



APPENDIX C COMMUNITY INPUT

North Front Range Metropolitan Planning Organization

Regional Bicycle Plan Survey
June 29, 2012



Contents

Executive Summary	1
Background and Methods.....	3
Survey Results.....	5
Appendix A: Respondent Characteristics.....	16
Appendix B: Responses to Survey Questions.....	17
Frequencies Excluding Don't Know.....	17
Frequencies Including Don't Know.....	24
Appendix C: Selected Survey Results by Respondent Characteristics.....	31
Crosstabulations of Selected Survey Results by Ridership.....	31
Crosstabulations of Selected Survey Results by Place of Residence.....	33
Crosstabulations of Selected Survey Results by Respondent Demographic Characteristics	38
Additional Crosstabulations of Selected Survey Results	46
Appendix D: Verbatim Responses to Open-ended Questions.....	49
Appendix E: Survey Methodology.....	75
Appendix F: Survey Materials.....	80

Figures

Figure 1: Frequency of Bicycle Use.....	5
Figure 2: Bicycle Use in Last Six Months.....	6
Figure 3: Distance and Duration of Work or school Bicycle Commute.....	7
Figure 4: Distance and Duration of Non-commute Bicycle Trips.....	7
Figure 5: Reasons for Having Not Ridden a Bicycle in Past Six Months.....	8
Figure 6: Interest in Riding a Bicycle More.....	9
Figure 7: Things that Would Make Respondents Inclined to Ride a Bicycle More.....	10
Figure 8: Ratings of Bicycling Challenges.....	11
Figure 9: Importance of Potential Projects.....	13
Figure 10: Importance of Benefits of a Region Bike System.....	15

Executive Summary

Background

The North Front Range Metropolitan Planning Organization (NFRMPO) is crafting a regional bike plan for inclusion in the 2040 Regional Transportation Plan. The Regional Bicycle Plan will evaluate the existing infrastructure and future improvement to the regional bicycle system. As a part of the public engagement process, a statistically valid resident survey was conducted by National Research Center, Inc. (NRC) on behalf of the NFRMPO. The survey assessed resident behaviors related to bicycle use and barriers to ever riding a bike or riding more often, as well as resident opinion related to concerns about bicycling in the region, priorities for a regional bicycle system and the locations of destinations that should be included in the plan.

Methods

A randomly selected sample of 1,600 residential addresses within the North Front Range was mailed the NFRMPO Bicycle Survey in April 2012. The sample was stratified by areas corresponding to the 13 cities and towns to be included in the Regional Bicycle Plan: Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, La Salle, Loveland, Milliken, Severance, Timnath and Windsor. A total of 1,521 surveys were successfully delivered to occupied households. A total of 228 surveys were completed, for a response rate of 15%. The 95 percent confidence level for this survey is generally no greater than plus or minus seven percentage points around any given percent reported for the entire sample (228).

Highlights

Residents tend to view biking as a recreational activity or as exercise and not as a mode of transportation to be used for everyday activities.

- About three in five respondents biked at least once or twice a year for recreation or exercise; at least one in five biked for recreation or exercise at least once per week
- Almost two-thirds of respondents had never commuted to work by bike
- About half of respondents had never ridden a bike for shopping/running errands or for general transportation
- When rating the importance of the benefits and uses of a regional bike system, respondents felt providing opportunities to exercise and opportunities for recreation were more important than providing transportation alternatives and providing bicycle access to jobs and schools

Bike ridership could be increased by improving access to bicycles and road facilities.

- Of the respondents who had not ridden a bike in the last six months (38% of respondents), over half had not ridden because they did not own a bike
- Almost 6 in 10 respondents who had not ridden a bike would like to ride more; half would ride more if more well-marked greenways and off-road paths were available and one-third would ride more if there were wider roads for riding or roads had paved shoulders or if there were more on-road facilities such as bike lanes
- At least three-quarters of respondents cited narrow pavement and lack of a bike lane or shoulder as great or moderate concerns for bicycling on the road
- Over half of respondents felt that more paved shoulders wide enough for bikes and additional off-road multi-use paths were essential or very important to improve biking in the region

Biking is more commonly the realm of the young, those who rent and of males

- At least half of men and respondents age 18 to 34 had ridden their bikes at least once a month for recreation or exercise compared to one-third or less of women and respondents over age 34
- Almost half of renters had ridden their bikes at least once a month for other general transportation reasons compared to one-quarter of homeowners
- Men and renters who had ridden a bike in the past six months were more likely than women and homeowners to ride longer distances
- Of the men, renters and young (under age 34) who had not ridden a bike in the past six months, 7 in 10 would like to ride more compared to about half of women, the oldest adults and homeowners

Background and Methods

Survey Purpose

The North Front Range Metropolitan Planning Organization (NFRMPO) is crafting a regional bike plan for inclusion in the 2040 Regional Transportation Plan. The Regional Bicycle Plan will evaluate the existing infrastructure and plan for future improvement to the regional bicycle system. The plan will explore bicycle performance monitoring, infrastructure expansion, design standards, and future connections between the member governments, trail systems, employment centers, and recreation opportunities.

Several steps are being undertaken in the development of this plan, including:

- Gathering inventory of bicycle-related plans, programs, infrastructure and data
- Public engagement
- Identifying regional bicycle system enhancement
- Developing regional bicycle system design guidelines
- Establishing regional bicycle system programs goals

As a part of the public engagement process, a statistically valid resident survey was performed. National Research Center, Inc. (NRC) conducted the survey on behalf of the NFRMPO. Survey recipients were asked about their own bicycle use, barriers to riding a bike or riding more often, their concerns about bicycling in the region, their priorities for a regional bicycle system, and the locations of destinations to which they would like to bicycle.

Survey Methods

A randomly selected sample of 1,600 residential addresses within the 13 cities and towns of the North Front Range was mailed the NFRMPO Bicycle Survey in April 2012. Of these, 1,521 were successfully delivered to occupied households. A total of 228 surveys were completed, for a response rate of 15%.

Survey results were weighted so that respondent age, gender, tenure (rent versus own) and city of residence were represented in the proportions reflective of the NFRMPO region according to the 2010 Census. More information about the survey methodology can be found in *Appendix E: Survey Methodology*.

Precision of Estimates

It is customary to describe the precision of estimates made from surveys by a “level of confidence” (or margin of error). The 95 percent confidence level for this survey is generally no greater than plus or minus seven percentage points around any given percent reported for the entire sample (228). For comparisons among subgroups, the margin of error rises to plus or minus 13 percentage points for sample sizes of 50 and for smaller sample sizes (i.e., 30), the margin of error rises to plus or minus 18%.

How the Results Are Reported

For the most part, the full set of frequencies or the “percent positive” is presented in the body and narrative of the report. The percent positive is the combination of the top two most positive response options (e.g., “essential” and “very important” or “great extent” and “moderate extent”).

On some of the questions in the survey, respondents could give an answer of “don’t know.” The proportion of respondents giving this reply is shown in the full set of responses included in *Appendix B: Responses to Survey Questions* and is discussed in the body of this report if it is 20% or greater. However, these responses have been removed from the analyses presented in the body of the report, unless otherwise indicated. In other words, the majority of the tables and graphs in the body of the report display the responses from respondents who had an opinion about a specific item.

For some questions, respondents were permitted to select multiple responses. When the total exceeds 100% in a table for a multiple response question, it is because some respondents are counted in multiple categories. When a table for a question that only permitted a single response does not total to exactly 100%, it is due to the customary practice of percentages rounding to the nearest whole number.

Selected survey results were compared to certain demographic characteristics of survey respondents as well as by area of residence. These crosstabulations are presented in *Appendix C: Selected Survey Results by Respondent Characteristics* and discussed throughout the body of the report.

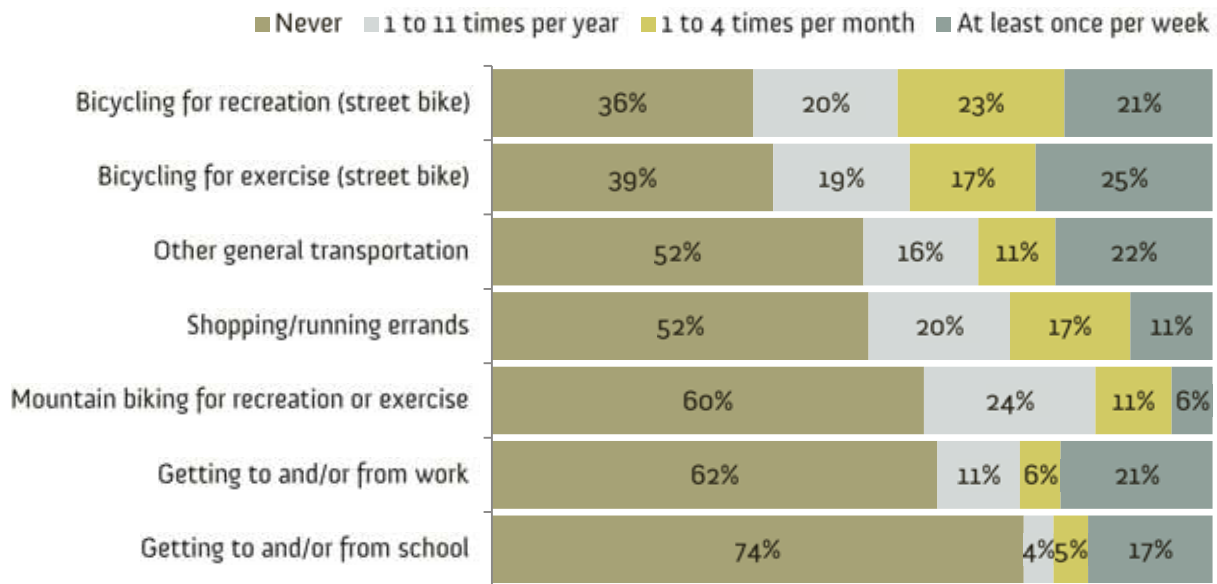
Survey Results

To gauge the overall level of bicycle use in the North Front Range, the NFRMPO Bicycle Survey asked respondents to rate how frequently they rode bicycles for a number of activities ranging from recreation and exercise to commuting and running errands. Respondents tended to ride their bike more often for recreation or exercise than for commuting to and/or from work or school; about two in five respondents reported riding their bikes for recreation or exercise compared to fewer than one in three who reported riding their bikes for the work or school commute. About half of respondents reported never riding their bikes for general transportation or for shopping/running errands. Note that some response categories have been combined in the figure below; *Appendix B: Responses to Survey Questions* contains the full set of frequencies for this question.

