

Appendix E: 2025 Regional Bike Safety Survey

Contents

Survey Background	E-2
How the Survey Was Administered	E-2
Respondent Demographics	E-2
Bicycling Behavior	E-5
Barriers to Bicycling.....	E-6
Perceptions of Safety	E-8
Priority Safety Improvements	E-9

Survey Background

In 2017, Metropolitan Planning Organization (MPO) staff conducted a survey of residents within the 12-county region to capture the views of the public-at-large about bicycle use across the region. A statistically valid telephone survey was conducted to help guide future bicycle plans and projects affecting bicyclists, understand perceptions that help or hinder bicycle use, and understand perceived barriers to bicycling.

Building on the results from the 2017 opinion survey, MPO staff conducted a survey in 2025 to capture the views of the public-at-large about bicycle safety and accessibility across the region to help guide the development of plans and projects to eliminate all serious injuries and fatalities from bicycle-related crashes.

Survey questions were developed to understand the demographic breakdown of bicyclists and non-bicyclists in the region, barriers to bicycling, perceptions of safety, and which safety improvements respondents prioritize.

How the Survey Was Administered

The 2025 Bike Safety Survey was conducted online from April to June 2025 through the survey tool PublicInput. The target population for the survey was bicyclists and non-bicyclists of all ages and abilities in the 12-county region served by the MPO. The survey was available in both English and Spanish. All responses were recorded whether the respondent completed the entire survey. A total of 1,621 respondents took the survey, recording a total of 26,086 unique responses. Eighty-one percent of respondents submitted a response for every survey question.

The survey was promoted on social media platforms through paid advertising and shared by the MPO social media accounts and newsletters. Local publications were also used to promote the survey, such as city social media accounts and local agency newsletters. MPO staff distributed flyers and promoted the survey at 13 outreach events and public meetings across the region. These events targeted groups interested in bicycle safety and accessibility, the environment, general transportation, and education.

Respondent Demographics

As identified in Figure E-1, 62 percent of survey respondents identified as male and 34 percent identified as female with 3 percent preferring not to respond and 1 percent identifying themselves as “Other.” The largest age group of survey respondents was over 55, which made up 42 percent of the respondents (see Figure E-2). While men and bicyclists over the age of 55 make up a large portion of the bicycling population within the 12-county region, both groups are over-represented in this survey.

