DRAFT Appendix E: 2025 Regional Bike Safety Survey

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Survey Background

In 2017, the NCTCOG 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, NCTCOG 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 future 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 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 NCTCOG. The survey was available in both English and Spanish. All responses were recorded whether or not the respondent completed the entire survey. A total of 1,621 respondents took the survey, recording a total of 26,086 unique responses. 81% of respondents submitted a response for every survey question.

The survey was promoted on social media platforms through paid advertising and shared by the NCTCOG social media accounts and newsletters. Local publications were also used to promote the survey, such as city social media accounts and local agency newsletters. NCTCOG staff handed out 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.

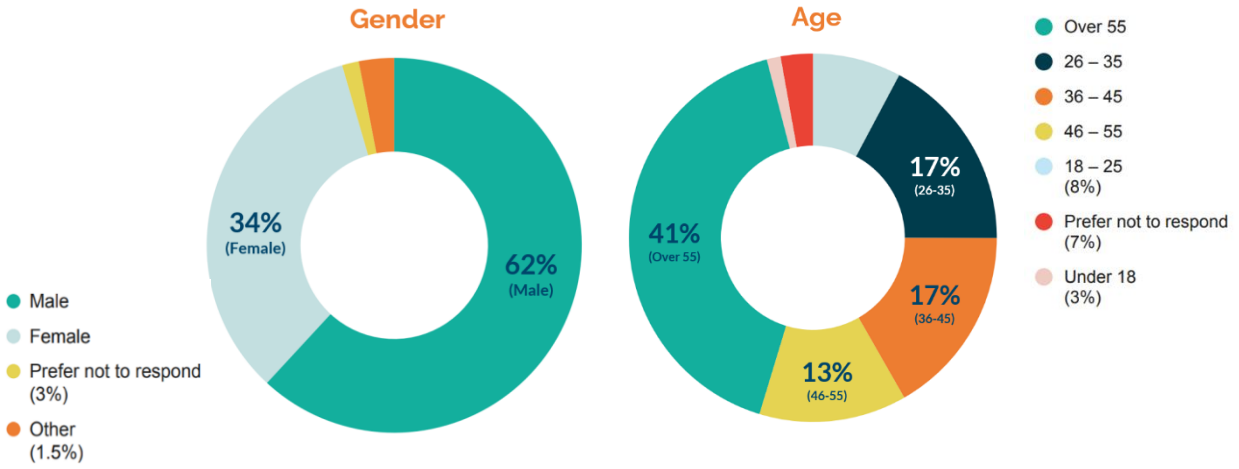
Meeting and Outreach Events

Meeting	Location
Dallas Bicycle Coalition Meeting	Dallas, TX
Richardson Bicycle and Pedestrian Advisory Committee	Richardson, TX
North Dallas Chambers of Commerce Surface Transportation Committee	Dallas, TX
Event	**Location**
Keep Fort Worth Beautiful	Fort Worth, TX
Allen Earth Fest	Allen, TX
Cedar Hill Beautification and Arbor Day	Cedar Hill, TX
Oak Cliff Earth Day	Dallas, TX
DFW Airport Earth Day	Euless, TX
El Centro College	Dallas, TX
Texas Instruments	Dallas, TX
UTA Earth Day	Arlington, TX
UNT Health Science Center Earth Day Fair	Fort Worth, TX
Lockheed Martin Earth Day	Fort Worth, TX
Grapevine's Earth Day	Grapevine, TX
Earth Day Mansfield	Mansfield, TX
Bike to Work Day - Akard Station	Dallas, TX
Bike to Work Day - Parker Road Station	Plano, TX
Bike to Work Day - Downtown Irving Station	Irving, TX
Bike to Work Day - Southwestern Medical District/ Parkland Station	Dallas, TX