In addition to rating the list of bicycling activities, respondents could write in their own words an “other” activity. These write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*.

Respondents in Fort Collins generally were more likely to ride their bikes for a variety of reasons (including commuting to work and shopping/running errands) than respondents in Loveland, Greeley or Other areas.¹ When compared by sociodemographic characteristics, bike use was generally higher among men, respondents under age 35 and renters than among women, respondents age 35 and older and homeowners. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

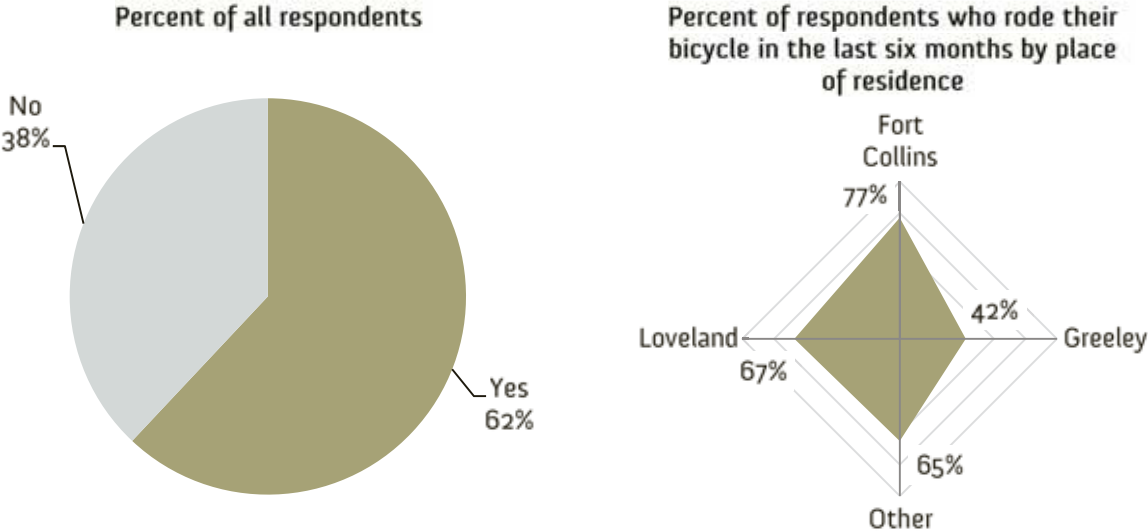
Figure 1: Frequency of Bicycle Use



¹ For comparisons by place of residence, the 13 cities were combined into four areas: Fort Collins; Loveland; Greeley (including the cities of Greeley, Evans and Garden City; and Other (including the cities of Berthoud, Eaton, Johnstown, LaSalle, Milliken, Severance, Timnath and Windsor).

In the six months prior to the survey, about three in five respondents reported having ridden a bicycle. Bike ridership in the last six months was highest in Fort Collins and lowest in Greeley. Additionally, men and respondents under age 55 were more likely to have ridden a bicycle in the last six months than women and respondents age 55 and over. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

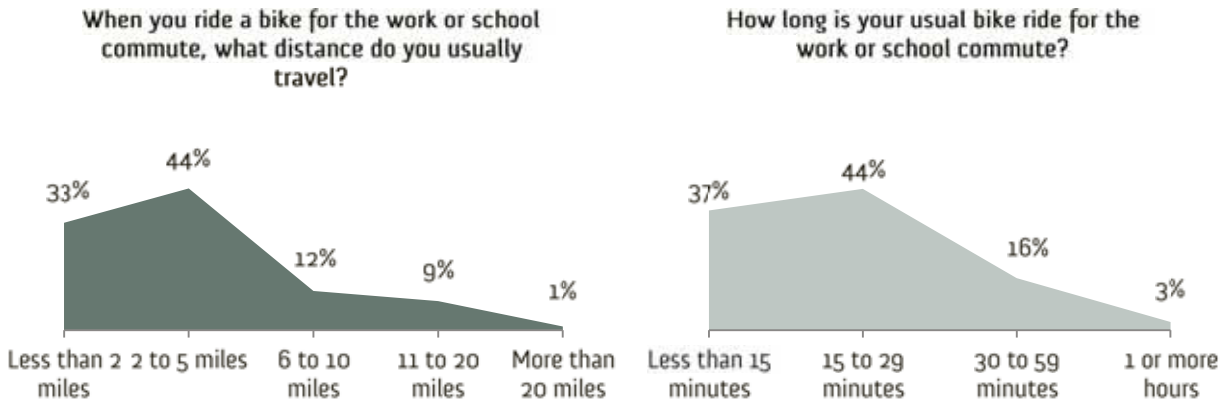
Figure 2: Bicycle Use in Last Six Months



For those respondents who reported having ridden a bicycle in the past six months, the survey included a series of follow-up questions related to the distance and duration of bike trips. For commutes trips to work or school, most respondents rode five miles or less and for under 30 minutes. For non-commute trips, respondents tended to take longer trips in terms of both distance and duration. Note that the response categories have been combined in the figures below; *Appendix B: Responses to Survey Questions* contains the full set of frequencies all the response categories for these questions.

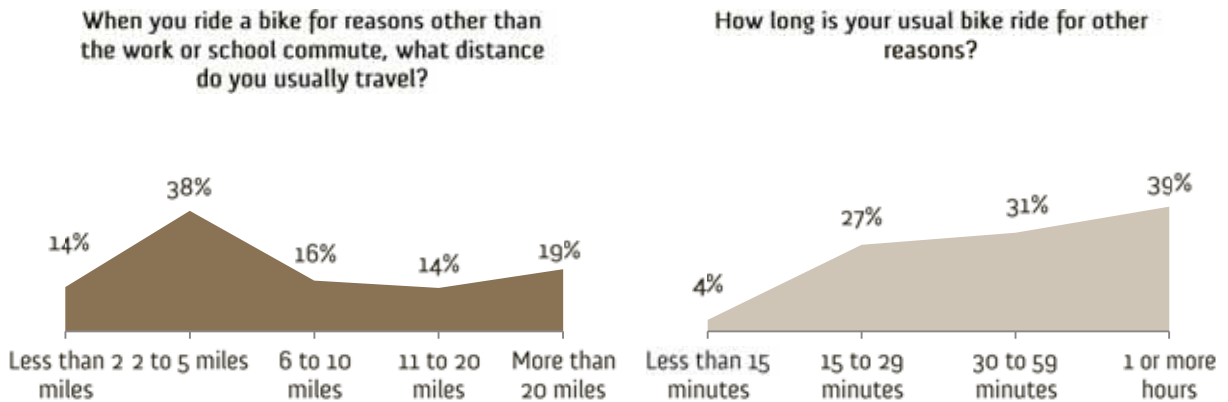
Bike commuters in Fort Collins tended to have shorter trips time-wise when compared to elsewhere in the region. Respondents in Other areas were most likely to not commute by bike but quite likely to bike for other reasons. The distance and duration of non-commute trips were similar among the four areas. Additionally, men were more likely than women to commute by bike and to ride longer distances for non-commute trips. A similar pattern was seen for respondents under age 55 when compared to their older counterparts. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

Figure 3: Distance and Duration of Work or school Bicycle Commute



Asked only of those respondents who reported riding their bike in the last six months.

Figure 4: Distance and Duration of Non-commute Bicycle Trips



Asked only of those respondents who reported riding their bike in the last six months.

For those respondents who reported not having ridden a bicycle in the past six months, the survey included a series of follow-up questions related to barriers to increased bike ridership. Over half of those respondents (answering “no”) cited lack of bike ownership as a reason why they had not ridden a bike in the last six months. About one in five non-riders were not interested in riding a bike and slightly fewer (about one in six) had not ridden a bike due to inabilities (e.g., health condition), time or safety concerns.

In addition to selecting from a list of possible reasons for not riding a bike, respondents could write in their own words an “other” reason. These write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*.

Across the region, respondents provided similar reasons for not having ridden a bicycle, although respondents in Other areas of the North Front Range were more likely to say it was unsafe to ride a bicycle and that no adequate facilities existed. When compared by respondent sociodemographic characteristics, adults age 55 and over were more likely to cite inabilities (e.g., health condition) and safety as reasons for not riding a bike. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

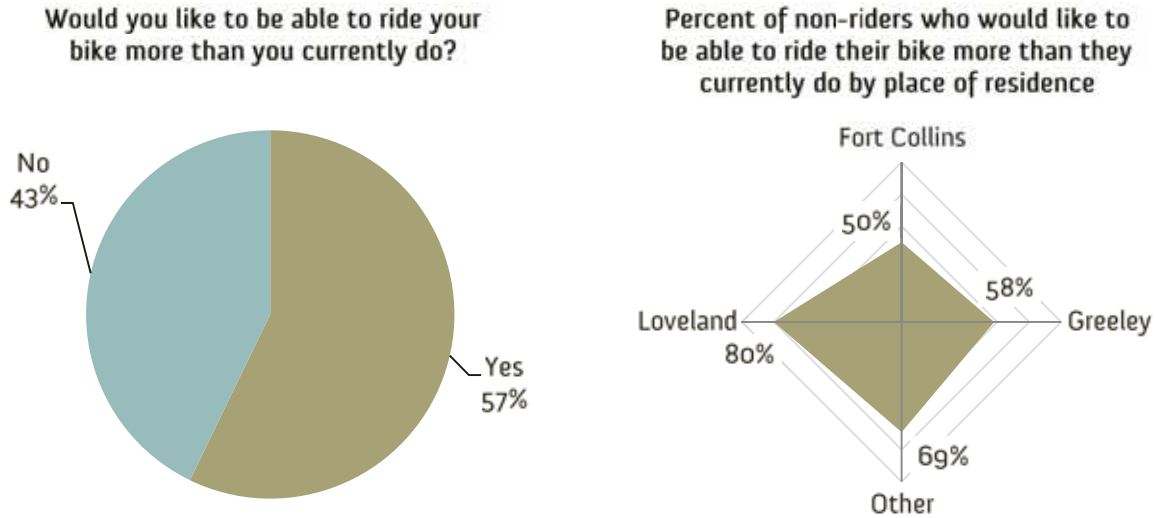
Figure 5: Reasons for Having Not Ridden a Bicycle in Past Six Months

Why haven't you ridden a bicycle in the last six months?	Percent of respondents
I don't own a bike	57%
I'm not interested in riding a bike	22%
I am unable to ride a bike (health conditions, etc.)	18%
I'm too busy; I don't have time	17%
It is unsafe to ride a bicycle	16%
Distances to destinations are too far	5%
I don't know how	4%
No adequate facilities exist	4%
Other	9%

Asked only of those respondents who reported not riding a bike in the last six months.