Figure E-1: Gender of Survey Respondents

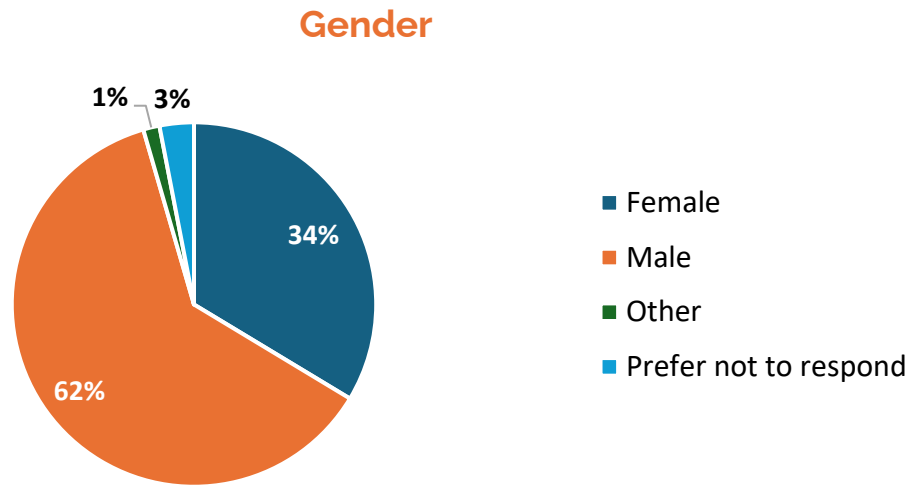
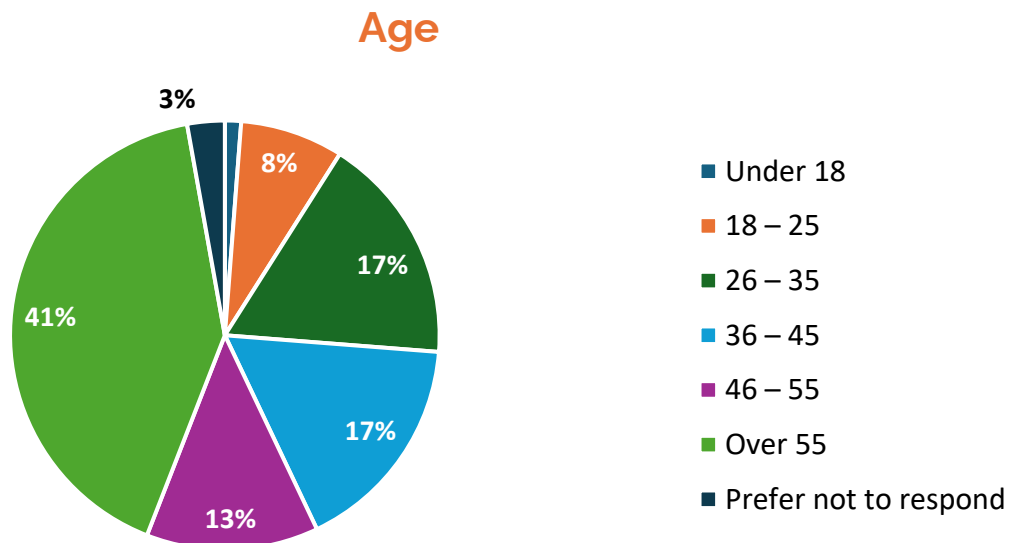
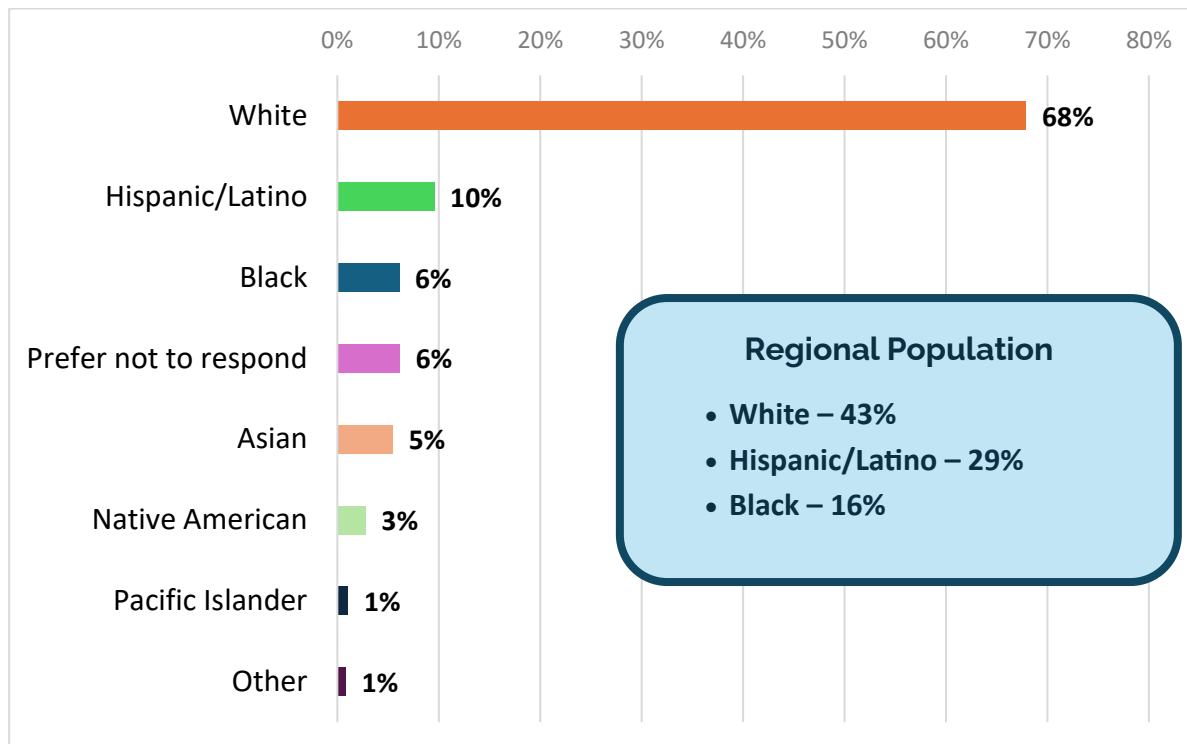


Figure E-2: Age of Survey Respondents



The ethnicity and racial makeup of survey respondents is identified in Figure E-3. The white population is also over-represented in the survey with 68 percent of respondents self-identified as white compared to the regional white population of 43 percent. Hispanic and Latino respondents were under-represented, comprising 10 percent of all survey respondents compared to their regional representation of 29 percent. Black respondents were also under-represented, comprising 6 percent of survey respondents compared to 16 percent of the region's residents.