Respondent Demographics

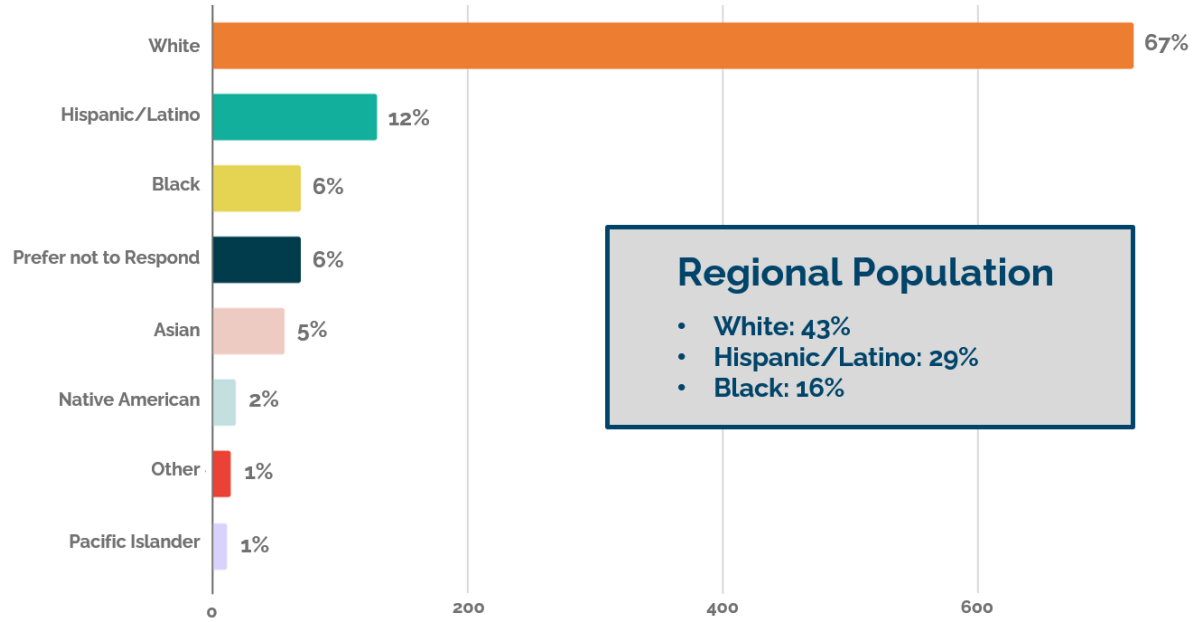
Overall, 62% of respondents identified as male and 34% identified as female with 3% preferring not to respond and 1% identifying themselves as "Other." The largest age block of survey respondents was over 55, which made up 42% of the respondents. The 26 – 35 and the 36 – 45 age blocks both comprised 17% of the respondents with the 46 – 55 age block making up 13%. 18 – 25-year-olds make up 8% of the survey respondents, while 7% preferred not to respond and 3% were under the age of 18. 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 E1: Gender and Age of Survey Respondents



The white population is also over-represented in the survey with 67% of respondents self-identified as white compared to the regional white population of 43%. Hispanic and Latino respondents were under-represented in the 2025 survey, comprising 12% of all survey respondents compared to their regional representation of 29%. Black respondents were also under-represented, comprising 6% of survey respondents compared to 16% of the region's residents.

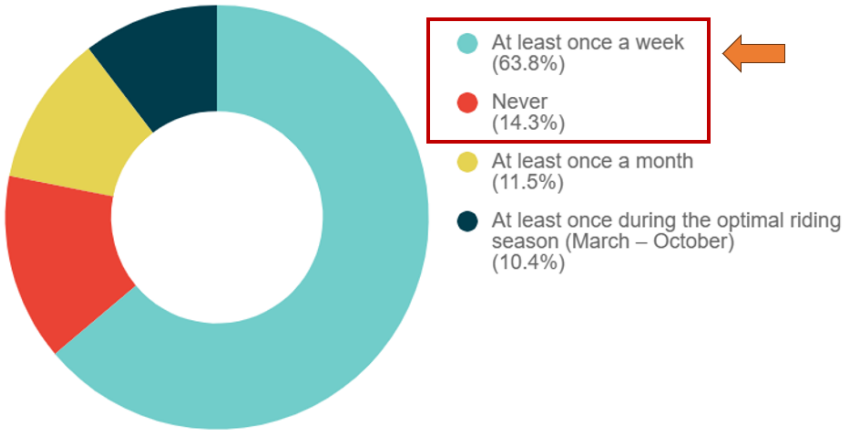
Figure E2: Ethnic and Racial Makeup of Survey Respondents