Over half of respondents who had not ridden a bike in the last six months would like to be able to ride more than they currently do. Loveland residents expressed a greater desire to ride their bikes more than those in other areas of the region. Additionally, men, respondents under age 34 and renters tended to want to ride their bikes more often than women, older respondents and homeowners. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

Figure 6: Interest in Riding a Bicycle More



Asked only of those respondents who reported not riding a bike in the last six months.

For those who had not ridden a bike in the past six months, about half of non-riders felt having more well-marked greenways and off-road paths would help them to ride their bikes more. About one-third of respondent would ride their bikes more if motorists drove slower and respected cyclists or if there were wider roads for riding or roads had paved shoulders.

In addition to selecting from a list of motivations that might inspire non-riders to increase their bike ridership, respondents could write in their own words “other” motivations. Almost half of respondents wrote in an “other” motivation; these write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*.

Fort Collins non-riders were more likely to say they would be more inclined to ride their bikes if they felt safer or more confident on their bikes or if there were more well-marked greenways and off-road paths. Greeley non-riders, on the other hand, would be more inclined to ride their bikes if there were more on-road facilities such as bike lanes or if street/road conditions were better, such as smooth pavement and less debris. Women were more likely than men to cite improved safety (e.g., felt safer, motorists drove slower and better street/road conditions) as a motivator to increased bike ridership. Additional comparisons by area of residence and demographics can be found in *Appendix C: Selected Survey Results by Respondent Characteristics*.

Figure 7: Things that Would Make Respondents Inclined to Ride a Bicycle More

I would ride my bike more if:	Percent of respondents
There were more well-marked greenways and off-road paths	50%
Motorists drove slower & respected cyclists	34%
There were wider roads for riding or roads had paved shoulders	34%
There were more on-road facilities such as bike lanes	31%
I felt safer	27%
Street/road conditions were better, such as smooth pavement & less debris	22%
I felt more confident on my bike	13%
I knew how to ride a bicycle	0%
Other	49%

Asked only of those respondents who reported not riding a bike in the last six months.

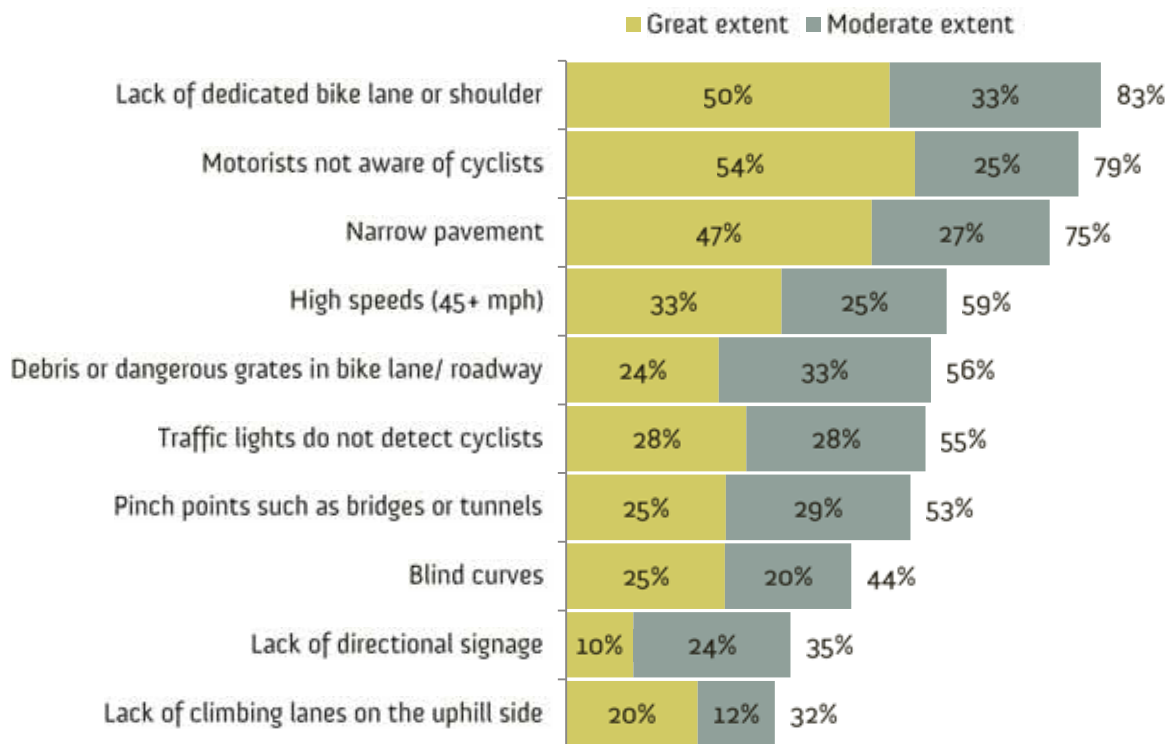
All survey respondents rated the extent to which a series of bicycling challenges were of concern to them. These challenges encompassed physical aspects of roads (e.g., bike lanes, climbing lanes on hills, debris) as well as awareness of motorists, directional signage and traffic signal issues. About four in five respondents felt lack of dedicated bike lanes and motorists not being aware of cyclists were great or moderate concerns, while slightly fewer (about three-quarters) cited narrow pavement as a great or moderate concern. Respondents were least concerned about lack of directional signage and climbing lanes on the uphill sides of roads; about one-third felt these challenges were of great or moderate concern.

In addition to rating this list of bicycling challenges, respondents could write in their own words an “other” challenge. These write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*. Additionally, *Appendix B: Responses to Survey Questions* contains the full set of frequencies for this question, including the proportion of “don’t know” responses.

While ratings of these bicycling challenges were similar across the four areas of the North Front Range, some differences in opinion were found when comparing results by respondent gender, age and housing tenure. Generally, women were more likely than men to rate each of these challenges as a great or moderate concern and the youngest respondents were more likely to cite the lack of dedicated bike lanes or shoulders as concerns than their older counterparts. Renters more often rated blind curves and traffic lights’ inability to detect cyclists as concerns than did homeowners. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for additional details.)

Figure 8: Ratings of Bicycling Challenges

To what extent, if any, do each of the following bicycling challenges on the road concern you?



After rating the list of bicycling challenges, respondents rated the importance of potential projects for improving biking in the region (Figure 9). These projects ranged in nature from improving road conditions or creating additional paths to adding more signage or providing more education programs. Three in five respondents rated more paved shoulders wide enough for bikes and additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians as essential or very important for improving biking. About half of respondents thought better intersection designs and Focus on Safe Routes to Schools were essential or very important to improve biking. Less than one-third of respondents felt more bike racks and bike lockers, traffic calming and lower speed limits on important routes, Bicycle Boulevards (shared roadways designed to give priority to cycling traffic) and bicyclist and/or motorist safety education programs were essential or very important projects.

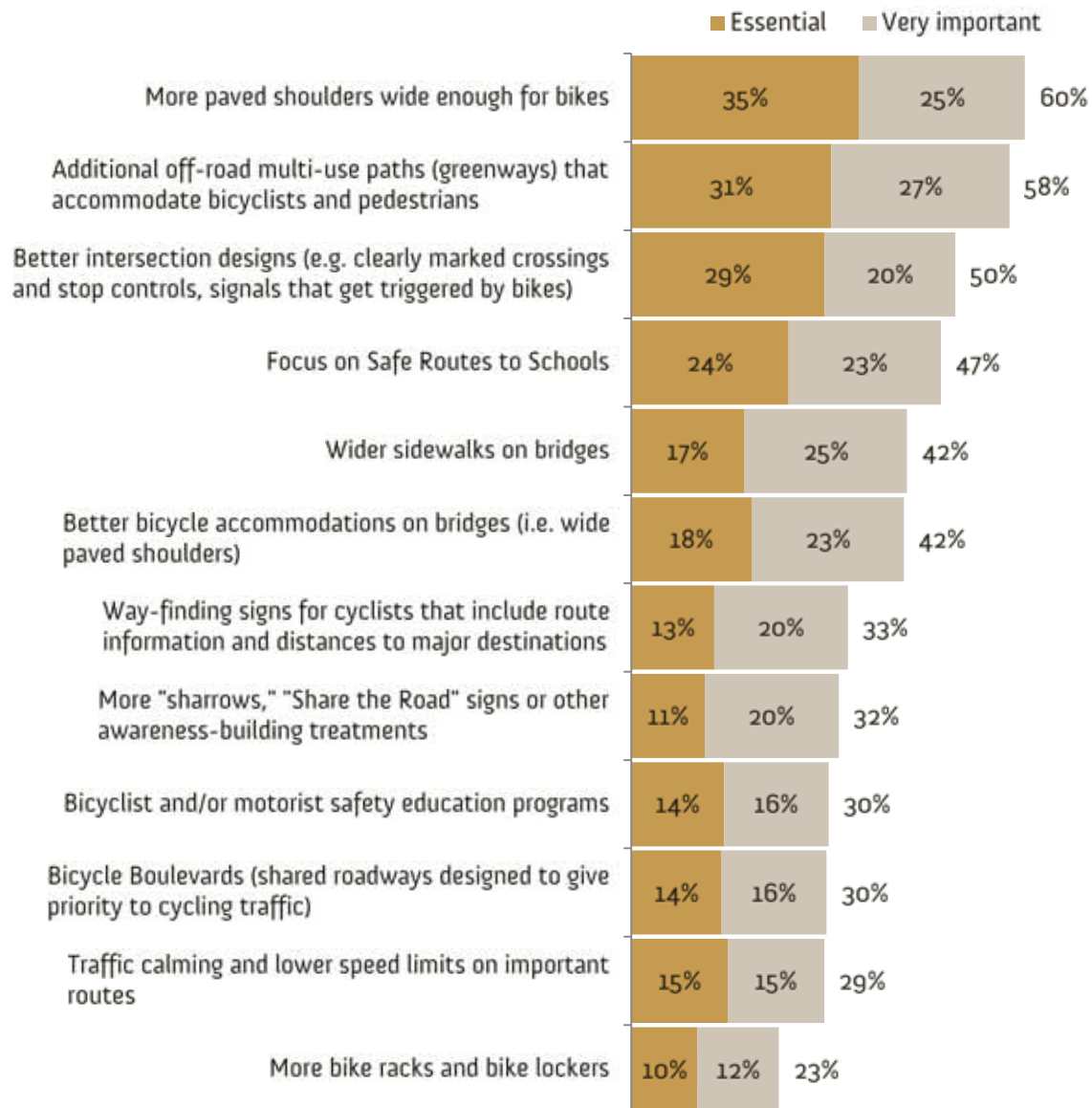
In addition to rating this list of potential projects, respondents could write in their own words an "other" project. These write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*. Additionally, *Appendix B: Responses to Survey Questions* contains the full set of frequencies for this question, including the proportion of respondents who said "somewhat important," "not at all important" or "don't know."