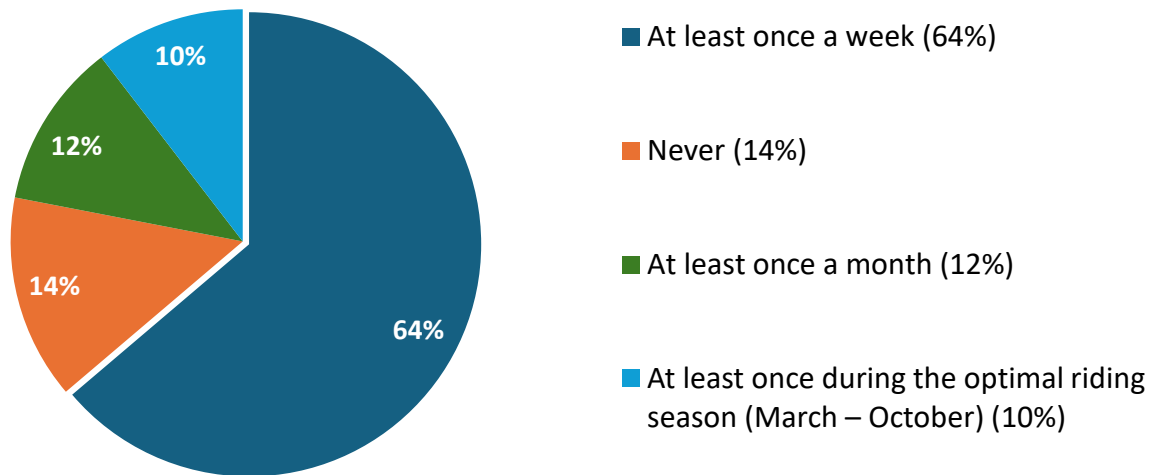
Figure E-3: Ethnic and Racial Makeup of Survey Respondents



Bicycling Behavior

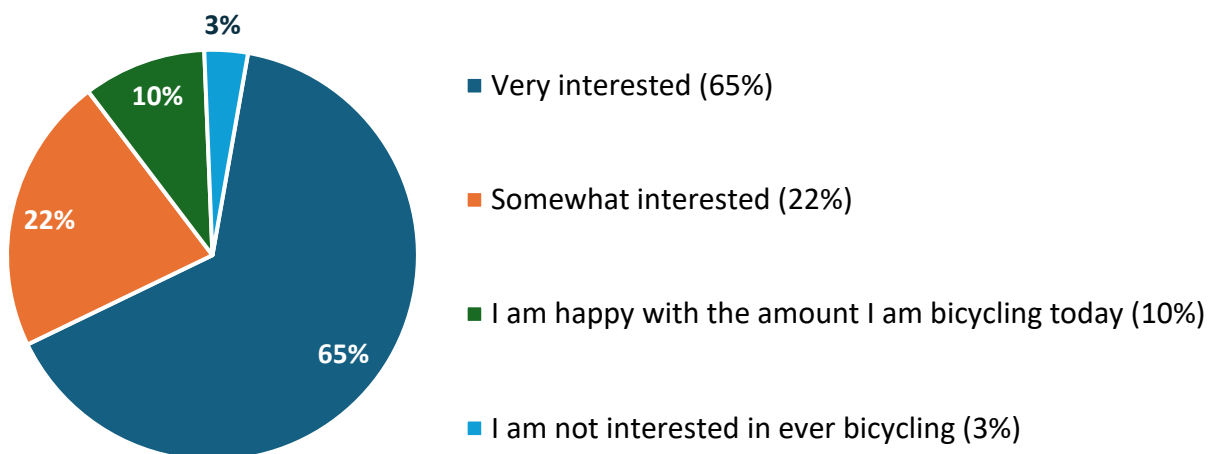
Respondents were asked how often they rode a bicycle during optimal weather conditions (see Figure E-4). Nearly two-thirds of respondents (64 percent) reported riding at least once a week during optimal weather.

Figure E-4: On average, how often do you bicycle during optimal weather?