Bicycling Behavior

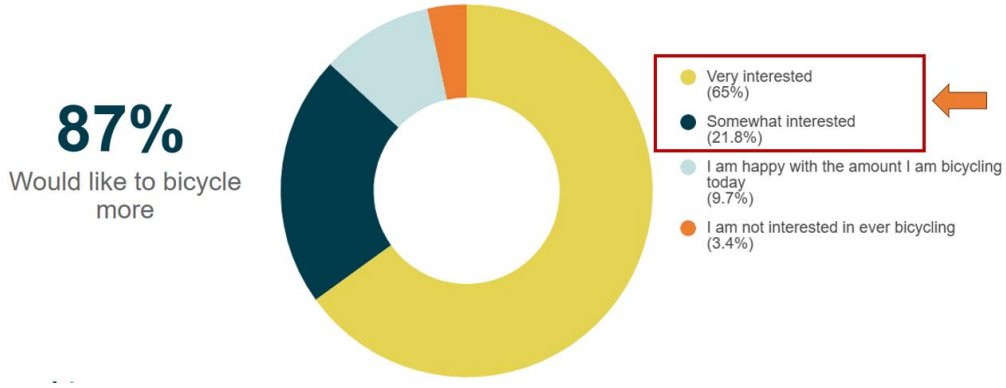
Respondents were asked how often they rode a bicycle during optimal weather conditions. Just under two-thirds (64%) of respondents reported riding at least once a week during optimal weather. The second most selected response was "Never" (14%), followed by "At least once a month" (12%) and, finally, "At least once during the optimal riding season" (10%).

Figure E3: Bicycling Behavior of Survey Respondents



Of the respondents who reported they never bicycle, 64% said that they were either somewhat or very interested in bicycling more often than they currently do. Only 4% of all survey respondents reported that they never bicycle and are either not interested in ever bicycling or are happy with the amount they bicycle today. Therefore, 96% of survey respondents are actively bicycling or interested in bicycling more.

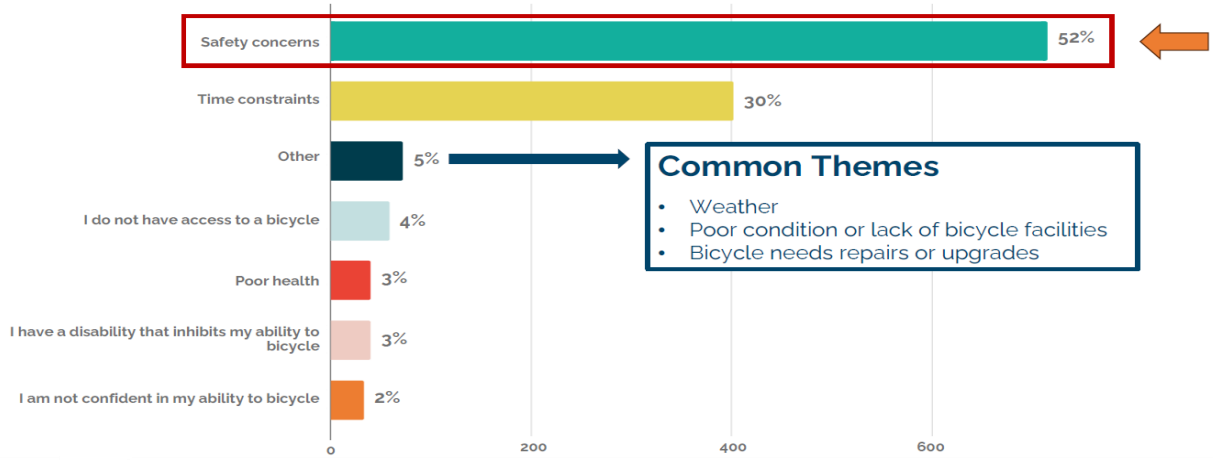
Figure E4: Respondents Interest in Bicycling More