Overall, few differences in the importance of these projects were found by area of residence or respondent demographics. *Appendix C: Selected Survey Results by Respondent Characteristics* provides the complete comparisons, observed differences included the following:

- Respondents in Fort Collins and Other areas of the North Front Range were more likely than respondents in Loveland or Greeley to feel that more paved shoulders wide enough for bikes would improve biking in the region.
- Women gave greater importance to way-finding signs for cyclists that include route information and distances to major destinations and more bike racks and bike lockers than men.
- The youngest respondents gave greater importance to better intersection designs (e.g., clearly marked crossings and stop controls, signals that get triggered by bikes) than older respondents.

Figure 9: Importance of Potential Projects

Please rate how important, if at all, the following potential projects are to you for improving biking in our region.



After rating the importance of projects, respondents rated the importance of a wide-range of benefits and uses of a regional bike system (Figure 10). Over half of respondents felt that improving connectivity between residential neighborhoods and destinations; providing opportunities for recreation; decreasing the environmental impacts of transportation (air quality, water, etc.); and providing opportunities to exercise were essential or very important to them. About half of respondents cited providing transportation alternatives including expanding the reach of public transit; providing bicycle access to jobs and schools; and supporting local businesses (e.g., more available parking, etc.) as essential or very important. Less than one in five respondents thought promoting community-building events such as bike races would be an important benefit to the system.

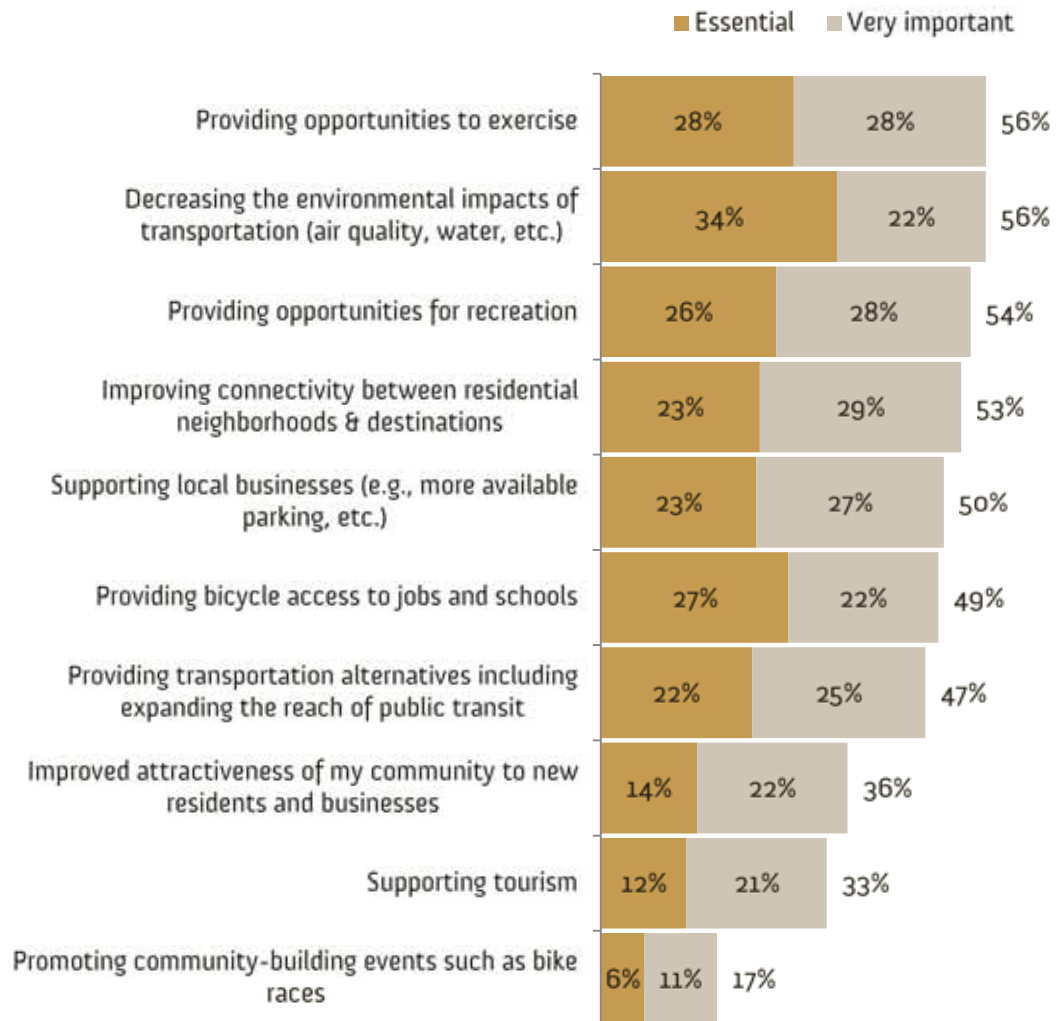
In addition to rating this list of benefits and uses, respondents could write in their own words an “other” benefit or use of a regional bike system. These write-in responses can be found in *Appendix D: Verbatim Responses to Open-ended Questions*. Additionally, *Appendix B: Responses to Survey Questions* contains the full set of frequencies for this question, including the proportion of respondents who said “somewhat important,” “not at all important” or “don’t know.”

Across the region, respondents generally felt similarly about each of the benefits and uses of a regional bike system, however, respondents in Fort Collins and in Other areas were more likely than respondents in Loveland or Greeley to rate providing opportunities to exercise as essential or very important to them.

Men gave greater importance to promoting community-building events such as bike races than women, while women gave greater importance to decreasing the environmental impacts of transportation (air quality, water, etc.) and providing opportunities for recreation than men. Overall, respondents age 55 and over and homeowners tended to rate all of the benefits and uses of a regional bike system lower than their counterparts. (See *Appendix C: Selected Survey Results by Respondent Characteristics* for the complete set of comparisons by place of residence and sociodemographic characteristics.)

Figure 10: Importance of Benefits of a Region Bike System

Please rate how important, if at all, the following benefits and uses of a regional bike system are to you.



Appendix A: Respondent Characteristics

Characteristics of the survey respondents are displayed in the tables and graphs below. (Note: As with the other data presented in this report, characteristics are based on the weighted dataset, adjusted to best represent the demographic profile of North Front Range. See *Appendix E: Survey Methodology* for more information on the weighting process.)

Table 1: Length of Residency

How many years have you lived in this region?	Percent of respondents
Less than 5 years	27%
5 to 9 years	22%
10 to 14 years	12%
15 to 19 years	6%
20 or more years	33%
Average years in the region	16.2

Table 2: Housing Tenure

Do you rent or own your home?	Percent of respondents
Rent	38%
Own	62%

Table 3: Respondent Gender

What is your gender?	Percent of respondents
Male	50%
Female	50%

Table 4: Respondent Age

In which category is your age?	Percent of respondents
18-24 years	10%
25-34 years	29%
35-44 years	15%
45-54 years	19%
55-64 years	14%
65-74 years	9%
75 years or older	4%

Table 5: Respondent Ethnicity

Are you Spanish, Hispanic or Latino?	Percent of respondents
Yes	7%
No	93%

Appendix B: Responses to Survey Questions

The full set of responses to each survey question is displayed in the following tables. (Note: As with the other data presented in this report, these responses are based on the weighted dataset, adjusted to best represent the demographic profile of NFRMPO residents. See *Appendix E: Survey Methodology* for more information on the weighting process.)

Tables 6 to 23 display the complete set of responses to each question on the survey, *excluding* the “don’t know” responses. Tables 24 to 41 display the complete set of responses to each question on the survey, *including* the “don’t know” responses where “don’t know” was a response option.

Frequencies Excluding Don't Know

Table 6: Question 1

About how frequently, if ever, do you ride your bike for the following reasons?	Never	Once or twice a year	3 to 11 times a year	Once or twice a month	3 to 4 times a month	Once or twice a week	3 or more times a week	Total
Getting to and/or from work	62%	5%	6%	3%	3%	5%	17%	100%
Getting to and/or from school	74%	3%	1%	3%	2%	3%	15%	100%
Shopping/running errands	52%	6%	13%	8%	8%	5%	6%	100%
Other general transportation	52%	7%	9%	5%	6%	12%	10%	100%
Bicycling for recreation (street bike)	36%	8%	12%	12%	11%	9%	11%	100%
Bicycling for exercise (street bike)	39%	6%	13%	7%	11%	12%	13%	100%
Mountain biking for recreation or exercise	60%	12%	11%	3%	7%	3%	2%	100%
Other	8%	0%	0%	0%	4%	49%	39%	100%

Table 7: Question 2

Have you ridden a bicycle in the last six months?	Percent of respondents
Yes	61%
No	39%
Total	100%

Table 8: Question 3

When you ride a bike for the work or school commute, what distance do you usually travel?	Percent of respondents
Less than 2 miles	21%
2 to 5 miles	28%
6 to 10 miles	8%
11 to 20 miles	6%
More than 20 miles	1%
I don't ride a bike for work or school	36%
Total	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 9: Question 4

How long is your usual bike ride for the work or school commute?	Percent of respondents
Less than 15 minutes	24%
15 to 29 minutes	28%
30 to 59 minutes	10%
1 or more hours	2%
I don't ride a bike for work or school	36%
Total	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 10: Question 5

When you ride a bike for reasons other than the work or school commute, what distance do you usually travel?	Percent of respondents
Less than 2 miles	13%
2 to 5 miles	36%
6 to 10 miles	15%
11 to 20 miles	13%
More than 20 miles	18%
I don't ride a bike for other reasons	5%
Total	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 11: Question 6

How long is your usual bike ride for other reasons?	Percent of respondents
Less than 15 minutes	3%
15 to 29 minutes	25%
30 to 59 minutes	29%
1 or more hours	37%
I don't ride a bike for other reasons	6%
Total	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 12: Question 7

Why haven't you ridden a bicycle in the last six months?	Percent of respondents
I don't know how	4%
I don't own a bike	54%
I am unable to ride a bike (health conditions, etc.)	17%
I'm too busy; I don't have time	16%
I'm not interested in riding a bike	21%
No adequate facilities exist	4%
Distances to destinations are too far	5%
It is unsafe to ride a bicycle	15%
Other	20%

*Total may exceed 100% as respondents could select more than one response.
 Asked only of those respondents who reported not riding a bike in the last six months.*

Table 13: Question 8

Would you like to be able to ride your bike more than you currently do?	Percent of respondents
Yes	57%
No	43%

Asked only of those respondents who reported not riding a bike in the last six months.