All respondents were then asked about their interest in bicycling more than they do now (see Figure E-5). Eighty-seven percent of respondents indicated they were very or somewhat interested in cycling more than they currently do. Only 3 percent indicated they are not interested in ever bicycling.

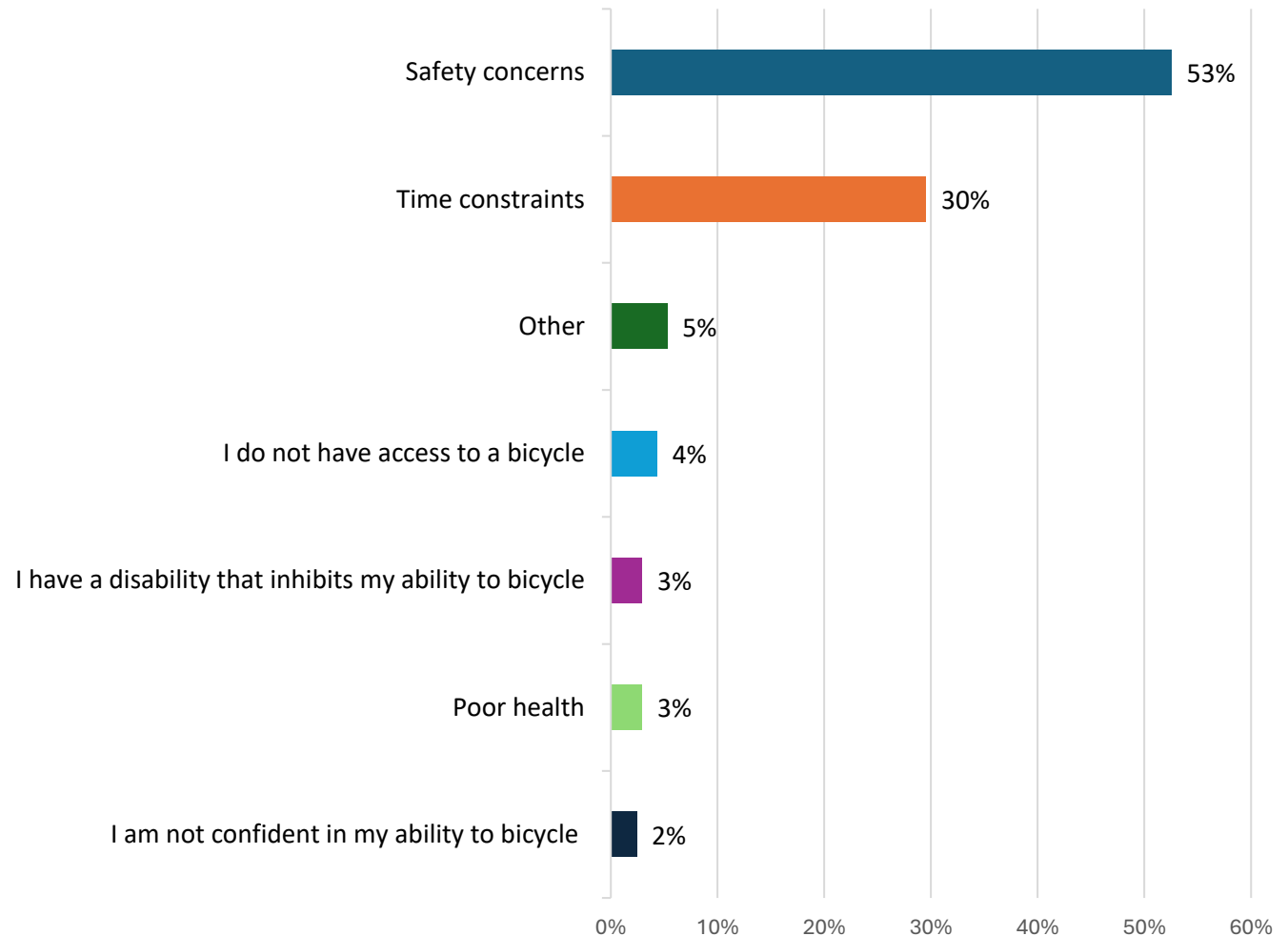
Figure E-5: How interested are you in bicycling more than you do now?