Barriers to Bicycling

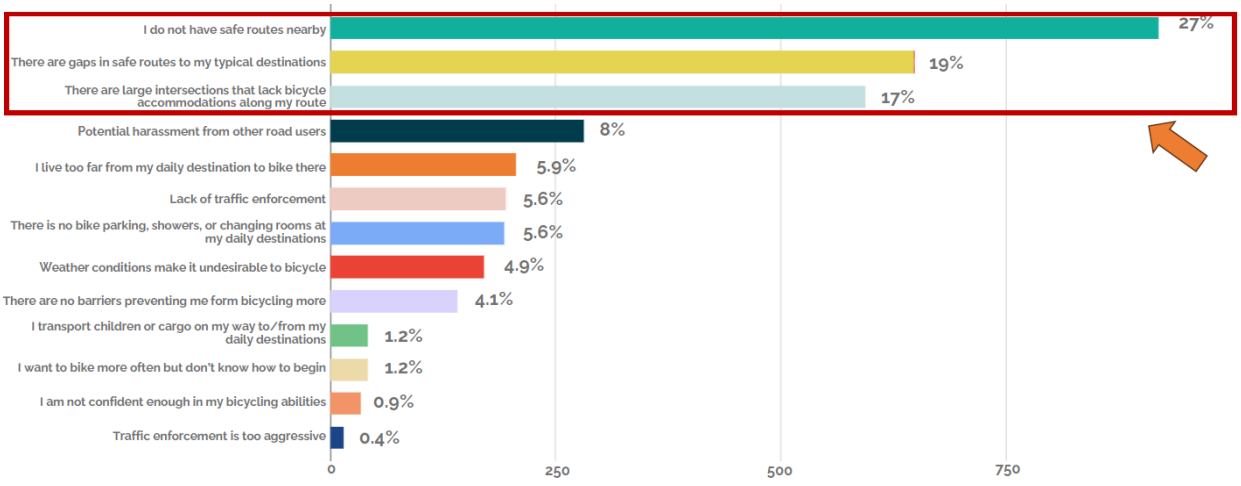
Respondents were asked an open-ended question as to what their primary reason was for not bicycling more often. A majority of respondents reported that safety concerns (53%) were their primary reason for not bicycling more often followed by time constraints (30%).

Figure E5: Primary Concern to Not Bicycling More Often



Respondents were asked what their top three greatest barriers to bicycling were. Overall, a majority of respondents (64%) reported that the lack of safe routes nearby was one of their top three greatest barriers to bicycling. 45% of respondents reported that too many gaps in safe routes to their daily destinations and 41% reported large intersections lacking bicycle accommodations along safe routes as being one of the top three greatest barriers to bicycling more often.

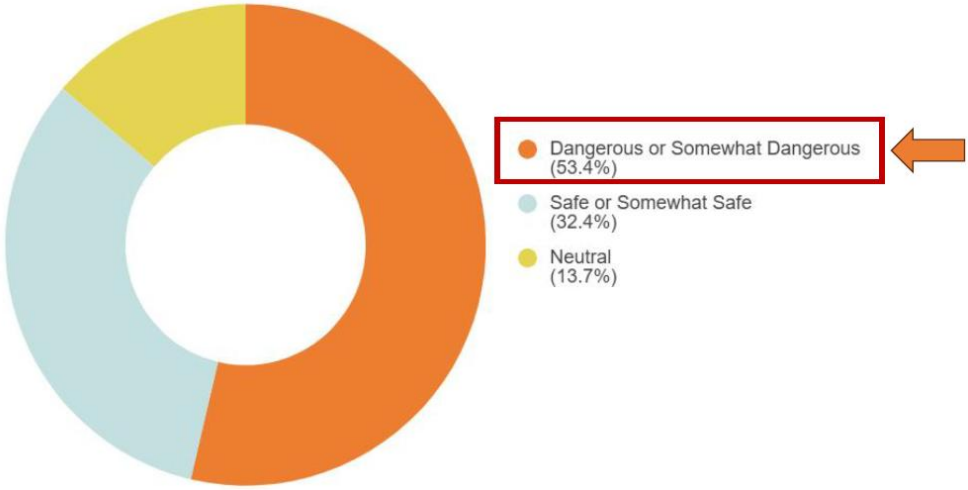
Figure E6: Barriers to Bicycling More Often