Table 14: Question 9

I would ride my bike more if:	Percent of respondents
I knew how to ride a bicycle	0%
I felt more confident on my bike	13%
I felt safer	28%
Motorists drove slower & respected cyclists	35%
There were more well-marked greenways and off-road paths	51%
There were more on-road facilities such as bike lanes	31%
Street/road conditions were better, such as smooth pavement & less debris	22%
There were wider roads for riding or roads had paved shoulders	35%
Other	51%

Asked only of those respondents who reported not riding a bike in the last six months.

Table 15: Question 10

To what extent, if any, do each of the following bicycling challenges on the road concern you?	Great extent	Moderate extent	Small extent	Not at all	Total
Narrow pavement	47%	27%	14%	12%	100%
Lack of dedicated bike lane or shoulder	50%	33%	8%	9%	100%
Blind curves	25%	20%	33%	23%	100%
Lack of climbing lanes on the uphill side	20%	12%	32%	36%	100%
Traffic lights do not detect cyclists	28%	28%	24%	21%	100%
Debris or dangerous grates in bike lane/ roadway	24%	33%	28%	16%	100%
High speeds (45+ mph)	33%	25%	23%	19%	100%
Motorists not aware of cyclists	54%	25%	12%	9%	100%
Pinch points such as bridges or tunnels	25%	29%	28%	19%	100%
Lack of directional signage	10%	24%	28%	38%	100%
Other	72%	28%	0%	0%	100%

Table 16: Question 11

Please rate how important, if at all, the following potential projects are to you for improving biking in our region.	Essential	Very important	Important	Somewhat important	Not at all important	Total
More paved shoulders wide enough for bikes	35%	25%	24%	9%	7%	100%
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	31%	27%	24%	9%	9%	100%
Traffic calming and lower speed limits on important routes	15%	15%	22%	26%	22%	100%
More "sharrows," "Share the Road" signs or other awareness-building treatments	11%	20%	24%	23%	22%	100%
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	18%	23%	30%	19%	9%	100%
Wider sidewalks on bridges	17%	25%	23%	22%	13%	100%
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	29%	20%	25%	14%	11%	100%
Way-finding signs for cyclists that include route information and distances to major destinations	13%	20%	22%	24%	20%	100%
Focus on Safe Routes to Schools	24%	23%	30%	11%	11%	100%
More bike racks and bike lockers	10%	12%	30%	30%	18%	100%
Bicyclist and/or motorist safety education programs	14%	16%	26%	26%	18%	100%
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	14%	16%	30%	19%	21%	100%
Other	77%	9%	12%	3%	0%	100%

NFRMPO Regional Bicycle Plan Survey

Table 17: Question 12

Please rate how important, if at all, the following benefits and uses of a regional bike system are to you.	Essential	Very important	Important	Somewhat important	Not at all important	Total
Providing bicycle access to jobs and schools	27%	22%	23%	13%	15%	100%
Providing transportation alternatives including expanding the reach of public transit	22%	25%	28%	13%	12%	100%
Promoting community-building events such as bike races	6%	11%	25%	30%	29%	100%
Improving connectivity between residential neighborhoods & destinations	23%	29%	24%	12%	12%	100%
Improved attractiveness of my community to new residents and businesses	14%	22%	29%	18%	17%	100%
Decreasing the environmental impacts of transportation (air quality, water, etc.)	34%	22%	21%	11%	11%	100%
Providing opportunities to exercise	28%	28%	23%	10%	11%	100%
Providing opportunities for recreation	26%	28%	25%	10%	10%	100%
Supporting tourism	12%	21%	33%	17%	17%	100%
Supporting local businesses (e.g., more available parking, etc.)	23%	27%	28%	13%	9%	100%
Other	72%	28%	0%	0%	0%	100%

Table 18: Question 20

How many years have you lived in this region?	Percent of respondents
Less than 5 years	27%
5 to 9 years	22%
10 to 14 years	12%
15 to 19 years	6%
20 or more years	33%
Average years in the region	16.2

Table 19: Question 21

Do you rent or own your home?	Percent of respondents
Rent	38%
Own	62%

Table 20: Question 22

What is your gender?	Percent of respondents
Male	50%
Female	50%

Table 21: Question 23

In which category is your age?	Percent of respondents
18-24 years	10%
25-34 years	29%
35-44 years	15%
45-54 years	19%
55-64 years	14%
65-74 years	9%
75 years or older	4%

Table 22: Question 24

Are you Spanish, Hispanic or Latino?	Percent of respondents
Yes	7%
No	93%

Table 23: Question 25

Would you like to receive email announcements regarding the NFRMPO Regional Bicycle Plan?	Percent of respondents
No	73%
Yes	27%

Frequencies Including Don't Know

The following pages contain a complete set of responses to each question on the survey, including the “don't know” responses. The percent of respondents giving a particular response is shown followed by the number of respondents.

Table 24: Question 1

About how frequently, if ever, do you ride your bike for the following reasons?	Never		Once or twice a year		3 to 11 times a year		Once or twice a month		3 to 4 times a month		Once or twice a week		3 or more times a week		Total	
	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count
Getting to and/or from work	62%	129	5%	11	6%	13	3%	6	3%	6	5%	9	17%	34	100%	208
Getting to and/or from school	74%	147	3%	7	1%	2	3%	6	2%	3	3%	5	15%	29	100%	199
Shopping/running errands	52%	109	6%	13	13%	28	8%	18	8%	17	5%	10	6%	13	100%	209
Other general transportation	52%	105	7%	13	9%	19	5%	9	6%	12	12%	24	10%	20	100%	204
Bicycling for recreation (street bike)	36%	76	8%	16	12%	26	12%	25	11%	24	9%	19	11%	24	100%	209
Bicycling for exercise (street bike)	39%	81	6%	13	13%	27	7%	14	11%	22	12%	24	13%	27	100%	208
Mountain biking for recreation or exercise	60%	122	12%	25	11%	23	3%	6	7%	15	3%	7	2%	5	100%	204
Other	8%	1	0%	0	0%	0	0%	0	4%	0	49%	5	39%	4	100%	10

Table 25: Question 2

Have you ridden a bicycle in the last six months?	Percent of respondents	Count
Yes	61%	136
No	39%	89
Total	100%	225

Table 26: Question 3

When you ride a bike for the work or school commute, what distance do you usually travel?	Percent of respondents	Count
Less than 2 miles	21%	29
2 to 5 miles	28%	39
6 to 10 miles	8%	11
11 to 20 miles	6%	8

When you ride a bike for the work or school commute, what distance do you usually travel?	Percent of respondents	Count
More than 20 miles	1%	1
I don't ride a bike for work or school	36%	49
Total	100%	137

Table 27: Question 4

How long is your usual bike ride for the work or school commute?	Percent of respondents	Count
Less than 15 minutes	24%	33
15 to 29 minutes	28%	39
30 to 59 minutes	10%	14
1 or more hours	2%	2
I don't ride a bike for work or school	36%	50
Total	100%	137

Table 28: Question 5

When you ride a bike for reasons other than the work or school commute, what distance do you usually travel?	Percent of respondents	Count
Less than 2 miles	13%	18
2 to 5 miles	36%	50
6 to 10 miles	15%	21
11 to 20 miles	13%	18
More than 20 miles	18%	26
I don't ride a bike for other reasons	5%	7
Total	100%	139

Table 29: Question 6

How long is your usual bike ride for other reasons?	Percent of respondents	Count
Less than 15 minutes	3%	5
15 to 29 minutes	25%	35
30 to 59 minutes	29%	40
1 or more hours	37%	51
I don't ride a bike for other reasons	6%	8
Total	100%	138

Table 30: Question 7

Why haven't you ridden a bicycle in the last six months?	Percent of respondents	Count
I don't know how	4%	3
I don't own a bike	57%	45
I am unable to ride a bike (health conditions, etc.)	17%	14
I'm too busy; I don't have time	16%	13
I'm not interested in riding a bike	21%	18
No adequate facilities exist	4%	3
Distances to destinations are too far	5%	4
It is unsafe to ride a bicycle	15%	13
Other	20%	17

Table 31: Question 8

Would you like to be able to ride your bike more than you currently do?	Percent of respondents	Count
Yes	57%	47
No	43%	35

Table 32: Question 9

I would ride my bike more if:	Percent of respondents	Count
I knew how to ride a bicycle	0%	0
I felt more confident on my bike	13%	6
I felt safer	28%	13
Motorists drove slower & respected cyclists	35%	16
There were more well-marked greenways and off-road paths	51%	24
There were more on-road facilities such as bike lanes	31%	15
Street/road conditions were better, such as smooth pavement & less debris	22%	10
There were wider roads for riding or roads had paved shoulders	35%	16
Other	51%	24

Table 33: Question 10

To what extent, if any, do each of the following bicycling challenges on the road concern you?	Great extent	Moderate extent	Small extent	Not at all	Don't know	Total
Narrow pavement	44%	25%	13%	11%	8%	216
Lack of dedicated bike lane or shoulder	46%	30%	8%	8%	7%	213
Blind curves	22%	18%	30%	21%	9%	212
Lack of climbing lanes on the uphill side	17%	10%	26%	29%	19%	205
Traffic lights do not detect cyclists	23%	23%	19%	17%	17%	211
Debris or dangerous grates in bike lane/ roadway	21%	30%	25%	14%	9%	209
High speeds (45+ mph)	30%	23%	21%	17%	8%	211
Motorists not aware of cyclists	51%	24%	11%	8%	6%	214
Pinch points such as bridges or tunnels	22%	26%	25%	17%	10%	207
Lack of directional signage	9%	21%	24%	33%	12%	207
Other	72%	28%	0%	0%	0%	30

