Indicate your level of agreement with the following bike-related statements (1= strongly disagree, 6=strongly agree)

1. I want to live in a community where people can bike to many destinations
2. I would frequently bike 10-15 minutes to a destination if I felt I could do it safely
3. I think bicycles can be useful way to travel for more than just recreational trips or exercise
4. I would ride my bicycle more often if the bikeway network was improved
5. Improving bicycling will have a positive benefit on Houston's economy
6. The bicycle network should provide options for people of all riding abilities
7. On-street bike lanes should be considered for more city roadways
8. Providing safe bicycling alternatives for people who can't or don't drive is critical
9. I would like to see the bike share program expanded to more locations
10. Better bicycle infrastructure is critical to attract a talented workforce
Indicate your level of agreement with the following bike-related statements (1= strongly disagree, 6= strongly agree)

1. Houston's transportation network effectively balances the needs of bicycles with other travel modes
2. The existing bicycle network effectively connects to neighborhoods across all income levels
3. Houston has a well-connected bicycle network
4. I feel safe riding a bicycle in Houston
5. The existing bicycle network effectively connects to major activity centers
6. I feel very comfortable riding a bicycle in Houston
7. Most places I bike to have convenient bicycle parking available
8. The existing bicycle network effectively connects to my neighborhood
9. I am comfortable riding in mixed traffic with cars on city streets
10. There are effective maps and other trip planning tools available for people biking in Houston
11. Most places I bike to have convenient bicycle parking available
12. The existing bicycle network effectively connects to major activity centers
13. I feel safe riding a bicycle in Houston
14. Houston has a well-connected bicycle network
15. The existing bicycle network effectively connects to neighborhoods across all income levels
16. Houston's transportation network effectively balances the needs of bicycles with other travel modes
Which bicycle facility type would you prefer riding on? (choose 2)

1. Shared Use Path or Trail: 74%
2. Separated Bike Lane: 73%
3. Shared Roadway, with Marking and Signage: 11%
4. Bike Lane: 29%
5. Shared Roadway, Neighborhood Street: 10%
6. Shared Roadway, Mixed-Use Commercial Street: 3%
Which type of bicycle parking would you be happy to store your bicycle at for one hour or more? (choose any number of choices)

- **1 Bike Station**: 58%
- **3 Bike Lid**: 45%
- **5 Sign Post**: 11%
- **2 Bike Locker**: 62%
- **4 Bike Rack**: 52%
- **6 Whatever is Available**: ? 23%
Which type of bicyclist are you?

- **Strong and Fearless**: 36%
- **Enthused and Confident**: 47%
- **Interested but Concerned**: 15%
- **No Way, No How**: 2%
What affects your decision to ride a bike?

- Safety (challenging intersections, fast moving traffic)
- Easy access to destinations
- Safety (Crime)
- Level of Comfort
- Weather
- Travel time
- Trip distance
- Bike parking availability
- Cost of driving (gas/parking)
In a typical week, how many times do you ride your bike?

- 10+ times for any trip: 5.0%
- 5-10 times for any trip: 15.0%
- 3-5 times for any trip: 35.0%
- 1-2 times for any trip: 35.0%
- None for any trip: 20.0%

For trips to work:
- 10+ times: 1.0%
- 5-10 times: 8.0%
- 3-5 times: 35.0%
- 1-2 times: 35.0%
- None: 23.0%
Where Survey Respondents Live & Work
Survey Respondent Gender

- Male: 59.8%
- Female: 37.9%
- Other: 0.5%
- Prefer not to answer: 1.8%

Houston Bike Plan Goals and Opportunities
Survey Results
Survey Respondent Race/Ethnicity

- White / Caucasian: 70%
- Hispanic American: 10%
- Prefer not to answer: 10%
- Asian / Pacific Islander: 5%
- Black or African American: 5%
- Other: 5%
- American Indian or Alaskan Native: 5%
Survey Respondent Income

- $150,000 and over: 25%
- $100,000 to $149,999: 20%
- $75,000 to $99,999: 15%
- $50,000 to $74,999: 15%
- $25,000 to $49,999: 10%
- $0 to $24,999: 5%
- Prefer not to answer: 15%

Houston Bike Plan Goals and Opportunities
Survey Results
Do you own or have access to a motorized vehicle?

- I own a vehicle for my personal use only
- I share a vehicle with others in my house
- I don’t have access to a vehicle, but do have a driver’s license
- I don’t own a vehicle but can often borrow one
- I cannot drive or do not have a driver’s license
- Prefer not to answer

Houston Bike Plan Goals and Opportunities
Survey Results
Percent of Goal Card comments in relation to goal area (public meetings & MindMixer combined)

- Access/Connectivity: 30%
- Infrastructure: 25%
- Safety/Enforcement/Education: 15%
- Maintenance: 12%
- Health/Environment: 10%

Houston Bike Plan Goals and Opportunities
Survey Results
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