Perceptions of Safety

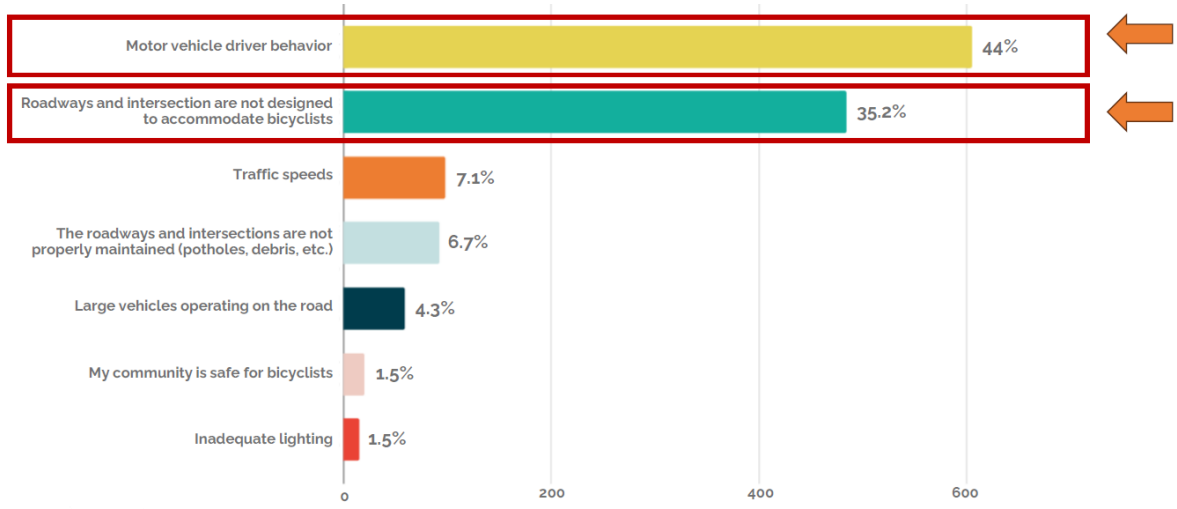
Respondents were asked how safe it is to bicycle in their communities. A majority of respondents (53%) reported their communities were either dangerous or somewhat dangerous. 32% of all respondents reported that their communities were safe or somewhat safe to bicycle in.

Figure E7: Community Perception for Bicycling



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 . 44% of respondents reported motor vehicle driver behavior was the top reason their communities were not safe to bicycle and 35% reported it was because roadways and intersection are not designed to accommodate bicyclists.

Figure E8: Top Reason Respondents Feel it is Unsafe to Bicycle in their Community



Priority Safety Improvements

Respondents were asked to rank bicycle safety improvements they would like to see in their community from most to least important. Respondents were given nine safety countermeasures. A rank of one meant the safety countermeasure was most important and a rank of 9 meant the safety countermeasure was least important. Constructing bike lanes was the most important safety countermeasure according to respondents with an average rank of 2.24. Respondents reported improving existing bike lanes to protected bike lanes (physically separated from traffic) was the second most important countermeasure with an average rank of 3. The third most important countermeasure was improving the safety of bicycle crossings at intersections with an average rank of 3.55.

Figure E9: Top Bicycle Safety Improvements