Table 34: Question 11

Please rate how important, if at all, the following potential projects are to you for improving biking in our region.	Essential		Very important		Important		Somewhat important		Not at all important		Don't know		Total	
	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count
More paved shoulders wide enough for bikes	34%	72	25%	53	24%	51	8%	18	7%	15	3%	7	100%	215
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	29%	62	26%	56	23%	50	9%	18	8%	18	5%	10	100%	214
Traffic calming and lower speed limits on important routes	14%	30	14%	30	21%	46	25%	54	21%	45	5%	11	100%	216
More "sharrows," "Share the Road" signs or other awareness-building treatments	11%	23	19%	42	23%	49	21%	46	21%	45	5%	11	100%	216
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	17%	37	21%	46	28%	60	18%	39	8%	18	8%	17	100%	216
Wider sidewalks on bridges	16%	34	23%	49	22%	46	20%	43	12%	25	8%	17	100%	214
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	28%	59	19%	40	23%	50	14%	29	11%	23	6%	13	100%	214
Way-finding signs for cyclists that include route information and distances to major destinations	12%	25	19%	41	21%	45	23%	49	19%	40	7%	14	100%	213
Focus on Safe Routes to Schools	22%	47	22%	46	28%	60	11%	23	10%	22	7%	14	100%	211
More bike racks and bike lockers	9%	20	11%	25	27%	58	28%	59	16%	35	8%	16	100%	213
Bicyclist and/or motorist safety education programs	14%	29	15%	33	26%	54	25%	53	17%	37	3%	7	100%	213
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	13%	27	15%	31	28%	60	17%	36	19%	41	9%	20	100%	215
Other	77%	17	9%	2	12%	3	3%	1	0%	0	0%	0	100%	22

Table 35: Question 12

Please rate how important, if at all, the following benefits and uses of a regional bike system are to you.	Essential		Very important		Important		Somewhat important		Not at all important		Don't know		Total	
Providing bicycle access to jobs and schools	26%	57	21%	46	22%	48	13%	28	14%	31	3%	7	100%	217
Providing transportation alternatives including expanding the reach of public transit	21%	45	24%	51	26%	57	12%	26	11%	24	6%	14	100%	217
Promoting community-building events such as bike races	6%	13	10%	22	23%	50	28%	60	27%	58	6%	14	100%	216
Improving connectivity between residential neighborhoods & destinations	22%	48	28%	61	23%	50	11%	24	11%	24	4%	9	100%	217
Improved attractiveness of my community to new residents and businesses	13%	29	21%	45	27%	59	17%	36	17%	36	6%	12	100%	215
Decreasing the environmental impacts of transportation (air quality, water, etc.)	33%	71	21%	45	20%	44	11%	24	10%	23	5%	10	100%	216
Providing opportunities to exercise	27%	60	27%	60	22%	48	10%	22	10%	23	3%	6	100%	218
Providing opportunities for recreation	25%	54	28%	60	25%	54	10%	22	10%	22	3%	6	100%	218
Supporting tourism	12%	26	20%	43	32%	69	16%	35	17%	36	3%	7	100%	217
Supporting local businesses (e.g., more available parking, etc.)	22%	47	26%	57	27%	58	12%	26	9%	20	3%	7	100%	216
Other	72%	8	28%	3	0%	0	0%	0	0%	0	0%	0	100%	11

Table 36: Question 20

How many years have you lived in this region?	Percent of respondents	Count
Less than 5 years	27%	56
5 to 9 years	22%	45
10 to 14 years	12%	26
15 to 19 years	6%	12
20 or more years	33%	69
Average years in the region	16.2	206

Table 37: Question 21

Do you rent or own your home?	Percent of respondents	Count
Rent	38%	77
Own	62%	128

Table 38: Question 22

What is your gender?	Percent of respondents	Count
Male	50%	101
Female	50%	101

Table 39: Question 23

In which category is your age?	Percent of respondents	Count
18-24 years	10%	21
25-34 years	29%	59
35-44 years	15%	29
45-54 years	19%	37
55-64 years	14%	28
65-74 years	9%	18
75 years or older	4%	8

Table 40: Question 24

Are you Spanish, Hispanic or Latino?	Percent of respondents	Count
Yes	7%	14
No	93%	180

Table 41: Question 25

Would you like to receive email announcements regarding the NFRMPO Regional Bicycle Plan?	Percent of respondents	Count
No	73%	142
Yes	27%	53

Appendix C: Selected Survey Results by Respondent Characteristics

The following appendix includes crosstabulations of selected questions by selected respondent characteristics. Where differences between subgroups are “statistically significant” ($p \leq .05$, meaning there is a less than 5% chance that differences observed are due to chance alone), they are highlighted in grey. In order to facilitate comparisons between subgroups, response categories for many questions were combined. “Don’t know” responses were excluded from the analysis.

Crosstabulations of Selected Survey Results by Ridership

The following tables display selected survey results by bicycle ridership (whether or not the respondent had ridden a bicycle in the last six months).

Table 42: Ratings of Bicycling Challenges by Ridership

Percent of respondents who felt each of the following challenges concerned them a great or moderate extent	Have you ridden a bicycle in the last six months?		
	Yes	No	Overall
Narrow pavement	74%	76%	75%
Lack of dedicated bike lane or shoulder	83%	82%	82%
Blind curves	42%	48%	44%
Lack of climbing lanes on the uphill side	26%	45%	32%
Traffic lights do not detect cyclists	57%	52%	55%
Debris or dangerous grates in bike lane/ roadway	59%	51%	56%
High speeds (45+ mph)	57%	61%	59%
Motorists not aware of cyclists	83%	71%	79%
Pinch points such as bridges or tunnels	55%	49%	53%
Lack of directional signage	28%	50%	34%

Table 43: Importance of Potential Projects by Ridership

Percent of respondents rating each of the following potential projects as essential or very important	Have you ridden a bicycle in the last six months?		
	Yes	No	Overall
More paved shoulders wide enough for bikes	65%	51%	60%
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	60%	54%	58%
Traffic calming and lower speed limits on important routes	33%	23%	29%
More "sharrows," "Share the Road" signs or other awareness-building treatments	28%	39%	32%
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	43%	38%	41%
Wider sidewalks on bridges	39%	49%	42%
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	51%	48%	50%
Way-finding signs for cyclists that include route information and distances to major destinations	32%	35%	33%
Focus on Safe Routes to Schools	48%	46%	47%
More bike racks and bike lockers	20%	27%	23%
Bicyclist and/or motorist safety education programs	23%	44%	30%
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	33%	25%	30%

Table 44: Importance of Benefits of a Region Bike System by Ridership

Percent of respondents rating each of the following benefits and uses of a regional bike system as essential or very important	Have you ridden a bicycle in the last six months?		
	Yes	No	Overall
Providing bicycle access to jobs and schools	61%	28%	49%
Providing transportation alternatives including expanding the reach of public transit	50%	43%	47%
Promoting community-building events such as bike races	21%	11%	17%
Improving connectivity between residential neighborhoods & destinations	62%	35%	53%
Improved attractiveness of my community to new residents and businesses	41%	27%	36%
Decreasing the environmental impacts of transportation (air quality, water, etc.)	60%	51%	56%
Providing opportunities to exercise	60%	50%	56%
Providing opportunities for recreation	57%	49%	54%
Supporting tourism	35%	30%	33%
Supporting local businesses (e.g., more available parking, etc.)	53%	45%	50%

Crosstabulations of Selected Survey Results by Place of Residence

For the comparison of results by area of residence, the 13 areas were combined to four: Fort Collins; Loveland; Greeley (including the cities of Greeley, Evans and Garden City; and Other (including the cities of Berthoud, Eaton, Johnstown, LaSalle, Milliken, Severance, Timnath and Windsor).

Table 45: Frequency of Bicycle Use by Place of Residence

Percent of respondents riding a bicycle at least once a month	Fort Collins	Loveland	Greeley	Other	Overall
Getting to and/or from work	42%	21%	22%	1%	28%
Getting to and/or from school	28%	22%	22%	11%	23%
Shopping/running errands	46%	18%	15%	19%	29%
Other general transportation	50%	34%	20%	13%	34%
Bicycling for recreation (street bike)	52%	54%	29%	46%	45%
Bicycling for exercise (street bike)	51%	51%	27%	46%	43%
Mountain biking for recreation or exercise	20%	13%	15%	14%	16%

Table 46: Rode a Bicycle in the Last Six Month by Place of Residence

	Fort Collins	Loveland	Greeley	Other	Overall
Percent of respondents who rode their bicycle in the last six months	77%	67%	42%	65%	64%

Table 47: Distance of Work or school Commute by Place of Residence

When you ride a bike for the work or school commute, what distance do you usually travel?	Fort Collins	Loveland	Greeley	Other	Overall
Less than 2 miles	26%	11%	27%	7%	22%
2 to 5 miles	33%	26%	32%	12%	30%
6 to 10 miles	5%	12%	9%	0%	7%
11 to 20 miles	4%	12%	6%	5%	6%
More than 20 miles	0%	4%	0%	0%	1%
I don't ride a bike for work or school	31%	34%	25%	76%	35%
Total	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 48: Duration of Work or school Commute by Place of Residence

How long is your usual bike ride for the work or school commute?	Fort Collins	Loveland	Greeley	Other	Overall
Less than 15 minutes	31%	12%	27%	7%	24%
15 to 29 minutes	30%	26%	36%	12%	29%
30 to 59 minutes	7%	24%	12%	0%	10%
1 or more hours	1%	4%	0%	5%	2%
I don't ride a bike for work or school	32%	34%	25%	76%	35%
Total	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 49: Distance of Non-commute Trips by Place of Residence

When you ride a bike for reasons other than the work or school commute, what distance do you usually travel?	Fort Collins	Loveland	Greeley	Other	Overall
Less than 2 miles	14%	17%	7%	10%	13%
2 to 5 miles	38%	18%	42%	36%	35%
6 to 10 miles	11%	19%	15%	37%	16%
11 to 20 miles	19%	11%	0%	10%	13%
More than 20 miles	15%	30%	27%	0%	18%
I don't ride a bike for other reasons	3%	4%	9%	7%	5%
Total	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 50: Duration of Non-commute Trips by Place of Residence

How long is your usual bike ride for other reasons?	Fort Collins	Loveland	Greeley	Other	Overall
Less than 15 minutes	3%	3%	2%	11%	4%
15 to 29 minutes	34%	18%	11%	20%	25%
30 to 59 minutes	19%	31%	54%	34%	30%
1 or more hours	39%	44%	26%	26%	36%
I don't ride a bike for other reasons	5%	4%	7%	10%	6%
Total	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

NFRMPO Regional Bicycle Plan Survey

Table 51: Reasons for Having Not Ridden a Bicycle in Past Six Months by Place of Residence

Why haven't you ridden a bicycle in the last six months?	Fort Collins	Loveland	Greeley	Other	Overall
I don't know how	12%	0%	0%	0%	3%
I don't own a bike	50%	37%	63%	37%	53%
I am unable to ride a bike (health conditions, etc.)	21%	6%	15%	13%	15%
I'm too busy; I don't have time	0%	29%	22%	2%	15%
I'm not interested in riding a bike	21%	11%	28%	19%	22%
No adequate facilities exist	0%	0%	1%	39%	4%
Distances to destinations are too far	0%	14%	0%	17%	4%
It is unsafe to ride a bicycle	17%	15%	13%	40%	17%
Other	34%	13%	22%	15%	23%

Statistical significance not tested.