Barriers to Bicycling

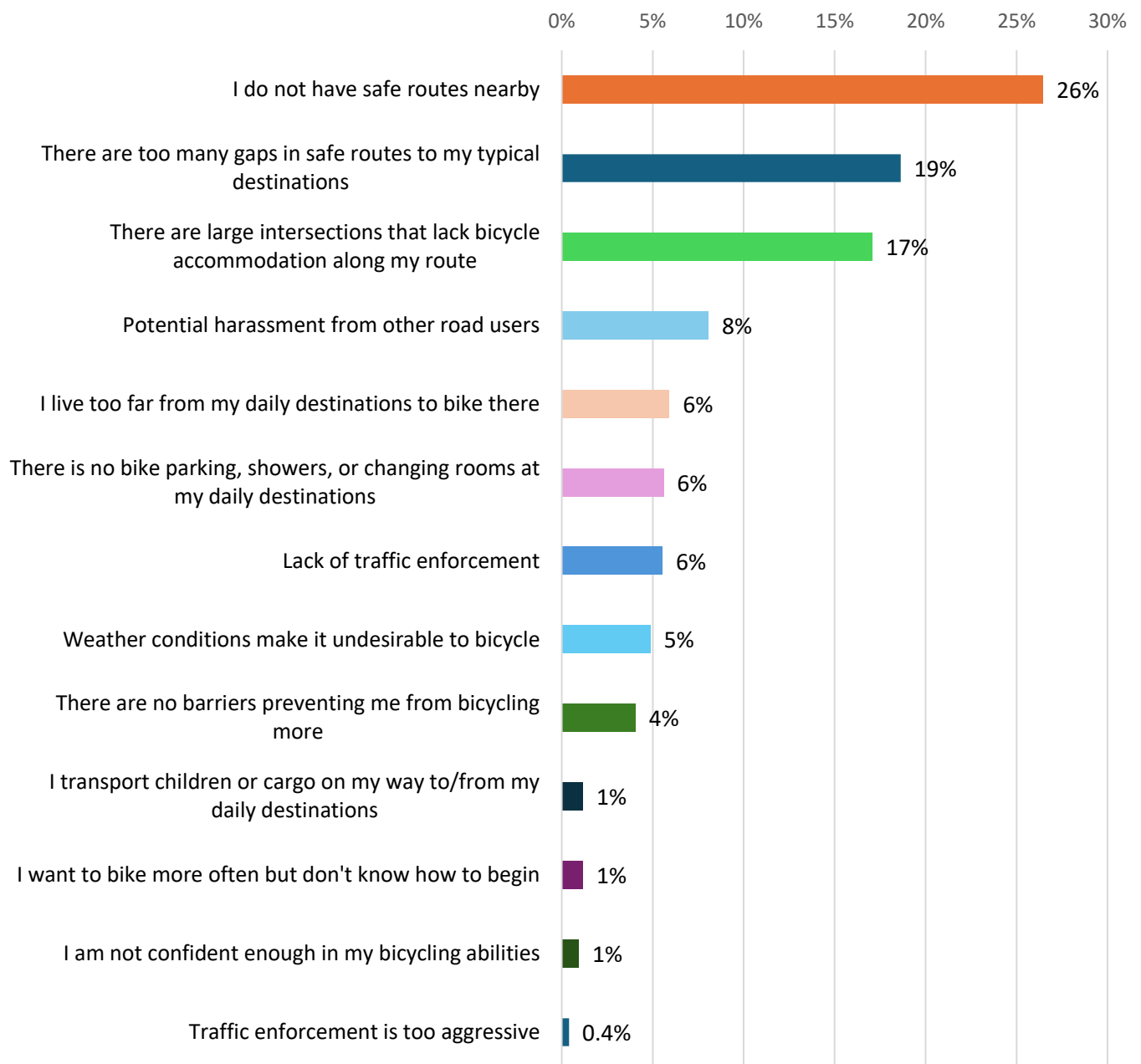
Respondents were asked an open-ended question as to what their primary reason was for not bicycling more often (see Figure E-6). A majority of respondents reported that safety concerns (52 percent) were their primary reason for not bicycling more often followed by time constraints (30 percent).

Figure E-6: What is your primary reason for not bicycling more often?



Respondents were asked what their top three greatest barriers were to bicycling (see Figure E-7). Overall, the most frequent responses were the lack of safe routes nearby (26 percent), there are too many gaps in safe routes to their daily destinations (19 percent), and large intersections lacking bicycle accommodations along safe routes (17 percent).