Total may exceed 100% as respondents could select more than one response.

Asked only of those respondents who reported not riding a bike in the last six months.

Table 52: Interest in Riding a Bicycle More by Place of Residence

	Fort Collins	Loveland	Greeley	Other	Overall
Percent of respondents who would like to be able to ride their bike more than they currently do	50%	80%	58%	69%	60%

Asked only of those respondents who reported not riding a bike in the last six months.

Table 53: Things that Would Make Respondents Inclined to Ride a Bicycle More by Place of Residence

I would ride my bike more if:	Fort Collins	Loveland	Greeley	Other	Overall
I knew how to ride a bicycle	0%	0%	0%	0%	0%
I felt more confident on my bike	24%	0%	9%	21%	12%
I felt safer	67%	6%	19%	28%	27%
Motorists drove slower & respected cyclists	36%	20%	55%	4%	37%
There were more well-marked greenways and off-road paths	66%	17%	56%	62%	50%
There were more on-road facilities such as bike lanes	14%	11%	49%	36%	31%
Street/road conditions were better, such as smooth pavement & less debris	28%	0%	37%	15%	24%
There were wider roads for riding or roads had paved shoulders	42%	11%	44%	15%	33%
Other	68%	67%	35%	55%	52%

Statistical significance not tested.

Total may exceed 100% as respondents could select more than one response.

Asked only of those respondents who reported not riding a bike in the last six months.

Table 54: Ratings of Bicycling Challenges by Place of Residence

Percent of respondents who felt each of the following challenges concerned them a great or moderate extent	Fort Collins	Loveland	Greeley	Other	Overall
Narrow pavement	74%	69%	78%	78%	75%
Lack of dedicated bike lane or shoulder	80%	75%	93%	74%	82%
Blind curves	41%	48%	44%	51%	44%
Lack of climbing lanes on the uphill side	23%	38%	41%	40%	33%
Traffic lights do not detect cyclists	57%	51%	60%	45%	55%
Debris or dangerous grates in bike lane/ roadway	63%	53%	58%	45%	58%
High speeds (45+ mph)	62%	57%	60%	61%	60%
Motorists not aware of cyclists	80%	87%	77%	69%	79%
Pinch points such as bridges or tunnels	61%	49%	41%	55%	52%
Lack of directional signage	36%	24%	37%	30%	34%

Table 55: Importance of Potential Projects by Place of Residence

Percent of respondents rating each of the following potential projects as essential or very important	Fort Collins	Loveland	Greeley	Other	Overall
More paved shoulders wide enough for bikes	71%	39%	51%	68%	59%
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	55%	49%	61%	68%	57%
Traffic calming and lower speed limits on important routes	29%	32%	31%	39%	31%
More "sharrows," "Share the Road" signs or other awareness-building treatments	29%	23%	44%	32%	33%
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	41%	45%	38%	48%	42%
Wider sidewalks on bridges	38%	43%	44%	53%	42%
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	52%	41%	57%	34%	50%
Way-finding signs for cyclists that include route information and distances to major destinations	32%	32%	39%	32%	34%
Focus on Safe Routes to Schools	40%	60%	52%	45%	48%
More bike racks and bike lockers	28%	24%	19%	20%	24%
Bicyclist and/or motorist safety education programs	23%	33%	39%	36%	30%
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	32%	30%	27%	32%	30%

Table 56: Importance of Benefits of a Region Bike System by Place of Residence

Percent of respondents rating each of the following benefits and uses of a regional bike system as essential or very important	Fort Collins	Loveland	Greeley	Other	Overall
Providing bicycle access to jobs and schools	58%	43%	48%	42%	51%
Providing transportation alternatives including expanding the reach of public transit	47%	49%	47%	45%	47%
Promoting community-building events such as bike races	21%	26%	9%	13%	17%
Improving connectivity between residential neighborhoods & destinations	51%	55%	52%	64%	53%
Improved attractiveness of my community to new residents and businesses	33%	45%	33%	51%	37%
Decreasing the environmental impacts of transportation (air quality, water, etc.)	64%	56%	55%	39%	58%
Providing opportunities to exercise	71%	41%	43%	68%	57%
Providing opportunities for recreation	60%	47%	45%	68%	54%
Supporting tourism	36%	35%	21%	39%	32%
Supporting local businesses (e.g., more available parking, etc.)	53%	45%	47%	48%	49%

Crosstabulations of Selected Survey Results by Respondent Demographic Characteristics

The following tables display survey results by respondent gender, age and housing tenure (rent or own).

Table 57: Frequency of Bicycle Use by Gender, Age and Housing Tenure

Percent of respondents riding a bicycle at least once a month	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
	34%	23%	29%	48%	20%	10%	29%	44%	18%	28%
Getting to and/or from work	21%	27%	24%	45%	18%	1%	25%	35%	16%	24%
Getting to and/or from school	33%	26%	30%	44%	24%	16%	30%	36%	26%	30%
Shopping/running errands	43%	26%	35%	50%	29%	20%	35%	46%	26%	34%
Other general transportation	57%	33%	45%	50%	54%	30%	46%	51%	40%	45%
Bicycling for recreation (street bike)	52%	34%	43%	50%	48%	30%	44%	49%	39%	43%
Bicycling for exercise (street bike)	27%	8%	17%	22%	23%	3%	17%	18%	17%	17%
Mountain biking for recreation or exercise										

Table 58: Rode a Bicycle in the Last Six Month by Gender, Age and Housing Tenure

Percent of respondents who rode their bicycle in the last six months	Gender			Age			Housing tenure			
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
	75%	53%	64%	74%	68%	45%	64%	64%	64%	64%

Table 59: Distance of Work or school Commute by Gender, Age and Housing Tenure

When you ride a bike for the work or school commute, what distance do you usually travel?	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
	Less than 2 miles	21%	25%	23%	35%	13%	9%	23%	47%	6%
2 to 5 miles	36%	24%	31%	33%	35%	10%	29%	26%	33%	30%
6 to 10 miles	12%	0%	7%	7%	8%	5%	7%	2%	10%	7%
11 to 20 miles	6%	5%	6%	7%	5%	3%	6%	8%	4%	5%
More than 20 miles	1%	0%	1%	0%	2%	0%	1%	0%	1%	1%
I don't ride a bike for work or school	24%	47%	33%	17%	37%	73%	34%	17%	46%	35%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 60: Duration of Work or school Commute by Gender, Age and Housing Tenure

How long is your usual bike ride for the work or school commute?	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
	Less than 15 minutes	24%	27%	25%	38%	16%	6%	25%	34%	19%
15 to 29 minutes	37%	19%	30%	32%	36%	9%	29%	31%	27%	29%
30 to 59 minutes	11%	7%	10%	12%	8%	8%	10%	17%	5%	10%
1 or more hours	3%	0%	2%	0%	4%	3%	2%	0%	3%	2%
I don't ride a bike for work or school	25%	47%	34%	17%	37%	74%	35%	18%	46%	35%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 61: Distance of Non-commute Trips by Gender, Age and Housing Tenure

When you ride a bike for reasons other than the work or school commute, what distance do you usually travel?	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
	Less than 2 miles	5%	23%	13%	8%	14%	21%	13%	9%	13%
2 to 5 miles	32%	39%	35%	39%	30%	35%	35%	48%	27%	35%
6 to 10 miles	21%	10%	16%	13%	19%	17%	16%	10%	19%	16%
11 to 20 miles	13%	12%	12%	14%	8%	17%	13%	9%	15%	13%
More than 20 miles	28%	7%	19%	18%	27%	8%	19%	19%	19%	19%
I don't ride a bike for other reasons	2%	8%	5%	7%	2%	2%	5%	5%	6%	5%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 62: Duration of Non-commute Trips by Gender, Age and Housing Tenure

How long is your usual bike ride for other reasons?	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
	Less than 15 minutes	3%	4%	4%	0%	3%	14%	4%	3%	4%
15 to 29 minutes	24%	24%	24%	24%	14%	43%	24%	24%	25%	25%
30 to 59 minutes	24%	40%	31%	33%	34%	15%	30%	33%	27%	29%
1 or more hours	46%	24%	37%	36%	44%	27%	37%	33%	38%	36%
I don't ride a bike for other reasons	3%	8%	5%	7%	5%	1%	5%	7%	5%	6%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Asked only of those respondents who reported riding a bike in the last six months.

Table 63: Reasons for Having Not Ridden a Bicycle in Past Six Months by Gender, Age and Housing Tenure

Why haven't you ridden a bicycle in the last six months?	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
	I don't know how	0%	5%	3%	11%	0%	0%	3%	9%	0%
I don't own a bike	44%	60%	55%	72%	61%	34%	53%	81%	39%	55%
I am unable to ride a bike (health conditions, etc.)	10%	19%	16%	0%	0%	39%	16%	3%	23%	16%
I'm too busy; I don't have time	18%	15%	16%	0%	35%	13%	16%	13%	17%	16%
I'm not interested in riding a bike	16%	26%	22%	29%	17%	21%	22%	25%	17%	20%
No adequate facilities exist	8%	1%	3%	0%	1%	7%	3%	0%	7%	5%
Distances to destinations are too far	10%	1%	4%	2%	7%	4%	4%	4%	4%	4%
It is unsafe to ride a bicycle	20%	15%	16%	0%	23%	20%	15%	12%	21%	18%
Other	20%	24%	23%	26%	23%	21%	23%	22%	23%	23%

Statistical significance not tested.
 Total may exceed 100% as respondents could select more than one response.
 Asked only of those respondents who reported not riding a bike in the last six months.

Table 64: Interest in Riding a Bicycle More by Gender, Age and Housing Tenure

Percent of respondents who would like to be able to ride their bike more than they currently do Asked only of those respondents who reported not riding a bike in the last six months.	Gender			Age			Housing tenure			
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
		70%	54%	60%	69%	66%	47%	60%	69%	54%

Table 65: Things that Would Make Respondents Inclined to Ride a Bicycle More by Gender, Age and Housing Tenure

	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
I would ride my bike more if:										
I knew how to ride a bicycle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I felt more confident on my bike	5%	14%	10%	16%	0%	21%	13%	13%	12%	12%
I felt safer	14%	36%	27%	16%	34%	31%	27%	30%	28%	29%
Motorists drove slower & respected cyclists	11%	57%	38%	43%	56%	20%	40%	58%	19%	37%
There were more well-marked greenways and off-road paths	26%	69%	51%	63%	54%	28%	49%	67%	40%	52%
There were more on-road facilities such as bike lanes	19%	40%	31%	22%	50%	15%	29%	40%	22%	30%
Street/road conditions were better, such as smooth pavement & less debris	6%	40%	26%	43%	24%	8%	26%	41%	12%	25%
There were wider roads for riding or roads had paved shoulders	12%	52%	35%	22%	68%	17%	35%	47%	24%	34%
Other	79%	39%	56%	40%	60%	53%	51%	38%	68%	54%

Total may exceed 100% as respondents could select more than one response.
 Asked only of those respondents who reported not riding a bike in the last six months.
 Statistical significance not tested.

Table 66: Ratings of Bicycling Challenges by Gender, Age and Housing Tenure

Percent of respondents who felt each of the following challenges concerned them a great or moderate extent	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
	Narrow pavement	66%	85%	75%	74%	75%	76%	75%	78%	74%
Lack of dedicated bike lane or shoulder	79%	89%	84%	96%	72%	76%	83%	89%	79%	83%
Blind curves	31%	60%	45%	41%	48%	47%	45%	55%	38%	44%
Lack of climbing lanes on the uphill side	29%	39%	33%	28%	29%	45%	33%	37%	30%	33%
Traffic lights do not detect cyclists	53%	59%	56%	57%	55%	57%	56%	66%	50%	56%
Debris or dangerous grates in bike lane/ roadway	53%	66%	59%	59%	59%	55%	58%	58%	59%	59%
High speeds (45+ mph)	49%	74%	61%	62%	55%	67%	61%	65%	56%	59%
Motorists not aware of cyclists	76%	84%	80%	80%	82%	77%	80%	86%	75%	79%
Pinch points such as bridges or tunnels	45%	62%	53%	49%	54%	58%	53%	46%	57%	53%
Lack of directional signage	24%	47%	35%	38%	26%	42%	35%	41%	31%	34%

Table 67: Importance of Potential Projects by Gender, Age and Housing Tenure

Percent of respondents rating each of the following potential projects as essential or very important	Gender		Age				Housing tenure			
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
	More paved shoulders wide enough for bikes	56%	63%	59%	59%	63%	60%	60%	61%	58%
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	56%	60%	58%	59%	59%	51%	57%	57%	57%	57%
Traffic calming and lower speed limits on important routes	29%	34%	31%	27%	39%	31%	32%	28%	31%	30%
More "sharrows," "Share the Road" signs or other awareness-building treatments	32%	34%	33%	36%	35%	31%	34%	40%	30%	33%
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	43%	42%	42%	35%	52%	41%	42%	43%	41%	42%
Wider sidewalks on bridges	40%	48%	44%	41%	47%	41%	43%	45%	42%	43%
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	46%	56%	51%	65%	46%	37%	52%	65%	41%	50%
Way-finding signs for cyclists that include route information and distances to major destinations	26%	43%	34%	34%	40%	32%	36%	46%	28%	35%
Focus on Safe Routes to Schools	45%	53%	49%	51%	51%	44%	50%	53%	45%	48%
More bike racks and bike lockers	18%	31%	24%	21%	29%	26%	25%	34%	18%	24%
Bicyclist and/or motorist safety education programs	29%	32%	31%	26%	35%	37%	31%	29%	32%	31%
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	32%	27%	30%	25%	36%	36%	32%	38%	26%	30%

Table 68: Importance of Benefits of a Region Bike System by Gender, Age and Housing Tenure

Percent of respondents rating each of the following benefits and uses of a regional bike system as essential or very important	Gender			Age				Housing tenure		
	Male	Female	Overall	18 to 34 years	35 to 54 years	55 or older	Overall	Rent	Own	Overall
	Providing bicycle access to jobs and schools	51%	53%	52%	67%	50%	33%	53%	66%	42%
Providing transportation alternatives including expanding the reach of public transit	42%	53%	47%	54%	44%	41%	47%	51%	45%	47%
Promoting community-building events such as bike races	24%	11%	18%	17%	25%	10%	18%	25%	14%	18%
Improving connectivity between residential neighborhoods & destinations	54%	52%	53%	58%	63%	39%	55%	61%	49%	53%
Improved attractiveness of my community to new residents and businesses	36%	37%	37%	39%	43%	30%	38%	33%	39%	37%
Decreasing the environmental impacts of transportation (air quality, water, etc.)	50%	66%	58%	73%	56%	43%	60%	72%	48%	57%
Providing opportunities to exercise	51%	63%	57%	67%	57%	47%	59%	64%	52%	57%
Providing opportunities for recreation	46%	62%	54%	60%	58%	46%	56%	62%	49%	54%
Supporting tourism	29%	36%	32%	28%	37%	35%	33%	39%	28%	32%
Supporting local businesses (e.g., more available parking, etc.)	44%	56%	50%	57%	49%	43%	51%	61%	43%	50%

Additional Crosstabulations of Selected Survey Results

Table 6g: Rode a Bicycle in the Last Six Months by Area of Residence (Detailed Other Area)

	Percent of respondents who rode their bicycle in the last six months	
	Percent yes	Count
Fort Collins	77%	89
Loveland	67%	36
Greeley	42%	63
Other	60%	15
<i>Berthoud</i>	87%	3
<i>Eaton</i>	62%	2
<i>Johnstown</i>	87%	3
<i>LaSalle</i>	0%	1
<i>Milliken</i>	25%	2
<i>Severance</i>	28%	1
<i>Timnath</i>	66%	3
Overall	63%	202

Table 7o: Interest in Riding a Bicycle More by Area of Residence (Detailed Other Area)

	Percent of respondents who would like to be able to ride their bike more than they currently do	
	Percent yes	Count
Fort Collins	50%	19
Loveland	80%	12
Greeley	58%	33
Other	63%	6
<i>Berthoud</i>	0%	0
<i>Eaton</i>	41%	1
<i>Johnstown</i>	0%	0
<i>LaSalle</i>	42%	1
<i>Milliken</i>	70%	1
<i>Severance</i>	100%	1
<i>Timnath</i>	100%	1
Overall	60%	70

Table 71: Reasons for Having Not Ridden a Bicycle in Past Six Months by Desire to Ride More

Why haven't you ridden a bicycle in the last six months?	Would you like to be able to ride your bike more than you currently do?		
	Yes	No	Overall
I don't know how	0%	10%	4%
I don't own a bike	50%	58%	53%
I am unable to ride a bike (health conditions, etc.)	6%	28%	15%
I'm too busy; I don't have time	25%	5%	16%
I'm not interested in riding a bike	2%	47%	22%
No adequate facilities exist	6%	1%	4%
Distances to destinations are too far	6%	4%	5%
It is unsafe to ride a bicycle	20%	7%	14%
Other	30%	8%	21%

Total may exceed 100% as respondents could select more than one response.

Table 72: Ratings of Bicycling Challenges by County

Percent of respondents who felt each of the following challenges concerned them a great or moderate extent	Larimer County	Weld County	Overall
Narrow pavement	72%	79%	75%
Lack of dedicated bike lane or shoulder	78%	91%	82%
Blind curves	43%	46%	44%
Lack of climbing lanes on the uphill side	28%	42%	33%
Traffic lights do not detect cyclists	55%	56%	55%
Debris or dangerous grates in bike lane/ roadway	58%	57%	58%
High speeds (45+ mph)	60%	61%	60%
Motorists not aware of cyclists	81%	76%	79%
Pinch points such as bridges or tunnels	56%	45%	52%
Lack of directional signage	33%	35%	34%

NFRMPO Regional Bicycle Plan Survey

Table 73: Importance of Potential Projects by County

Percent of respondents rating each of the following potential projects as essential or very important	Larimer County	Weld County	Overall
More paved shoulders wide enough for bikes	61%	56%	59%
Additional off-road multi-use paths (greenways) that accommodate bicyclists and pedestrians	54%	63%	57%
Traffic calming and lower speed limits on important routes	30%	32%	31%
More "sharrows," "Share the Road" signs or other awareness-building treatments	28%	42%	33%
Better bicycle accommodations on bridges (i.e. wide paved shoulders)	42%	41%	42%
Wider sidewalks on bridges	39%	47%	42%
Better intersection designs (e.g. clearly marked crossings and stop controls, signals that get triggered by bikes)	47%	55%	50%
Way-finding signs for cyclists that include route information and distances to major destinations	32%	38%	34%
Focus on Safe Routes to Schools	45%	52%	48%
More bike racks and bike lockers	26%	20%	24%
Bicyclist and/or motorist safety education programs	26%	39%	30%
Bicycle Boulevards (shared roadways designed to give priority to cycling traffic)	31%	29%	30%

Table 74: Importance of Benefits of a Region Bike System by County

Percent of respondents rating each of the following benefits and uses of a regional bike system as essential or very important	Larimer County	Weld County	Overall
Providing bicycle access to jobs and schools	53%	47%	51%
Providing transportation alternatives including expanding the reach of public transit	47%	48%	47%
Promoting community-building events such as bike races	22%	9%	17%
Improving connectivity between residential neighborhoods & destinations	52%	56%	53%
Improved attractiveness of my community to new residents and businesses	37%	37%	37%
Decreasing the environmental impacts of transportation (air quality, water, etc.)	61%	51%	58%
Providing opportunities to exercise	61%	50%	57%
Providing opportunities for recreation	56%	52%	54%
Supporting tourism	36%	24%	32%
Supporting local businesses (e.g., more available parking, etc.)	50%	47%	49%