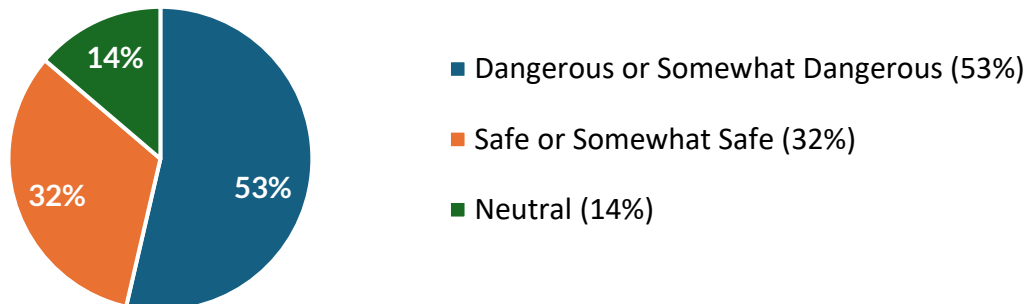
Figure E-7: What are the top 1-3 barriers preventing you from bicycling more often?



Perceptions of Safety

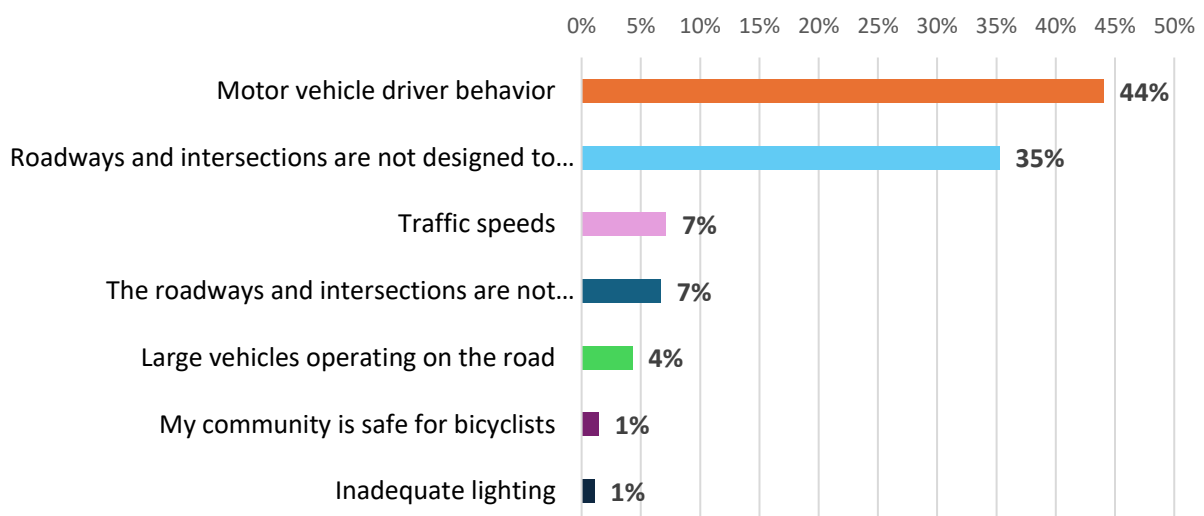
Respondents were asked how safe it is to bicycle in their communities (see Figure E-8). A majority of respondents (53 percent) reported their communities were either dangerous or somewhat dangerous, while 32 percent of all respondents reported that their communities were safe or somewhat safe to bicycle in.

Figure E-8: How safe is it to bicycle on roadways in your community?



The respondents who reported their communities were not safe to bicycle in were subsequently asked for the top reason they felt their communities were unsafe (see Figure E-9). Forty-four percent of respondents reported motor vehicle driver behavior was the top reason their communities were not safe to bicycle and 35 percent reported it was because roadways and intersection are not designed to accommodate bicyclists.

Figure E-9: What is the TOP reason you feel it is not safe for bicyclists on roadways in your community?



Priority Safety Improvements

Survey respondents were asked to rank bicycle safety improvements they would like to see in their community from most to least important (see Figure E-10). Respondents were given nine safety countermeasures and asked to rank the countermeasures from 1 (most important) to 9 (least important). Constructing bike lanes was the most important safety countermeasure according to respondents. Respondents reported improving existing bike lanes to protected bike lanes (physically separated from traffic) was the second most important countermeasure, and the third most important countermeasure was improving the safety of bicycle crossings at intersections.

Figure E-10: Rank the following bicycle safety improvements you would like to see in your community in order from most (1) to least (9) important.

